

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



Skyywords

www.dhpc.org.uk

Issue:135 September 2018

I don't know why, but the
Sportsman's Inn down there always
reminds me of the
Hermitage Museum in St Petersburg

I think you're losing your marbles

**Winter Club Nights
start on 6th
September at our
NEW VENUE -
The Yew Tree,
Otley
7.30 for 8.00pm**

Inside this month

This month's cover shot is at Brant Side, by Dennis Marston, featuring Simon Tomlinson on Aug 4th.



Regular Features

Chairman's Chat Ultimatum

Club News Up Hill and Down Dale

Skywords Archive - Oct 09 - RAF ATC Club night presentation.

Cloud Eye Candy - Italian Sunset

Northern Flying Photos August 2018

The North Clubs Challenge - Ed Cleasby

Parabollox #9 - Dent Marble.

Winter Club Nights - Venue and Programme

Irregular Features

Farnborough Airspace Grab - LAA

British Allcomers, Feltre - Jan Tempest

BP Cup - Macedonia Round - Jake Herbert

Site Fund - alternative uses

Safety Notice for The Dolomites

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 Semptember 2018 An ultimatum

I have an ultimatum for you.

As autumn approaches your chairman's thoughts turn to how we are going to run the club for another year, and more importantly who is going to do the work. At the AGM in December, 4 committee members will be standing down from their current roles.

Trev will be standing down as Secretary, but has indicated that he is willing to stay on as hang-gliding representative. Tam will be standing down as Editor of Skywords, but has agreed to stand as Secretary. Rosie will be standing down as Social Secretary. Simon will be standing down as one of the 2 northern Sites Officers.

It's a bit of a no-brainer, all subject to agreement by members at the AGM, that Tam will take over as Club Secretary and that Trev will stay on as hang-gliding representative. Dennis will continue as Sites Officer (North). That leaves us short of a Newsletter Editor and Social Secretary.

Now we come to the ultimatum. Whilst a newsletter and an active programme of winter club nights contribute to making the DHPA one of the premier BHPA clubs in the North, we can exist without them. The club wouldn't be the same without them, but the wheels won't fall off. If you don't stand we won't have a newsletter or any club nights: it's up to you.

I've heard it said that Tam will be a hard act to follow as Newsletter Editor, and it's true that he has done a fantastic job in making Skywords a first class emagazine. But let me take you back a few years. When Ian Sadler stood down in 2007 we were left without an Editor. I took on the role on a temporary basis since, before the website and forum, it was the only way to communicate with the members. It was a black and white word document, often on a single side of A4 (we did away with paper versions earlier in 2007), with no pictures or photographs. The point that I am trying to make is that you don't have to do better than Tam: you just have to do better than nothing.

No doubt Rosie will be her usual efficient self, and all club nights until April will have been booked. All the new Social Secretary has to do is host them and produce a short write up for Skywords (if we still have one) afterwards. The winter season 2019 it too far away to worry about now. You don't even have to think about the Farmers' Dinner which is in safe hands with Helen and Marek.

Following last year's AGM we continue to scrutinise committee expenses. We're open to the prospect of job sharing on the basis that each post is represented by just one person at each committee meeting. Over the year Dennis and Simon have demonstrated that this can be done successfully. Trev has been double hatted as Club Secretary and Hang-gliding representative for a number of years. When his posts are split this has the potential to increase expenses, but he has indicated that he will only travel to committee meetings on an 'as required' basis, providing remote assistance at other times.

If anyone wants to know more please get in touch with Tam, Rosie or myself. Our contact details are on the website.

Fly safely,

Martin Baxter

Chairman



NCT Closing Date

The inaugural NCT is nearing its closing date, which is on 30th September. You have then have up to 30 days to submit your tracklog. See Ed's piece on the future of the NCT elsewhere in the mag.

The CAA Airspace Modernisation Strategy

On July 19th the CAA published its Draft Airspace Modernisation Strategy. In their view the design and operation of UK airspace is constraining the growth of commercial aviation and causing delays to passengers, and therefore should be 'modernised'. They say that they are concerned that other airspace users are able maintain 'appropriate access to airspace'.

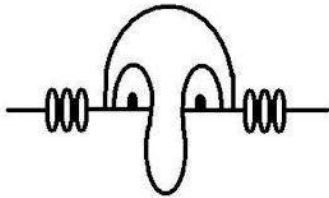
The CAA described the document as 'a roadmap of changes that will be necessary for modernisation'. It is intended to cover the use of UK airspace up to 2040 and will supersede the existing Future Airspace Strategy (2011). It includes the prospect of new structural design and operational concepts, and the new technology needed to achieve these.

The Draft Strategy has been released so that interested stakeholders can offer feedback before a final version is delivered to the Secretary of State in December 2018. Details of the strategy - and the CAA's case for modernisation - can be found on the [CAA Website](#). All air users are invited to provide feedback via an online survey.

Feedback and comments must be submitted by Monday 10th September 2018.

Invest in Your Sport

Recently came across this site. Our sport featured in "serious" art.



Wot - "No September Issue?"!

Welcome to the edition that wasn't going to be published! Last month I stated that there wouldn't be a September issue. It quickly became apparent that there would need be a mag published, due to a couple of articles that were sent to me. It's a bit earlier than usual as I will be away by 27th. It is also a shorter than usual as a result.

New Drone Laws

A new set of laws were introduced on July 30th with hefty fines for non compliance. Included in the new laws are:

Registrering with the CAA if your drone is over 250g

Taking a drone safety test

Avoid flying within 150ft of people (if drone is fitted with a camera. Full details are available at:

<http://dronesafe.uk/>

2019 X Alps

If you haven't got your entry in for the X Alps 2019, you've just got time - the deadline is August 31st. The field for the event will be announced on October 16.

The route itself will be announced in March next year

Virtual Reality Paragliding

I'm sure that all our families are delighted that now we can still go flying when taking the kids to the funfair - virtual reality paragliding comes to [Brighton Pier](#).





Committee Vacancies

Join the committee and help steer your club on a steady course in these confusing times.



Situations Vacant Skywords Editor

"Job descriptions" 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.

(Tam 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!)

Social Secretary

General

The Social Secretary is responsible to the Chairman for the club's social events.

Specific

Organising a visiting speaker or other activity for each club night (Sep – Apr).

Advertise social functions in Skywords and on the website in good time.

Book venue and arrange for presentation equipment if necessary.

Confirm the booking with the pub a few days beforehand.

Introduce, host and thank visiting speakers (drinks can be claimed on expenses).

Produce (or delegate responsibility for) a short write up after each club night for Skywords.

(Organise the Farmers' Dinner each year – invitations to go out with Christmas drinks.)

Secretary

General

The Secretary is a BHPA named contact and is the point of contact listed in Skywings. The Sec is responsible to the Chairman for the administrative duties involved in running the club and liaison with other clubs.

Specific

Annually renewing the club's affiliation to the BHPA.

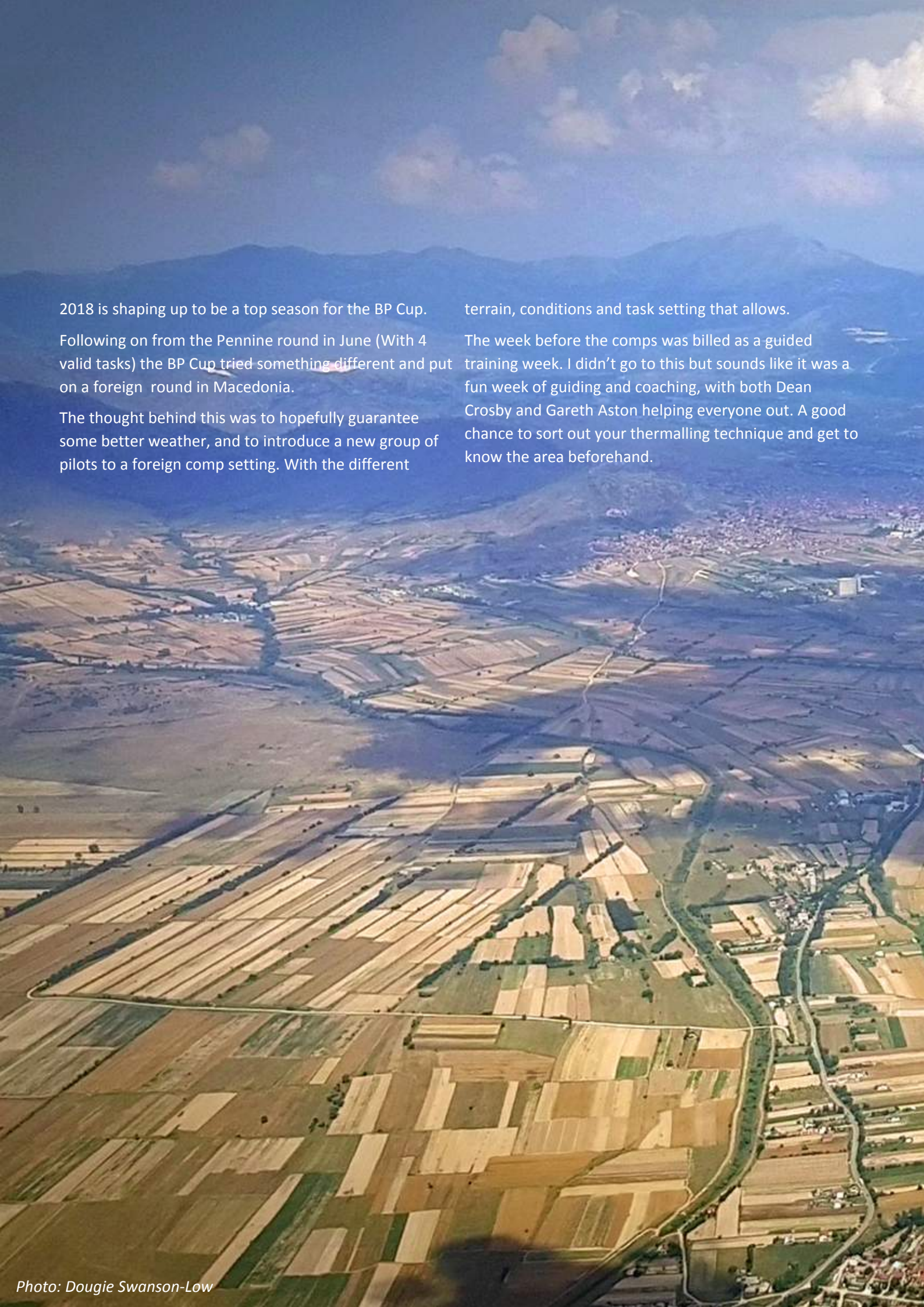
Calling for motions from members (to be received by 1 Nov) prior to the AGM.

Issuing a calling notice and agenda to all members at least 14 days before an AGM/EGM.

Taking minutes for all club meetings and the AGM for approval by the Chairman.

Contact or advice point for public enquiries.

Handling club constitutional matters as necessary.



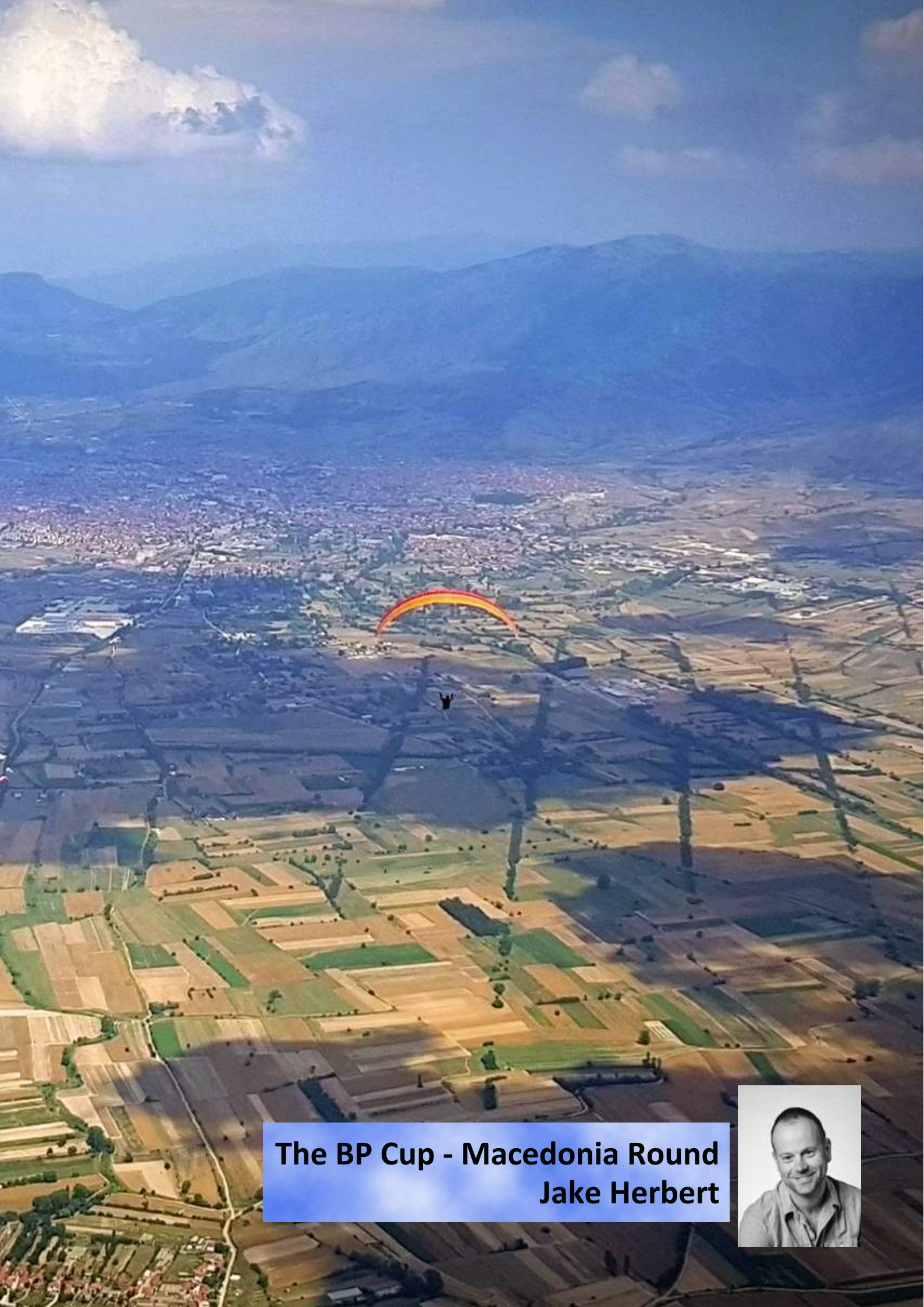
2018 is shaping up to be a top season for the BP Cup.

Following on from the Pennine round in June (With 4 valid tasks) the BP Cup tried something different and put on a foreign round in Macedonia.

The thought behind this was to hopefully guarantee some better weather, and to introduce a new group of pilots to a foreign comp setting. With the different

terrain, conditions and task setting that allows.

The week before the comps was billed as a guided training week. I didn't go to this but sounds like it was a fun week of guiding and coaching, with both Dean Crosby and Gareth Aston helping everyone out. A good chance to sort out your thermalling technique and get to know the area beforehand.



**The BP Cup - Macedonia Round
Jake Herbert**





Macedonia is a great choice for low stress competition flying. The geography is a perfect mix of mountains and flatlands in a friendly protected area. My experience here is that due to the range of options available to task setters it's a good place to get interesting tasks, even if the weather doesn't play ball. We had a week of less than perfect weather but still got 4 tasks in that were varied and challenging. Well done to Gareth and Martin for the task setting.

The general feel of a BP Cup round is one of a supportive environment with relatively low stress flying. It's a step lower than some other comps such as the UK nationals type rounds, and probably more similar to the Gin Wide open type event, though on a smaller more intimate scale. On this round there was only 25 competitors, next year they hope to have 40-50 maximum. That means it's one of the few events where you'll get to know almost everybody.

Throughout the week there was formal and informal coaching, all the experienced pilots happy to share their knowledge. Gareth and Martin did post flight debriefs and the social side was great with a great event HQ (Hotel Montana) just minutes from the take off.

The local scene was something different too. Macedonia is a relatively poor country, with a really friendly local population. Locals were very friendly when landing out, with beers and lifts freely given. Gary Stenhouse was even bundled into a shepherds hut and slightly over did it on the local schanpps.

For me it was my first comp after a 18 month break from flying, and so was a perfect low stress event to get back into the madness of it all.

So on to the flying.

Task 1 was a 35km taks to the South.

It was a tricky day with not so great thermals. Base was about 8k but hard to get to. The crux was getting across the gap at about 15km downwind. This downed most of the field. The 5 or 6 pilots that got across with a bit of height then got back up and flew another 10km to the next gap where everybody finally got downed. I hung in the longest ,followed closely by Alan Ford, Ben Scree and Carl Foster with Toby Briggs just behind.

Task 2 was a 35k race to goal first along the ridge then out into the flats.

Good racing along the ridge, with Toby Briggs, Ben Scree, Dave Thompson, Gary Stenhouse and me making it out first into the flats where conditions really improved with great cloud streets. I made the 15km to goal without turning chasing a German who turned out not to be in the comp, followed closely by Ben, Gary and Dave. 11 pilots in goal. Great task.

Task 3 was a 45km task, mixture of ridge and flats.

Conditions were really good, with base at about 10 thousand feet. Good conditions on the ridge then harder flying in the flats, where it was hard to connect with the clouds. Most of us got very low at some stage. Those



Photos this page: Gareth Ashton

who got into the flats struggled for a while until 10km from goal where we all got the best climbs of the day and could easily make goal. Chris Blanchard was first in goal, followed by me then Carl F, Dave T and Martin Underdown. 10 in goal.

Task 4 was a short task to beat the thunderstorms.

A quick leg along the ridge then out into the flats with a turnpoint North of Prilep. Really fun racy task with a great climb over the Stork village. This thermal had at least 10 storks in it, brilliant. Quite a few in goal, Chris Blanchard was first, then Paul Winterbottom, I was third followed by Mike Humphries and Martin Underdown. 12 in goal and a few just short.

Last day we had a good task, but it was stopped due to rain on course and we all landed before getting wet.

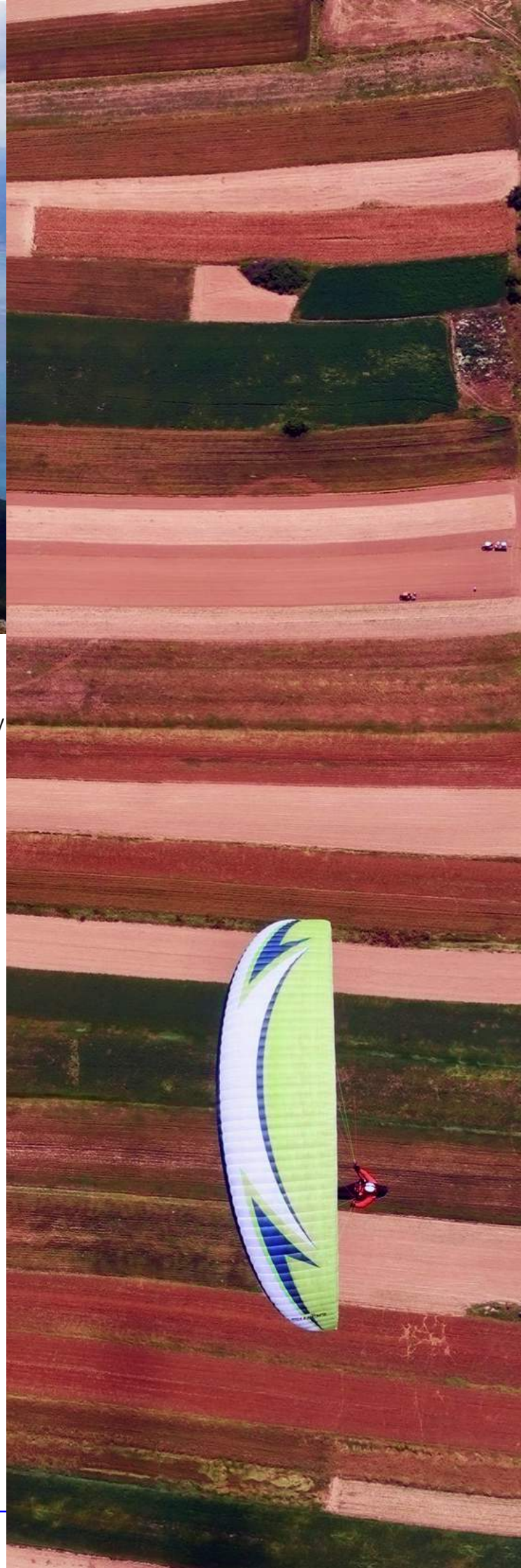
Final Podium

1. Jake Herbert
2. Carl Foster
3. Alan Ford

I think all involved thought it a great success. Anyone thinking of doing it next year get you name down early as it's going to be popular. I can't think of a better trip to do a foreign comp first timer or as someone who just wants a low stress comp.

Thanks to Gareth and Viv for making it happen and for producing such a harmonious and fun atmosphere.

JH



Airspace

With the LBA ACP process still ongoing, members will have noticed with alarm the decision on the Farnborough airspace grab. The Light Aircraft Association (LAA) recently published the article below, questioning the process used. As this is the process we are currently in, this could be pertinent in our future efforts.

FARNBOROUGH DECISION HIGHLIGHTS THE CAA'S FLAWED ACP PROCESS

By LAA CEO, Steve Slater

Last month, the CAA announced that it has, with revisions, decided to accept the bid by TAG Farnborough which will annex a significant amount of low-level airspace across the south of England. The decision has demonstrated serious flaws in the CAA's *Airspace Change Proposal (ACP)* process.

In the regulator's own words, an *ACP* should ensure that, "When the CAA decides whether or not to approve a proposal to change UK airspace, it does so in an impartial and evidence-based way that takes proper account of the needs and interests of all affected stakeholders."

This is a real worry to the LAA. However good we are at doing our job, keeping members in the air, the growth in Controlled Airspace and lack of access to it will severely curtail members' enjoyment.

There's a strong argument that, in the case of Farnborough, the CAA has failed to do just that. Preventing access to significant and important areas of previously un-Controlled Airspace, to accommodate a relatively tiny number of VIPs, hardly seems to fulfil the regulator's mandate.

UPDATED PROCESS

The *ACP* process was comprehensively updated at the start of 2017, with a new document, *CAP1616*, replacing the flawed and somewhat opaque earlier *CAP725*.

The revised process introduced extra CAA scrutiny and validation of sponsors' work, and the evidence supporting proposals; increased requirements relating to transparency and engagement; and brought new opportunities for those hit by proposals to have their voices heard.

Of course, the TAG Farnborough *ACP* was written to the old guidelines. It could possibly be argued that it was this flawed proposal which actually led to the rewrite of the CAA's more recent rules. Also enshrined within those rules is the statement that the CAA will not amend or partially change an *ACP* once it's in the system – it is (or should be) either accepted or rejected. And if Farnborough's proposal had been rejected, then it would've had to be resubmitted under the new, more transparent process.



(Left) The original, huge, *Airspace Change Proposal* from Farnborough.

The regulator seemed happy to enforce that earlier this summer, when it rejected Exeter Airport's *ACP* because, in the CAA's own words, "Disagreements arising from the Consultation Document had not been resolved or mitigated prior to submitting the proposal and the Change Sponsor hadn't responded to them as required."

The CAA managers who were involved also commented that the Exeter bid was technically flawed, and that the airport and its consultants

were seeking a disproportionately large area of airspace, relative to its traffic and needs. Exeter Airport will now need to frame its revised *ACP* under the more transparent terms of *CAP1616*.

Indeed, we should congratulate the CAA for its greater diligence in assessing the Exeter bid. For too long we've seen so-called airspace experts, working on behalf of airfields, framing conjecture and sometimes even fabricated data as fact, in the hope that a credulous

reviewer would take them at face value. Now, it'd seem that these advisers are, quite rightly, being more strenuously tested on their facts.

CHANGING THE RULES?

However, in the case of the TAG Farnborough ACP, the LAA would argue that even more areas of disagreement than with the Exeter proposal remain unresolved. Yet the CAA has elected to agree to Farnborough ACP being accepted.

Worse still, rather than suggest that Farnborough resubmit its ACP, the CAA itself has amended it with a compromise, which none of the sports flying bodies were consulted upon. That has led to the creation of two new airspace blocks, to the southwest and south of the airport, which will be classified as Class E 'Transponder Mandatory Zones' (TMZ), allowing access for aircraft without the need for ATC clearance, providing that they're equipped with a transponder.

The CAA's announcement of its Farnborough decision added that, "Radio-equipped aircraft that lack a serviceable transponder may still be able to access these blocks through local arrangement with Farnborough ATC. ADS-B devices will be accepted, once considered fully interoperable with ground-based safety systems."

Based on current experience of communicating with Farnborough LARS during a busy Sunday afternoon, it seems highly unlikely that the airport will ever be able to offer that. I wonder just how long it will be before we hear the words, 'Remain outside CAS due to controller workload'?

The area of sport aviation which will be the most heavily affected by the TAG Farnborough ACP is gliding. The Class D and the new Class E airspace is immediately adjacent to Lasham, the UK's busiest gliding site. The restrictions will also seriously affect cross-country gliding at such sites as Parham, to the south. The British Gliding Association, which has been leading the responses on behalf of the GA Alliance, is now considering further action, which may even include a legal review. In the meantime, the lack of appropriate CAA control has drawn interest from other quarters.

THE APPG ON GA'S CONCERNS

The All-Party Parliamentary Group on General Aviation (APPG on GA) has announced that it intends to investigate the way airspace changes are processed by the CAA. It is to mount a wide-ranging inquiry, conducted by Parliamentarians, to study the CAA's current powers and make recommendations on how the law might be changed to address deficiencies in the current process.

The APPG on GA will invite stakeholders to submit evidence, then hold hearings in the House of Commons as part of its inquiry. With the full *Terms of Reference* to be published in due course, the resulting report is expected to cover what the overarching policy objective should be for lower airspace; whether there's sufficient Parliamentary and Ministerial oversight of proposed and enacted airspace changes; measures to monitor and withdraw under-utilised areas of Controlled Airspace; and whether Airspace Change Sponsors should make financial contributions in return for taking away airspace from other users – similar to the *Section 106* provisions in the *Planning Policy Framework*.

The Chair of the 170-strong APPG on GA, the Rt Hon Grant Shapps MP, said "We start

from a position that says airspace belongs to everyone. We entirely accept that there will be cases for implementing Controlled Airspace, but are concerned the current procedure circumvents parliamentary and ministerial oversight, both in terms of policy direction and decision-making.

"If you're a house-builder and propose construction on the local community's playing field, then you'll be expected to make a contribution to fund sport elsewhere. It might well be time for this so-called *Section 106* approach to be applied to Airspace Changes.

"The Farnborough decision impacts on a large number of other aviators, so should the Sponsor be required to compensate other air users, who will now require transponders to transit Class E airspace, for example?"

"The CAA's controversial decision on Farnborough airspace has raised another issue about where the power lies to make such decisions. Currently, the CAA quite literally writes its own rules, using *Civil Aviation Publications*, or CAPs, and then judges the outcome of any applications.

"However, there has been no known Parliamentary or Ministerial oversight of this process. This means that both the actual airspace decision, and indeed even the rules being applied, have gone through absolutely no democratic filter. This does not seem right to the APPG and so if Ministers aren't prepared to take an interest, then Parliament will have to take control."

So, where do we go from here? Well, we're still working through the 121-page CAA decision document. One thing may be for each of us to write to our local MPs, enclosing a copy of this article, and asking them whether they've joined the APPG on GA yet. ■

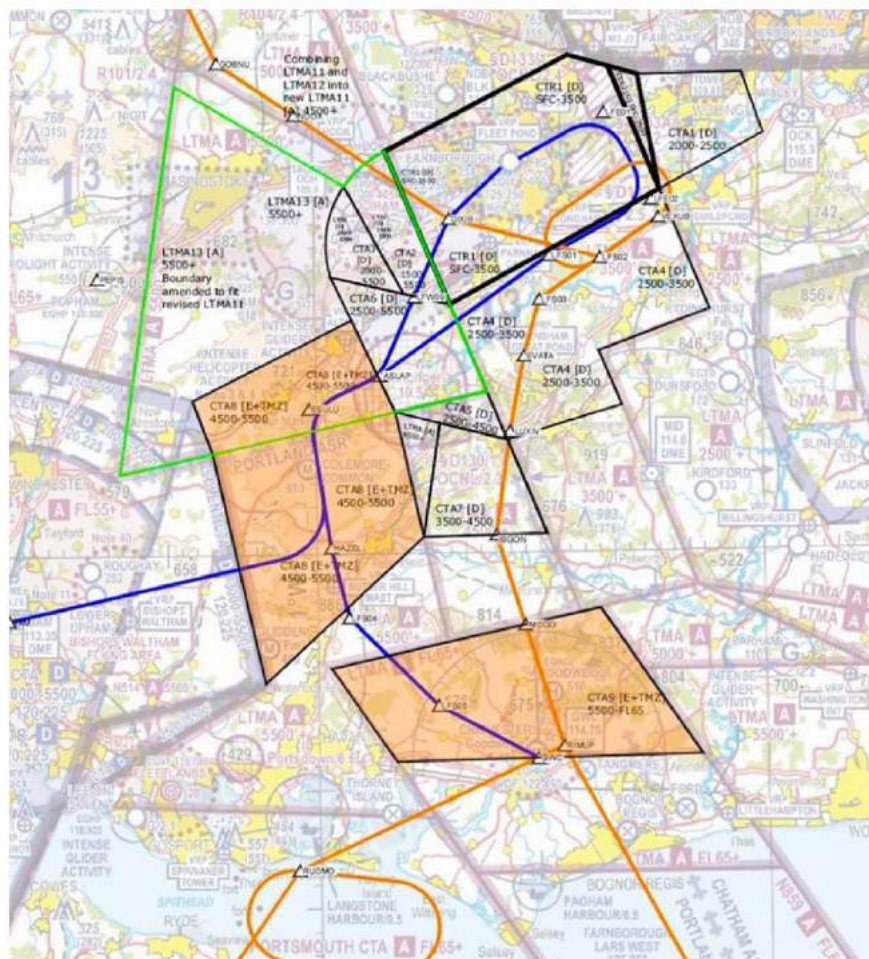
WHAT THE FARNBOROUGH ACP MEANS FOR US...

CURRENT AIRSPACE in the vicinity of Farnborough is, of course, with the exception of the ATZ, largely uncontrolled. The prime concern is that this poses a safety hazard from ever-larger bizjets descending through Class G airspace.

The ACP will create seven different areas of Class D Controlled Airspace, extending towards Blackbushe to the north, Haslemere and Petersfield to the south and as far west as Odiham, with their bases (with the exception of the local CTA1), ranging from 1,500-3,500 feet. The two areas of Class E, transponder-mandatory airspace have their respective bases at 4,500 and 5,500 feet.

For some, the biggest area of concern is the closure of the 'Bagshot Gap' to the east of Farnborough, the narrow corridor next to the Heathrow CTR which has until now allowed aircraft to transit in uncontrolled airspace from Bracknell to Guildford. From late 2019 that will form part of Farnborough's CTR-1, extending from the ground to 3,500 feet. If one were to get that dread call to 'remain clear of Controlled Airspace', the only option would be to head west, for a tour of southern England, carefully avoiding Blackbushe, Odiham and the gliders from Lasham!

(Below) The Farnborough ACP, as agreed with the CAA – smaller but still challenging.





The Northern Challenge Trophy 2018

Ed Cleasby

With the weather having broken after one of the warmest, driest spells for decades it seems an opportune moment to take stock of the seasonal progress of the NCT. Whilst at the time of writing (7 Aug) there are still seven weeks to the September 30th deadline, some patterns have emerged, not simply in terms of who has done what, but the merits of the concept of the NCT as a season long set of tasks as an end in themselves. In other words how well has it met expectations and where does it go in future?

Just a brief reminder of what I had in mind almost a year ago.

More than anything we battle with the weather in the UK, and trying to bring pilots together around a fixed date and venue is very problematic. Factor into that pilot availability, and that some just 'don't do' anything they regard as a competition, yet still want something to have a go at. A third group would like some pre comp practice at flying a proper, scored task and using their instruments. In a nutshell, that is the NCT – a task based, season long competition/development program to suit a wide range of pilots whatever their level needs and availability.

This season has been about (for me) putting this format to the test and gauging interest.

Main task set

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

It shows 32 pilots have entered flights, there is a second smaller group I know of that attempt the tasks but don't wish to enter the league. The level of interest tends to vary between the fanatic task ticker to the occasional effort. I'm also interested in feedback. Again this varies between those that have found it extremely useful in developing their flying skills and pushing themselves, to the ambivalent. Some pilots and some clubs have been very forthcoming with feedback, others have kept a low profile.

Without doubt the leading light has been Geoff Crossley (on almost 5000 pts) and with 10/12 tasks attempted and most completed. A great effort. Geoff has really

shown what's possible. John Westall is another who has really taken the task philosophy 'to improve one's flying' onboard and given Geoff a bit of competition. A personal observation is that those pilots who have used the tasks as part of their pilot development have really accelerated their progress. I've seen this in their confidence and xc exploits.

With seven weeks left it looks like the top two places are near decided, but third place still has everything to play for. Dave Eva and Richard Bungay only have 56 points separating them with a couple of others well able to overtake them with a few well flown tasks. As expected the GRIDS have proved popular, especially the Clough grid ... although Model Ridge has seen less interest – odd given the sites popularity. Amongst the site tasks, Windbank has over a dozen attempts with Blease, Far Whitestones and Coniston also popular. Again, surprisingly given its location and wind direction, Pendle has seen few attempts.

Hike n Fly set

<http://xcmap.net/index.php?c=NCT%20Hike%20and%20Fly>

During the introductions last Jan/Feb the Hike n Fly generated the most discussion, so it's rather surprising to see the Lakes Three Summits still has had no attempt (I mean to try it myself given a decent day) whilst the Dales Three Peaks has had about six attempts and two completions. My own limited experience of the H n F tasks are they are really great fun, both in the planning and the execution.

My own write up of the Dales Three Peaks is at:
<https://www.xcflight.com/flightlog-2018/july/>

Cumbria Cup (see Rules and Aims at):

<https://www.xcflight.com/northern-challenge-trophy-2018/>

This will be awarded based on the NCT main task set (4 task) and one other task if weather allows before 30th Sept. The four CSC scoring tasks are set out in the Rules and Aims and the CSC membership requirement.

Prizes Fund

Winners and the draw will be announced at the end of October along with club and individual donations

A quick cut n paste from the rules outlining the prize allocation as a reminder of how the pot is allocated.

Main task set: 1st (30%) 2nd (15%) 3rd (10%)

Hike 'n Fly: 1st (25%)

Draw (20%) (All entrants to be entered for the draw, subject to having made a minimum £5 donation to the total prize fund).

- ii) Donations to prize fund. This year I kick started with £100 from my own pocket. If club and individual donations don't materialise then I'll regard that as a reflection of point i)
- iii) Is the pilot developmental role meeting needs and is it being used as a coaching opportunity.
- iv) Do all (six) northern clubs still wish to be involved for 2019.

So ... where do we go from here?

I'll withhold judgement until November and I get a better picture of how it went. The main criteria will be:

- i) Does it have the interest and support of pilots/clubs for it to continue into 2019

If the conclusion at year end is that it's not worth the effort then it won't run in 2019. The idea has been to renew the tasks each year to keep it fresh. I still believe in the concept, we know the software side works superbly (thanks Chris Foster) but pilots and clubs are going to have to show their support.

EC

NCT Leaderboard 8 aug

- pilot -	GRID - Parlick (24k)	GRID - Dodd (30k)	GRID - Clough (19k)	GRID - Cross Fell (24k)	Coniston Ridge (26k)	Pendle DBLFAI (31k)	Blease DBLFAI (40k)	Windbank Cradle (29k)	Far Whitestones Cra (29k)	Whernside DBLFAI (30k)	Cross Fell FAI (30k)	total
Geoff Crossley	504	580	540	512	602	818	604	645	294	677	4978	
JOHN WESTALL	435	172	218		606	799	607	594	233		3664	
David Eva			259		334	772		75			1440	
Richard Bungay			445	128		811					1384	
Harvey	201		30		522			215			968	
Joseph Edmonds	106		381		120		301				908	
Martin Baxter		207					267		312		786	
Ed Cleasby		299					264				563	
Tim Rogers					554						554	
Patrick Holmes						497					497	
DAVE BRADWELL		218					255				473	
Chris Foster			53	99	140					167	459	
SIMON TOMLINSON			79				292	87			458	

NCT 2018

An initial personal response.

This is a precis of an email I sent to Ed when he submitted the article above - in support of continuing with the NCT. Tam

"Amongst the people I have spoken to, I haven't heard anyone who isn't positive about the NCT. I have had a few days out organised around doing a task (including the Dales 3 Peaks) which have eventually lead to something else, and therefore no entry. I know many others who have done the same - so the number of entries is not a direct reflection on level of interest. The fact that people have not made an entry when they aimed to is a development opportunity in itself ("I aimed to do this, it didn't happen. WHY didnt it happen")

Even with the season long nature of the challenge, there are still other competing priorities (LCC/ Bash / BP CUp / Foreign trips /comps etc). Clearly there have been early adopters - I am sure interest will grow as people become more familiar with the concept.

The development aspect of the comp is important. It is clear that in paragliding you never stop learning. The NCT is aimed at a broad spectrum of pilots, and has received a broad range of entries, even in its first year. The range of wings in the comp goes from low B to Zeno - might it be an idea to also have streamed results - Open, sports, basic. Even if I (not supposed to be a joke, but I appreciate the mirth it could generate) completed all the tasks I would have absolutely no chance of competing with Geoff on time points. It's just a thought. Probably needs counter balancing with - it doesn't really matter, I've entered for the fun and development aspect and don't begrudge anything that goes to the overall winner!

I don't think that the amount of money donated should be an over riding consideration - nice to be able to give something in recogniton of course. Would it be possible to get something on a par with the XC League guaranteed from the clubs maybe? In light of comment above this may be a tough ask.

I would whole heartedly support continuing the NCT!"

Skywords Archive

October 2009

The Editor has asked me to introduce the article opposite. It's 9 years old so a few things have changed; and when I wrote it I made a schoolboy error that I thought that I had got away with. Thanks Tam!

Church Fenton is long gone. The Army Air Corps and their helicopters left Dishforth last year and their MATZ and ATZ have been removed from aircharts. More recently it has been announced that the replacement for the Tucano (the Texan II) is going to RAF Valley in Anglesey and that Linton-on-Ouse will close in 2020. That should make crossing the Vale of York a bit easier!

So that just leaves the Hawks (Leeming), Tutors (Topcliffe) and motor-gliders, plus all sorts of visiting aircraft, sometimes foreign, who will forward base at Leeming for exercises. I don't suppose that their low-level transit routes across the Dales will change much, although we may see a few Texan II's going back the opposite way in the future.

Spot the faux pas that I made in original article! Trev was the only one that mentioned it. Whilst the general procedure that I outlined for contacting ATC for MATZ/ATZ penetration was correct, I failed to mention that you'd need an airband ratio and a Radio Telephony (RT) licence. Although the frequencies appear to be the same you can't use the 2m band radios that most of us carry (and use in the air illegally). Something to do with Amplitude Modulation (AM) vs Frequency Modulation (FM) apparently.

I won't elaborate more on the pressure setting debate, other than to say that most modern GPS automatically calibrate themselves and that since we only fly in relatively high pressure situations, if you stop your climb about 100' below airspace you'll remain clear. Transponders have evolved over the last decade (FLARM, Pilot Aware, AirWhere, etc) but we're nowhere near to a universal solution yet.

We did complete a reciprocal visit to RAF Leeming which was written up in Skywords in March 2010. If anyone would like SATCO to come back for a repeat performance or to go on a weekday visit to RAF Leeming I'll see what I can arrange.

Martin Baxter

"we lived in shoe box int' middle of t'road"

The Skywords Archive - October 2009

Club Night ATC Presentation - Martin Baxter



Hi all and welcome to the October edition of Sky Words. Thanks to everyone who sent in articles, please email me at katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Kate X

Chairman's Chat

After some interesting and fun filled years the time has come for me to hand over the torch of the DHPC Chairman's role! A decision which was easy to make – I have been spending so much time abroad over the summer I have not been able to attend meetings etc. In this time Martin Baxter has covered for me and some would say he has done a better job! Martin will be standing for the Chairman's role at the AGM on Wednesday 4th November at the Ilkley Vaults <http://www.ilkleymoorvaults.co.uk/> but I would be more than happy if someone were to stand against him! My time as Chairman has been an enjoyable experience. The committee has grown in strength and tea drinking ability over the years. We have instigated a successful BCC (British Club Challenge) team which won in 2008, and reached the final in 2009, we now have a club coaching system which promises to deliver a quality fun experience for our pilots (that's us!). We have negotiated reciprocal rights with other clubs (Pennine Soaring Club, North York's Soaring Club, Northumbria Hang Gliding and Paragliding Club, Sir George

Cayley Soaring Club and Cumbria Soaring Club), held coaching days, organised reserve re-packs and glider servicing, first aid lectures, a monthly club night with a selection of excellent speakers, a monthly newsletter, a library, the XC club, completely updated the website, almost finished a full revision of the sites guide, organised a yearly Club Dinner Dance and more.

WOW, hope you folks appreciate us!!

And the flying... We are lucky to have some of the premier yet quiet sites in the UK. I broke my personal best distance flight this year. 'What, in Spain?' I hear you cry. But no, in the Dales of course! A 7 hour epic which took me from the amazing Stags Fell to land near Berwick upon Tweed and scored 163km in the league! And another flight, quite late in the year 20th September from Wether Fell to near Whitty (102km scored!)

Thanks,
John Ellison (Sonic)



CLUB NIGHT - ATC PRESENTATION

On Wed 7 Oct 09 about 30 members of the club were treated to a presentation by Squadron Leader Kevin Walton, Senior Air Traffic Control Officer (SATCO) from Royal Air Force Leeming.



Kevin gave a very informative PowerPoint presentation covering military flying and airspace in the local area.

The good news is that normally the Hawks carry out their high energy manoeuvres, general handling and air combat training to the East of the airfield over the North Yorkshire Moors. However they often depart VFR Low Level to the West and South West initially at around 2000 feet but then descending to 250 feet AGL.

Tutors are used to train ab-initio pilots and can operate either East of West of the airfield.

The Tucanos that you have seen are probably from RAF Linton on Ouse, and any Lynx helicopters are probably from Dishforth.



Harriers and Tornados often let down through cloud over Harrogate before

An interesting read was Oct '09. A new editor - Kate Rawlinson, and John Ellison announcing his retirement as Chairman. A Baildon Sod report, Noel Whittall's LE-JoG motorbike ride, and Trev's flirt with danger in his Alatus powered glider. For this issue though I have chosen Martin's report on a club night that featured an RAF Senior Air Traffic Controller - still a good read, though as Martin explains opposite, do not take this as current guidance!



Tornado

heading Northwest under VFR, but probably most significant for us are the 2 main routes that the fast jets use to get from the Vale of York to the military low flying areas in the Lake District and beyond. The first one (that probably comes as no surprise) is Wensleydale. The second runs roughly East-West between Windbank and Skipton. Fast jets tend not to fly over the weekend. However Tutors operate out of Leeming and Church Fenton; and Linton on Ouse and Topcliffe can be busy with motor gliders. Saturdays tend to be the busier of the 2 days. Responsibility for ATC services in the Vale of York is split between Leeming and Linton on Ouse. Draw a line running roughly WSW to ENE between Linton on Ouse and Topcliffe MATZ and you get the general idea, although there is normally overlap and interaction. To the north of that line pilots talk to Leeming Zone on a frequency of 127.75, and south of that line to Linton on Ouse Zone on 118.55. We then received a timely reminder of the dimensions of a MATZ. Obviously you will remember that it's 5NM radius from GL to 3,000'AGL with a pan handle from 1,000' – 3,000'. Yes, in theory you can go into it, but it's probably not sensible to engage in air to air combat with the professionals. You cannot enter the ATZ (GL – 2,000' and radius 2 or 2.5NM) without prior permission, but that is where the discussion got interesting. We were told that no hang-gliders or paragliders (in corporate memory) have ever tried to



Hawk

book in, but that if they did, and there was no other conflicting activity (more likely on a Sunday), we would probably get clearance. So a competition organiser, or an individual, could book into/through the airspace. Obviously you would need to make your booking on the Friday beforehand. Tempting isn't it? Just one word of caution though – get the name of the controller who gives you permission: if you land within the airfield boundary you will encounter the RAF police, who have a fearsome reputation!



Lynx

Another surprise was the RAF's enthusiastic response to radio communication. Obviously you should have the correct radio licence to talk in the air, but the controllers from RAF Leeming are not there to 'police' this. For us it is probably a last resort, but the bottom line is that it is always better to talk to the controllers on the radio if it will help to maintain safe separation between aircraft. This is particularly true

if you find yourself drifting or sinking into the M/ATZ. Check you have the correct frequency (above), take a deep breath, and make DHPC history; “Hello Leeming Zone this is:

[Callsign/Type] – Paraglider/Hang-glider I, presently at...

[Altitude] – (For example) 3,000’ AGL...

[Position] – (For example) 5 miles to the west of the field (or overhead Ripon) heading for...

[Destination] – a field location to the east!

[Type of Service you require] – Requesting Zone penetration and a Basic Service (and landing on the airfield if you really have to!).



Tucano

(Once the controller picks himself off the floor) you should get confirmation of the Basic Service and a pressure setting (if you can't set this on your vario you will need to say “negative, height is AGL only” and the controller will try to take that into account). They will either let you do what you want or impose restrictions such as height or route. Again if you cannot comply then you must tell them, requesting a sensible alternative. Better to be in the poo than embedded on the leading edge of some military hardware. All very theoretical and probably a last resort. If it all sounds too complicated and intimidating that's probably a good thing. But don't let it stop you making the call if you get caught out. Controllers are human beings and you can talk to them in plain English although you should try to keep it concise. If they talk too quickly then ask them to slow down.

The mention of pressure settings started an interesting discussion. How do you set your Vario if you intend to fly under (or over) some controlled airspace? The vast majority of aircraft fly on the Regional Pressure Setting (RPS), which is the lowest forecast QNH in the area over the next hour. Whilst you could ring the nearest ATC prior to taking off, or at least note the pressure on the Met Chart before setting off, the practical compromise for most of us is to set the Vario to GPS (or site guide) height before taking off. Above the Transition Altitude (normally 3,000') airspace is normally measured in Flight Levels (FL) and you need to set your Vario to 1013.2mb. Time to get your manual

We also had a bit of a chat about Mode S transponders and whether we would swamp ATC services if we all flew around in the Dales with one strapped on somewhere. Kevin explained that they have the ability to 'filter' out unwanted returns so this wouldn't be a problem. Similarly the TCAS (Terminal Collision Avoidance System) fitted to larger commercial aircraft would only alert if both aircraft were on a collision course, which is very unlikely in our case. Kevin wasn't sure if a paraglider or hang-glider would show up on the Leeming Radar screen. If you do find yourself flying anywhere near the MATZ give them a call using your new found radio knowledge, and we'll find out.

All in all it was an excellent evening. We expected the RAF to be professional and us was how friendly, understanding and flexible they appeared to be. Squadron Leader Walton said that he had been impressed by our knowledge of airspace restrictions, but he was probably just being kind!

He was also kind enough to offer a reciprocal visit to RAF Leeming. This will be held on a week day some time soon, details to follow from the Social Secretary. Many thanks Kevin. We hope to see you again soon.



Winter Club Nights

Rosie Darwood - Social Sec

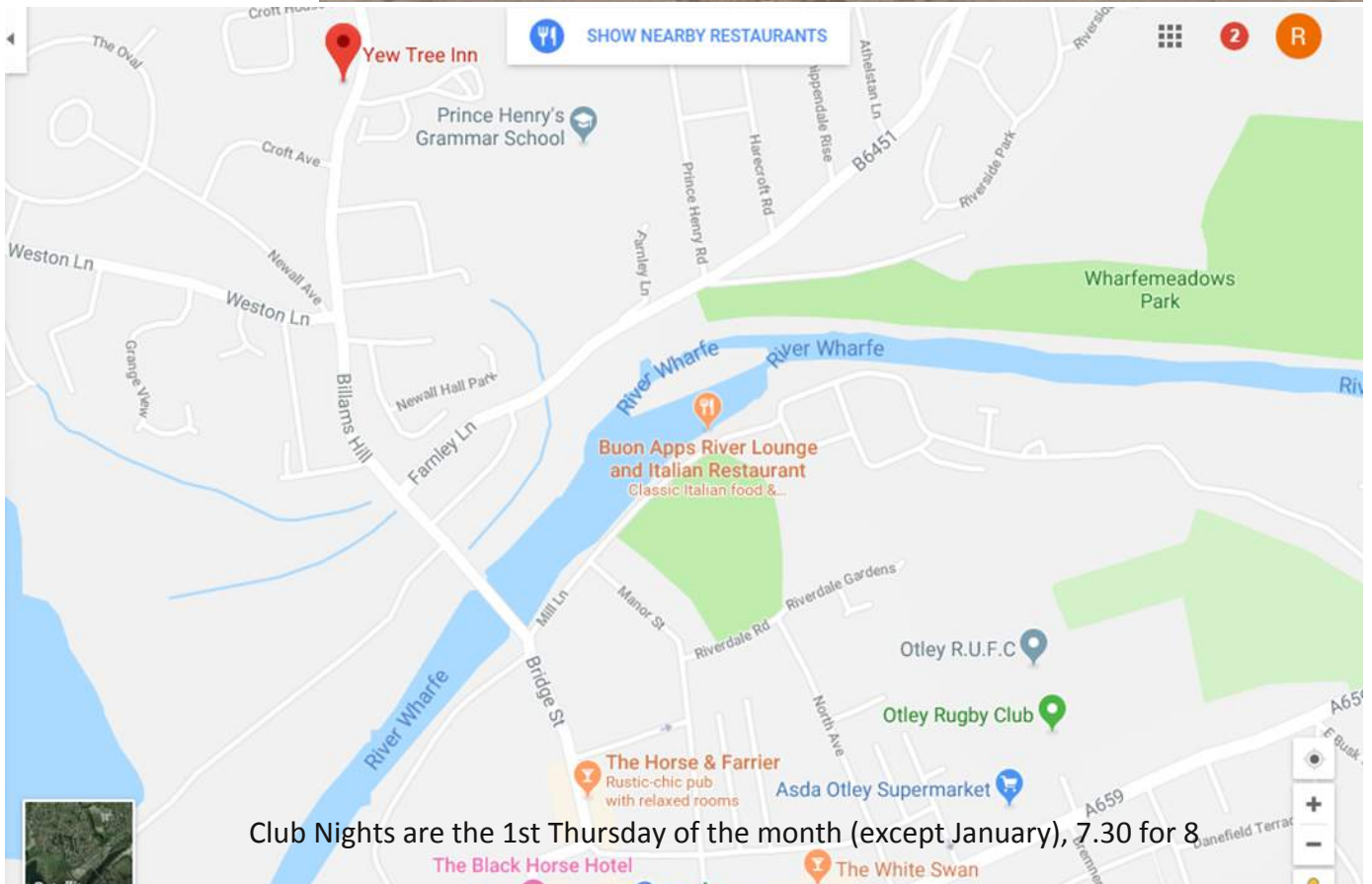
The thermals are no longer booming, nights are drawing in, and there's a distinct autumnal feel to the air. It can mean only one thing - winter club nights are

not far away. These are great for meeting fellow club members, and keeping in touch with your sport. A full programme of talks is planned - see opposite.

For 2018 the DHPC club nights have a new home! We will be meeting in:

**The Yew Tree Inn,
Newall Carr Rd,
Otley LS21 2AU.**

Go past the Horse and Farrier, over the bridge and up the hill and it's on the left (see map below). There is ample parking, food is available and we will have exclusive use of the front room.



Club Nights are the 1st Thursday of the month (except January), 7.30 for 8

DHPC WINTER CLUB NIGHT PROGRAM 2018/9

Club Nights are the 1st Thursday of the month (except January), 7.30 for 8 pm start

6th September

Alex Colbeck - 6 peaks in 24hrs

Our very own Alex Colbeck on his 6 peak challenge: climbing the UK and Yorkshire 3 peaks and flying down them, all within in 24hrs. Get to hear about the highs and lows from Alex himself, with the premiere of his 6 peaks film.

4th October

Richard Carter - Breaking 300km

We're pleased to welcome serial UK cross-country record holder Richard Carter who will come and talk about his latest amazing feat of breaking the UK 300km record, flying from Wales to land at Scarborough. Can you get further than that?

1st November

Mark Baldwin - An introduction to vol biv

Mark Baldwin aka "Sparky Mark" is coming to talk to us about his incredible adventures flying from across the Pyrenees from the Atlantic to the Mediterranean. A two-part tale, including running low on food and water, flying leeside and a brush with hypothermia...for what he terms "the future of nomadic travel". A must for anyone with vol-biv aspirations.

6th December

DHPC AGM

The ever popular AGM – with free beer!

10th January

DHPC annual film competition

Yes, its back. The annual DHPC film competition - with prizes! Please submit your entries to Rosie Darwood by 31st December (social@dhpc.org.uk). Maximum 4 minutes, crowd-scoring on the night with prizes for the top three.

7th February

Paratripadvisor

What better way to spend a winters evening than planning your flying holidays. Best xc potential? Most reliable weather? Best food? Worst accommodation? Concise tips and the essential info from Dales pilots on some familiar and less familiar destinations.

7th March

Rosie Darwood - Learning from aviation

Rosie Darwood, surgeon and "non-technical skills" instructor looks at what we can learn from aviation and surgery on improving our flying performance and safety. Situation awareness, decision-making, tiredness, communication – the under-appreciated skills that can make the difference.

4th April

Ask the panel

It's your chance to ask a carefully selected panel of our top DHPC pilots...whatever you want! Best flight? Worst experience? Top tip? Favourite in-flight food? Its your choice. Please submit questions on a postcard (or email/text is fine!) beforehand to Rosie Darwood (social@dhpc.org.uk).

New Social Sec needed

As announced in Martin's Chairman's Chat, Rosie is stepping down at the AGM, and we will need a new Social Sec. As you can see, Rosie has already organised a great series of events for the coming winter, so the new sec will be able to ease into the role with no major stress.

In fact all you'll have to do is introduce, and thank each the speakers at the club nights so you can take the credit for those - not a bad start to a new role!



British All Comers, Feltre

Jan Tempest

"..after you, old chap"

Feltre July 2018 saw a new twist on the British Open. It was the British Allcomers designed to bring less experienced pilots into the competition arena. The original idea was to build on the intermediate concept used by the Gin Wide Open and Chabre yet still accepting 2 liners so we had 17 Enzos and Booms and 22 Zenos in the pack of 101. Or should that be leading the pack?

The winners get the coveted PWC letters enabling them to enter Cat 1 comps. Apparently the Brits are a high ranking nation and our Tesco points count for more so there was a plethora of foreign pilots wanting high qualifications for what they thought would be a reasonably easy ride. This was not the case as the level of talent was very high. Consequently all the GWO style debriefings, meteo, instrument talks went out of the window since there were no real novices taking part.

Meet Director Brett Janaway kept pilot numbers to around 100 to avoid the mad gaggles that we see in most nationals but Feltre is a big arena and there's lots of air to spread out in. I'm writing this report from the perspective of a volunteer who in return for helping with admin and on launch gets lifts up the hill, flaps around a bit then is retrieved and has a decent social life hanging out with Sky Gods. As I arrived and was driving about half a mile from hq I saw a pilot in front and

stopped to offer a lift. Barney had just vol bivved in from Annecy. 10 days later Fabien from Flyeo landed having done the same route.

From our side of the table it's good when Registration Day isn't flyable otherwise we wait around for what feels like endless hours until 10 minutes before registration closes and everyone piles in, goes for supper and we're working till midnight.

Day 1 we didn't expect to fly a task but went up knowing storms were due from 2.00 though of course the only sure thing about mountain weather is that it can and does change very quickly. We were able to set a short task of 45 km heading down the valley and back to goal at the HQ of the Feltre PG Club. It's fantastic to spot from the air. It's next to a sports centre and is in the shape and colours of a hang glider. Even better there's camping on the sports club with showers and power so that was pretty full of para gypsies There was some rain along the course and we had to stop the task but after a tense wait we were able to score it. Yuki Sato Colombe was joint first with Jean-Pierre Philippe. Tim Pentreath was very excited when he thought he was in joint 1st place though I rather think he's been on the leaderboard many times. He came in fresh from his vol biv around the pointy bits of southern France.



There was some rain along the course

Photo: Richard Meek



Photo: Richard Meek

Day 2 dawned after a lightning storm with a light forecast of weak thermals. The task committee may have been a touch ambitious setting a task of 68 km to Belluno and we watched several gaggles going past launch in negative lift. Although most managed to get away along the ridge none made it round the course and the retrieve drivers were kept busy. Luckily most pilots have the sense to head for the nearest bar. Yuki was the winner again – she's definitely a British pilot now!!

There was a good atmosphere at the club house which supplies cheap beer, table football and shade. The temperatures were in the high 30s with high humidity. The local Feltre Pg and Hg club were great hosts making us very welcome, running extra vehicles up the hill when we needed, organising camping onsite and cooking up vats of pasta for the international volleyball tournament. A big thanks to Paolo and his crew. Because I've learned about 3 words of Italian I ended up liaising between the 2 sides as I had in France but I actually can speak French. The most common phrase was "Non parlo Italiano" I did get some free beers for my efforts.

**...great hosts -
vats of pasta for the
international volleyball
competition**

On **Day 3** a strongish wind coming from the west and tripping over the trees made launch somewhat interesting. I needed a suit of armour when dodging flippy over wings with razor sharp lines. Unfortunately we had a pilot who pranged in just below take off and needed a helicopter rescue since the hill was too steep to carry him out. Luckily his injuries weren't too serious. I was very impressed with the lightning fast response from nearby pilots forgetting the comp and rushing to help and we had 2 doctors and a mountain rescue leader co-ordinating efforts unfortunately a helicopter came in and the comp had to be cancelled as we still had pilots on launch.

The following day we relocated to Bassano using the launch at Panettone directly below the Monte Grappa monument. It's a big grassy area at 1580m with views over to the Adriatic Sea and room for lots of pilots to lay out their gliders.

The task of 52 km was set to start to the east, head along the ridge, out over goal in the flats, then to Rubio beyond Bassano, back across the flats to Asolo and returning to goal at the Garden Relais. By some amazing fluke I was on take off just as the start gate opened and the entire field flew towards me. So I nipped into the air, got lift as they were sinking and for a whole minute led out till the skinny wings went whizzing past.

Then others got lift and it was like wacky races, some nearly sailing upwards into me (I'm not used to looking for pilots below me), others deciding to go round and round in a pesky thermal and me batting straight on through the middle. If ever I've wanted a camera it was



Photo: Tim Pentreath

then with the lot below me – a great feeling. They pushed out towards the valley and I was able to track them. Then of course we all got sink but I beetled on towards Bassano where a big gaggle was playing duelling banjos. I'd managed to forget my tracker and my radio conked out so unfortunately I turned back towards the goal field as I really didn't fancy a long walk back in 35C with no retrieve. Pretty annoying or I'd have gone along till I ran out of sky. However, I was then also first in goal – and even accidentally hit a waypoint. I'd not even downloaded the task. 38 other happy pilots flew into goal but quite a few came to grief around Asolo where it wasn't working as well as we'd hoped. If only wishing would bring ideal conditions. And if thermals were coloured purple flying would be a piece of cake. Italian Loris Berta was the victor on home ground with Action Man Grant Oseland close behind.

Back to Feltre and a forecast of storms caused the day to be cancelled but free flying was allowed. Of course there were a few grumbles. A number of pilots including the alumni of the BPRA (see below) decided to fly to the way up high mountain refuge for a teetotal beer. Predictably enough the weather changed at 13.30, just as the comp would have been flying along the ridge and they had to hotfoot it back to base through heavy rain. The most amusing sight was a Boom hanging over the volleyball net as pilots hurled a ball over it **The final task** was a 59.9 km out and back towards Belluno with some criss crossing of the flats. This was won by Loris Berta again. I've nothing against Loris but I was cheering Yuki on. It would've been great to see her as the Overall winner

Final results were:

- Women** Yuki Sato (UK) Zeno
Emma Casanova (UK) Zeno
Anna Rhydh (Sw) Alpina 2
- Sports** Andy McNichol (UK) Cure
Simon Twiss (UK) X Race
Jacek Kryzyzanowski (PI) Sigma 10
- Reynolds** Magnus Ericsson
Carl Ellinghouse (UK) Sigma 10
Kieran Campbell (UK) Explorer
- Best Newcomer**
Kieran Campbell (UK) Explorer
- British Pilots**
Richard Butterworth (UK) Enzo 3
Grant Oseland Enzo 3
Harry Bloxham Enzo 3
- Overall** Loris Berta (It) Enzo 3
Yuki Sato (UK) Zeno
Manu Laly (Fr) Enzo 3



So as you can see all the Tesco points went to the dreaded Euros. Is Yuki Japanese, Brit or Spanish?

Congratulations to all who took part and helped make it a good comp – shame the weather wasn't a little more cooperative. It's rather ironic when the UK has had such amazing weather. We could have held the comp at Windbank. At least the Dales contingent would have had the home advantage. They flew well and drank beer – no skying out Pete. Jake came in 12th in his first comp with the Zeno so he's gone over to the dark side now. There was a good spirit of competition tempered with consideration for others.

After you, old chap..

On Day 2 Safety Director Craig Morgan, a man who has the experience and authority to be listened to, said that on the first day he'd seen some argy bargy and reminded pilots they were there to fly for enjoyment in safety.

I had a mental picture of pilots hanging back at thermals “After you, old chap” “Wouldn't dream of it. I insist you go first”

The week prior to the comp had seen the British Racing Academy bootcamp attended by about a dozen handpicked pilots and put through intensive training by Russ Ogden, Guy Anderson and Barney Woodhead. The very same academy that Theo Warden and Jack Pimblett have attended. These guys acquitted themselves very creditably with Harry Bloxham 3rd Brit and 9 of them in the top 20. Team gold in the next World's? *JT*



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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Photo: Pete Loar

The Site Fund - Potential Uses

The site fund. We saw some suggestions recently on potential alternative uses - coaching, a club tandem etc. On a recent car journey with other club members, we hit on another potential use - a club bike. A **monkey bike** to be exact, which we could store in the lock up garage we would buy in Hawes. It would make getting back to Dodd, Wether, Brant Side, Stags etc etc so much easier, and could be popped into your boot and dropped back ready for the next member who needed it. Brilliant eh. We hadn't even been to the pub at this stage.

As this wouldn't use up all the fund, we could use the excess to purchase a tow launch vehicle for those nil wind days. It seems that those nice people at **Bentley** are trying to break into this market and have produced a suitable vehicle.

Obviously we'd need a bigger lock up if we go for the Bentley option.

Site fund - sorted.



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

Oct 16	X Alps 2019 field announced	
Nov 1 - Oct 31	XC League	http://www.xcleague.com/xc/
Mar 1 - Sept 30	Northern Challenge Trophy	https://www.xcflight.com
Oct 16- 21	OluDeniz Airgames	http://babadag.com/babadag/
2019		
Feb 9	DHPC Reserve Repack	
Mar 5 - 16	PWC 2018 Super Final, Baxio Guandu, Brazil	http://pwca.org/node/43029
Mar 9	DHPC Farmers' Dinner	
Mar 13	X Alps route published	
May 31 - Jun 1	Buttermere Bash	
Jun 16	Red Bull X Alps	
Aug 5 - 18	World Paragliding Champs, Krueshevo, Macedonia	

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



HIGH SIERRAS

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
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- 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.

Flying Photos from the late Summer ..in the North, if not in the Dales!

En route to Bainbridge from Brantside, nearing Hawes
Aug 4th



Photo: Dennis Marston

Overflying Sheffield from Eyam
BP Cup, Aug 11th



Photo: Ed Cleasby

Simon Tomlinson, looking for lift on Stags Fell
Aug 11th





Photo: Dennis Marston

Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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



Trevor Birkbeck- Club Sec / HG Comps
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Carl Maughan - Library
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Rosie Darwood - Social Sec
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Pete Darwood - Paragliding Comps
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Tam - Newsletter
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The committee meets on alternate months, on the 3rd Wednesday of the month at 7.30 at the Horse and Farrier. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined), or you can request a copy of the minutes from the secretary. Regular items cover each of the areas above.

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

Mandatory Safety Notice - Dolomites

Flying in the Dolomites? Take note: PMR 8-16 is the official radio channel for free flight safety.

If you come flying in the Dolomites you are required to keep a radio always tuned to this channel (technical details provided below). It must be a **second radio** dedicated to safety, not the same radio you use for other conversation (don't worry PMR radios are very cheap).

Before starting a rescue operation, the helicopter rescue team will broadcast on this channel information about the area involved by the rescue operation (in English and Italian). They will inform all free flight pilots that an helicopter is about to arrive and they will identify the area where the rescue operation will take place. Free flight pilots are **required to leave the area immediately and any take-off must be suspended**.

Thanks to the ongoing collaboration with the rescue operators and authorities we managed to keep Dolomites open to free pilots from all over the world but we are still facing the risk of free flight to be banned in the area because of justified safety concerns. We keep working both on prevention and for safer and more efficient rescue operations.

High traffic of paragliding and hang-gliding pilots is one of the most critical issues during an helicopter rescue operation. We believe that having a channel where, ahead of time, information about an imminent rescue operation is provided to all pilots in the area is very important.

When the helicopter arrives, the area is expected to be free.

It is very, very important that this dedicated channel is used properly: it must stay silent all the time and it must be used **only for safety communications**. This means that having a second radio dedicated to this channel is absolutely important. This radio must be always tuned to the safety channel, never transmit on this channel unless you need to coordinate a rescue operation. In this case you will have the advantage of being able to talk directly with the rescue operations in the helicopter.

If we use this tool properly, it will certainly help everybody: the people who need rescue, the rescue operators and our community of free flight fellow pilots who will still be able to visit and fly in a unique area.

What radio do you need? Just a plain **PMR** radio that you can find almost everywhere for a few euros. Tune it on channel **8** and subchannel **16** (for the tech-savvy channel 8 and CTCSS subtone 16). That's why we call it channel 8-16, in Italy it's a channel conventionally used for safety in the mountains. For the real radio geek, the frequency is 446.09375 MHz and the subtone is 114.8 Hz.

Don't worry, it's not complicated: just get a PMR radio and tune it to channel 8, subchannel 16, keep it on all the time and you're all set.

This radio channel cannot be used to call for rescue. To call for rescue use the phone number 112.

A free app is also available for both android and IOS that allows to call 112 while automatically sending the exact GPS coordinates to the rescue operators. If the person that calls for the rescue is close to the person in need of help, this is very useful.

The app is called "**112 Where ARE U**", you can find it in the app stores.

We want to keep these wonderful flying sites open to all pilots, we want to keep everybody safe, we need collaboration from all pilots.

This radio requirement is immediately effective, rescue operators are already equipped to use this radio channel.

Rodolfo Sacconi, commissione sicurezza FIVL

Parabollox #9 Dent Marble



The Winter Palace, St Petersburg

Like the universe, our knowledge continually expands:
So, you've had a good day's flying at Dodd, and you all decide to pack up and leave. As you approach the cars there's a group of old men studiously staring at the ground. As you get closer it becomes clear that they are studying a particular nondescript bit of rock, the surface of which is just sticking out of the track. Apparently this rock is directly related to a magnificent fireplace in Catherine the Great's Winter Palace in Russia (which is now the Hermitage Museum, stuffed to the gills with work by Rembrandt, Picasso, Da Vinci, Titian, Rubens etc). So a piece of our car park is worthy of a place in one of the world's greatest museums? Everyone nods sagely. Well most. Some risk a slightly bemused look. Visions of Blackadder explaining to his puritanical and rich aunt that someone saying "great booze up Edmund" after throwing up in another fireplace, wasn't actually what it sounded like, spring to mind. However our parabollox is on a roll, and indeed confident of the direct link, which he explains is as follows:

He explains that the non descript rock isn't non descript

at all. He describes it. Those small lumps on it are actually fossilised crinoids - sea creatures from quite some time ago - even before the first hang glider was a glint in DaVinci's eye. Sea creatures at the top of the Dales? This just gets better and better. But it's true. The limestone in this area - particularly the black limestone in Dentdale is packed with such fossils. In the 1800's in Dentdale they started quarrying this limestone, and when polished, with white fossils and dark rock, it looked like marble -and indeed became known as Dent Marble. It became very popular locally, and there are many examples still in Dentdale, including the fireplace at the Sportsman's Inn. The market grew, eventually into a world wide market, which was capped with a fireplace installed in the Winter Palace in St Petersburg.

It's all true. Somehow I find myself loving the Dales a little bit more knowing this. Masterpieces by DaVinci and co vying for space with extracts from our natural masterpiece of a playground seems quite fitting, really.

Knowledge is a wonderful thing. Respect our car parks!



Inside the Hermitage museum

EYE CANDY FOR CLOUD LOVERS



Italian Sunset
Oct 2017

Photo: Gabriel Daum
Via Severe Weather Europe