

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

Skyywords

www.dhpc.org.uk

Issue:136 October 2018



How on earth do you fly
(300Km in the UK?)

If you go to the club night
on Oct 4th, you'll find out
from Richard Carter

Inside this month

This month's cover shot is by Dennis Marston, flying at Barton Fell, Ullswater and featuring Cunim Sim - Simon Tomlinson.
More photos of flying in September inside

Regular Features

Chairman's Chat Subs - the AGM approaches

Club News Up Hill and Down Dale

Skywords Archive - Dec 09 - World's oldest HG Pilot.

Cloud Eye Candy - Iridescent Clouds, Peru

Coaching - Opportunities - Peter Balmforth

Northern (Pilots) Flying Photos September 2018

Weather Prospects for October

Sept Club Night - "6 Peaks in 24 hours" World Premier

Safety - If It's Worth Saying Once - How low is too low

Irregular Features

You can take it from me - Alan Knot

Parlick to Haltwhistle flight storyboard - John Murphy

Dales Tales - Every cow'us Tells a Story

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Club Clothing - Buffs / Sweatshirts



Martin Baxter

Chairman's Chat October 2018

Subs - the AGM approaches

Subscription fees look set to rise next year.

But before we get onto that I'm pleased to announce that Rosie Ireland has agreed to stand as Social Secretary. Replacing one Rosie with another may generate some confusion but, assuming that you elect her, club nights are in safe hands for another year. As things stand we're still looking for an editor for Skywords. My ultimatum from last month still holds: if nobody blinks at the AGM then you won't get a newsletter.

I made an error (wot only one?) in my chat last month. It's Dennis who will be standing down as one of the 2 northern Sites Officers, leaving Simon at the reins.

Now, on to subscription fees. For several years we have been deliberately running down the club's working capital. We haven't squandered the money, instead using it to subsidise the percentage that we allocate to the Flying Fund, which is designed as a contingency for site purchase or to combat other serious threats to our sport. But, as we approach a minimum safe level of working capital, our strategy has to change.

Last night's committee meeting dragged on for 2½ hours whilst we considered our options. Increased scrutiny of our expenditure seems to have paid dividends and we decided to reduce costs in 2 more areas. We won't be producing anymore hardcopies of the club handbook/site guide: a sad day for those of us that prefer paper to screen, but we have to move with the times (just as Skywords did about a decade ago): printing and postage cost money. Secondly, we won't be providing free beer or food at the AGM. That in itself would increase your subscription fee; and besides why should we have to bribe you to come to an AGM? Having your say about subscriptions should be reason enough. But unless we make some further drastic cuts (austerity?) to what we plan to spend next year it looks as though base level subscriptions will have to rise.

In theory it's a simple equation: divide our planned expenditure by the number of members to get a membership fee. Sadly, it's more complicated than that. Aside from how much contingency we need to

meet unexpected and irregular costs, the subject of membership is pretty complicated in itself. It's hard to predict exact numbers for next year (fewer if we raise fees?) and matters are further complicated by joint memberships and the discount that we offer for prompt payment.

Having sorted the baseline sub we have to consider the Flying Fund. The results of the online survey, that you were invited to participate in, were pretty clear: 55% of those who responded wanted to maintain the contribution at its current level, and a further 25% wanted to at least inflation proof or increase contributions to the fund. Although we made clear [in the May edition of Skywords](#) that subscriptions looked set to rise, participants may not have fully taken that into account. And, when voting to maintain the contribution, did they mean the 35% (about £10 each) as in previous years, or the current 15% (about £3.75 each) as agreed at the last AGM?

Elsewhere in this edition you will find a calling notice for the AGM. This year we'll publish the financial report and the committee's detailed proposals in good time and you'll have the opportunity to respond with your own proposals if you don't agree. But the bottom line is that you elect a committee to work on your behalf. If you don't like our proposals and think that you can do better, you should be willing to stand for election.

Fly safely,

Martin Baxter

Chairman



Sites

Please remember to always check site guides before flying a site - details / rules can change, and getting it wrong can cause problems.

Fremington Edge

Please note the updated site details for Fremington Edge, included on the web site, and below:

Access

There are 3 methods of access to take-off

- 1) Be aware the access lane up to the White House is very narrow and really only suitable for off road vehicles. From the White House parking, continue on foot up the stoned track, then head to the right on the public footpath to the take-off area.
- 2) From Hard Stiles Road, follow the public footpath staying on the right hand side of the wall until you reach a step in the wall to the left. Where the wall turns sharp left there is an opening. Re-fasten any temporary fencing or gates. Once through, carry on in the original direction to the first take off area. A steeper take off area with top landing lies a little further on but you must only pass through the gate in the wall, which is located slightly down the slope. Close all gates.
- 3) From Fremington take the Marske road, turn left at the crossroads along Stelling Road towards Hurst. Turn left to Hurst and after 1Km you will reach Hall Farm on your right. Take the gate on your left to cross Marrick Moor. This is a UCR (unclassified county road) and completely legal to use. After 1.5 Km, park before the wall and proceed through the gate to take-off.

Parking

- 1) From High Fremington drive up the single lane road towards Fremington Edge and the White House. There is parking space for several cars on the right, opposite the drive to the White House.
- 2) Alternatively take the Hard Stiles Road heading east from Fremington and park on the right just before the right turn to Marrick.
- 3) After crossing Marrick Moor, park before the wall on rough moorland and proceed through the gate to take-off.

Wendy Windblows

Once the leading edge of weather information and a pre requisite for many pilots, [Wendy has has now been closed](#). [All things must pass](#). We record our thanks to Rod for his very long term effort in delivering this service, and wish him a long and restful retirement.

Mend the Yorkshire Dales

We have previously made reference to the efforts to repair the footpath up Bruntscar to our Northern Whernside take off. There is now a crowdfunding appeal in place, with rewards available. If it made sense before to help fund protective work on one of most iconic sites, it makes even more sense now. See <https://www.crowdfunder.co.uk/mend-the-dales>

New Members

We welcome to the club 5 new members. Don't worry, you'll fit right in as long as you buy plenty of beers for the Skywords editor. As for the other initiation rites, we just hope that the national press never find out. Hopefully you'll find us a friendly lot and happy to help in any way we can on the hill. Welcome to: Liam Toothill, Cefn Hoile, Derek Duffy, James Allcock and Chris Baird.

Prepare for Winter



As we head into the winter months, we have the ideal clothing for you to stop everything except your lovely eyelashes freezing up- club themed kit - see pages 6 and 7!



Committee Vacancies

Join the committee and help to take the club to new heights with your clear sense of direction.



Situations Vacant - "Job descriptions" Skywords Editor

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.

AGM Notice

Annual General Meeting

Thursday 6 December 2018 at the [Yew Tree](#) in Otley.

All members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to chairman@dhpc.org.uk before 14 November 2018.

The committee proposals will be published in the November edition of Skywords. The Treasurer's report will be sent out by email to all members allowing time for any counter proposals to be circulated before the meeting. There won't be an opportunity to raise important new issues on the night. This early deadline allows us to give due notice to all members of any contentious proposals, so that they can be there in person to represent their views.

As well as setting membership fees and contributions to the Flying Fund for next year all committee posts are up for re-election. Please feel free to stand for any post - I promise you that no-one will be offended. All you need is a little spare time and a willingness to put something back into the club. If you want to discuss things without making a commitment then please get in touch with me at the above address.

DHPC Sweathshirts

You can now order your DHPC themed swetshirt in the online shop at:

<https://www.conistonshop.com>

These are Fruit of the Loom 80% cotton shirts, and come with the embroidered left breast logo (£13.85), and the option of the Steve Ham Dales design on the back (£18.05).

P&P is £4.00 per item, but you could buddy up with someone and order a few, and the T shirts / polo shirts, and P&P is capped at £10.20

Again, the club holds no stock



from:

£13.85

+£4.00 P&P



Green



Grey



Burgundy



Red



Navy



Club Clothing

Exciting news on the club apparel front. (Now there's a sentence I never imagined myself writing when I was a recalcitrant youf). You can now buy club themed sweathsirts and bandanas / buffs - details below.



DHPC Logo Buff



The latest must have bit of kit. A seamless micro fibre rain repelling club buff for less than you pay for other varieties.

You can order these direct online - the club holds no stock. Further designs will hopefully be available in the near future.

Order from:

<https://giraffeuk.com/club-shop/dales-hang-gliding/>

How much for this must have bit of kit you ask?

£10.99

Currently FREE P&P

15% discount for 2-5 items

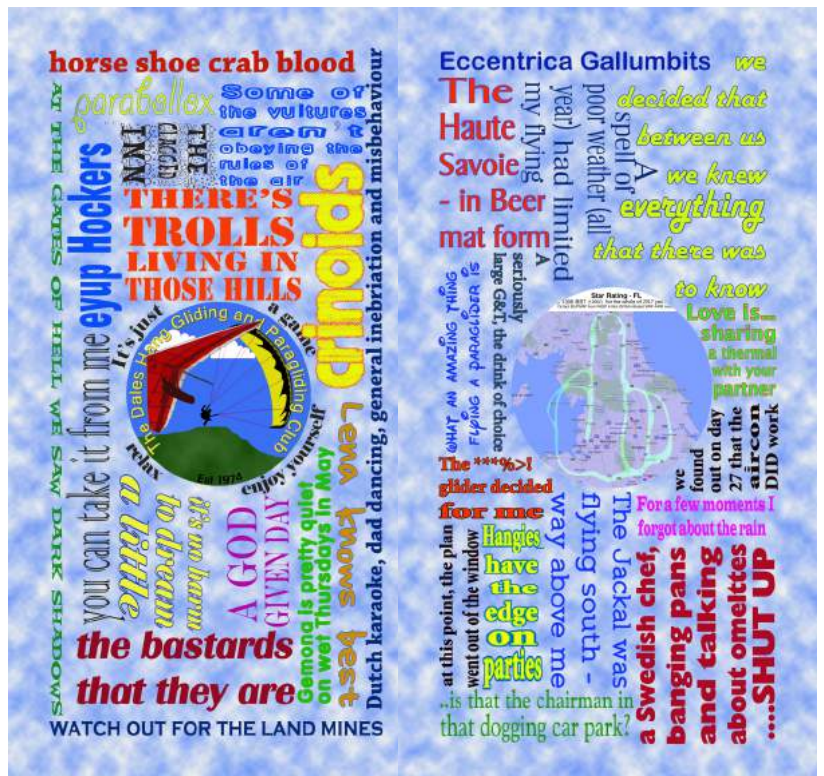
Coming Soon

DHPC Skywords Quotes Buff

A selection of the best quotes from Skywords over the years. A trifle self indulgent by your editor perhaps, but they are after all YOUR QUOTES from YOUR STORIES.

These will be available from the same link as above: <https://giraffeuk.com/club-shop/dales-hang-gliding/>

We hope to also include a bandana based on the plagiarised Hockney image used on the inside cover of this mag - but are awaiting agreement from the artist himself. We could maybe send him a complimentary one for the next time he visits from LA!





Winter Club Nights Rosie Darwood - Social Sec

Winter Club Nights take place on the:

1st Thursday of the month

(except January) at:

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

7.30 for 8pm start



These nights would be great if it were simply to meet up with your fellow club members, catch up on things and try to bore them with tales of your flying exploits, rather than the other way round. For new members in particular, it is a chance to get your face known with many of the active flyers in the club all in one place. You will start picking up tips and local knowledge immediately, and you will find us a friendly and

welcoming bunch. Who knows, you may even pick up some new parabolox at first hand.

Yes it would be worth it if only for the above, but you also get to see some top presentations from some top pilots. The full programme for 18/19 is in the [September issue of Skywords \(p19\)](#).

Next up we have none other than :

Richard Carter Breaking 300Km

Serial UK cross country record holder Richard Carter will come and talk about his latest amazing feat of breaking the UK 300km record, flying from Wales to Scarborough



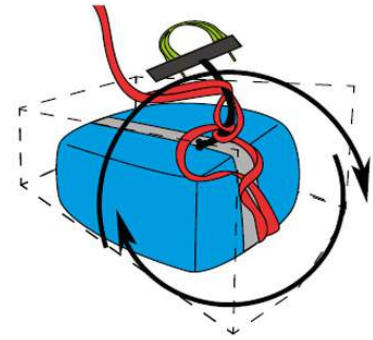
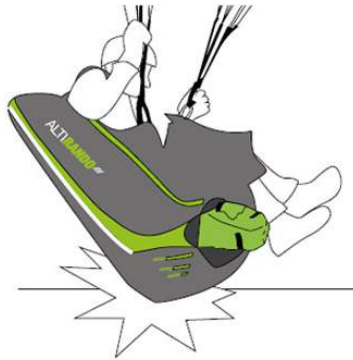
7.30 for 8.00pm Thursday 4th October Yew Tree Inn, Otley

Safety Notice

Supair Altirando3



ALTIRANDO ///



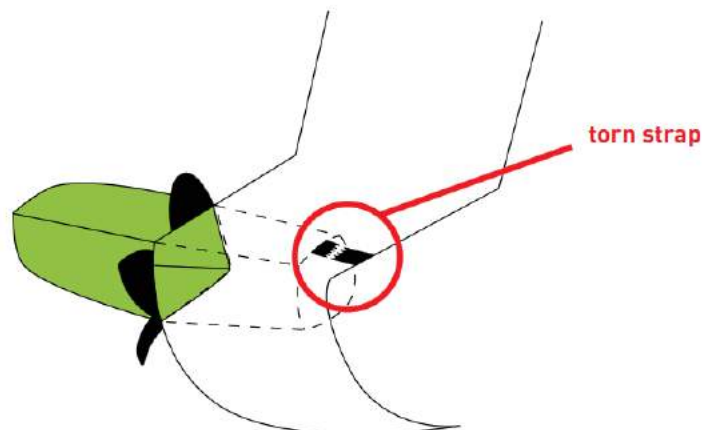
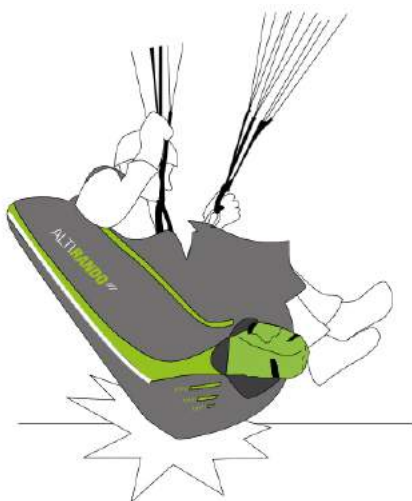
If you have an ALTIRANDO harness from Supair, please take note! Two safety issues have been identified relating to the reserve parachute rotating inside its pocket and possible damage to the reserve pocket. If the emergency parachute does not have a snug fit inside the rescue pocket, it could rotate on itself while using the harness. The risers then roll up around the deployment handle and prevent a deployment. Inspect yours immediately. If your reserve fits snugly, all OK. If not, use the sewn partition in the harness to adjust the depth of the reserve pocket. If it's not the ideal size, you can order an extension from Supair.

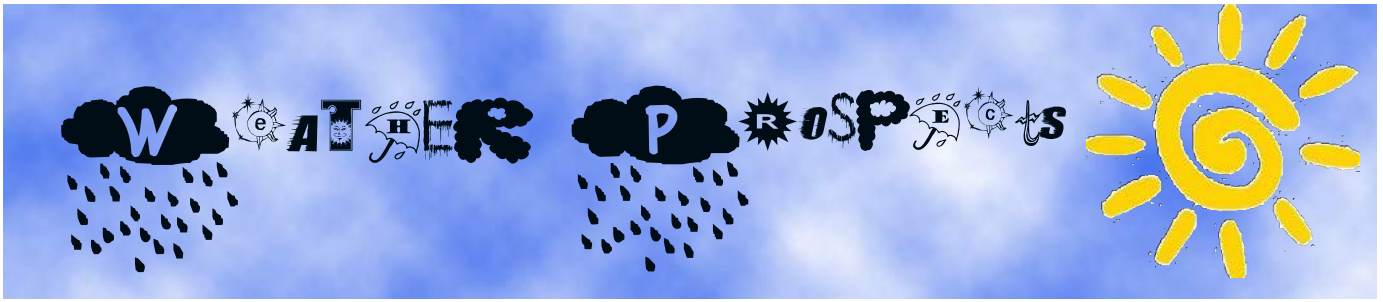
20180628 Safety Note Altirando 3 – Reserve parachute rotating inside the container

During a crash test, Supair have noticed that the reserve parachute pocket could separate itself from the airbag base. When the pocket's holding strap is torn off or the stitching damaged, the pocket is no longer securely held inside the airbag, and a reserve parachute extraction can become difficult if not impossible.

The pocket damage does not take place when the reserve parachute is inside the rescue pocket, but if used when empty damage is possible.

20180720 Safety Note Altirando 3 – Reserve parachute container could separate from airbag





October 2018 : A Mixed Month For Many

Issued : 2Sept 2018

Forecast

We are expecting a mixed bag of weather for October this year with the continuing dominance of Northern Blocking.

A dry start to the month with high pressure will give way to more unsettled conditions for a time with the risk of tropical remnants once again. High pressure for the middle of the month will bring some fine, dry weather once again to many areas.

The end of the month though is expected to see a return of the Atlantic with some deep areas of low pressure bringing gales and heavy rain to many parts of the British Isles.



October 2018
Forecast



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
- 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.



Safety - If It's Worth Saying Once - - How Low is Too Low

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

The Basics: 360° Turns – how low is too low?

It's a common enough question from lower airtime pilots though truth is we ask it of ourselves every time we go out flying. An obvious scenario is ridge soaring: I pick up a thermal close to the hill – am I high enough to 360 yet or should I build some height with S turns first. The only difference between the experienced pilot and the less experienced is that the answer will come automatically to the former, based on the judgement gained from experience. But where does that leave the low air timer? It seems a bit of a catch-22 scenario: how to gain the experience without the risk?

This is not a skill-based puzzle but more one of risk management. Our sport, like all adventure sports, has risk associated with it and in order to fly safely we need to manage that risk. It's far easier to manage the risks we know than those we don't. And doubt is a good indication of a 'risk we know'. The simplest way to manage such a risk is just to avoid it.

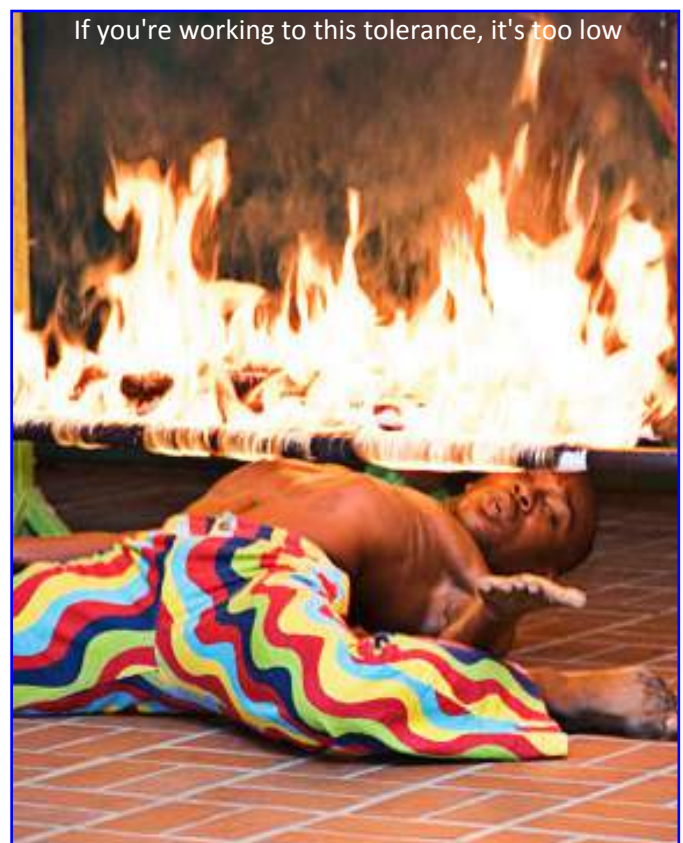
Any manoeuvre attempted close to the ground has risk and that risk increases when there is doubt as to the outcome. A manoeuvre attempted at 3000' AGL is far less risky than one attempted at 30' AGL. It should be obvious - the risk we are talking about is not the risk of getting the manoeuvre wrong but rather the risk of injury as a result of getting it wrong. Getting it wrong at 3000' gives us height to try to recover the situation or if necessary to throw our reserve (getting a 360° turn wrong at 3000' will probably be a non-event). However, get it wrong at 30' above ground and you've rolled the dice, you may be lucky and get away with it or you may not – chances are the outcome will not be yours to decide.

So, with that in mind, if you do find yourself asking the question 'Am I too low to 360?' and you don't have the judgement or experience to answer it yourself then the simple answer is you are too low. Get higher or further out from the hill and practice your 360s, gain the experience in different wind and thermic conditions, see how your groundspeed increases on the downwind leg of the turn and decreases on the upwind part. What happens to your arc when you fall out the back or side of a thermal etc. All of this experience you should gain higher and/or further out from the hill so you remove the risk of crashing into the ground. In time, that experience will translate into a better judgement or feel and you will find yourself more comfortable when circling lower and closer to the hill.

But more importantly you will be better able to answer your own question. At the heart of it all, when we are in the air, this is the only answer that counts.

Safe flying

DM



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

The Skywords Archive - December 2009

Neal Goss - World Oldest Hang Glider Pilot

Some big changes for the club in December 09.

Martin took over as Chair from John Ellison, John Lawson, Ed Cleasby and Kev McLoughlin all joined the committee, and Kate took over as editor of Skywords.

They had some meaty agenda items - what to do about the BCC, and what to do about the annual Club Party (which became the Farmers' Dinner). The article reproduced here was unattributed, but looks to me to have Trev's fingerprints on it, and clearly it is another goal he is aiming at (at some point in the far distant future Trev!)



Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.
Kate X

CHAIRMAN'S CHAT - NOV 09

The AGM was held at the Bilsby Moor Vaults on Wad 4 Nov. There were 10 committee and 10 ordinary members present, making a total of 20 out of a total membership of 163. The offer of a free beer didn't exactly break the bank.

John Ellison (Chairman) and Pete Balmforth (Safety) both stood down. Fortunately John Lawson stepped up to take over the Safety Officer's post and Ed Cleasby agreed to take on my job as Sites (North) Officer, allowing me to stand as Chairman. Kate Rawlinson stood down as PC Comps Secretary but agreed to take on Skywords following the sad loss of Dennis Wray. Kev McLoughlin volunteered for the Comps job. In the end we had one volunteer for each job so nothing was contested. The important thing is that we have every post filled for the next year. John, Ed and Kev bring in a wealth of new experience to the team and we are very grateful to all committee members for giving up their time and energy for the benefit of the club.

Tony Pickering (Treasurer) reported that the club's finances were in generally good order. Having added another £1,400 into our flying

fund (which now stands at nearly £6,500) we were up an additional £172 on last year.

We had a lot to talk about on our first committee meeting. The 2 main issues being the Dales Club Party and the British Clubs Challenge (BCC).

For the last 3 years the Dales Club Party (Dinner Dance) has been poorly attended. The majority of members don't come and not many farmers can face the journey down to Skipton. Despite the best efforts of the committee it has been a struggle to persuade the minimum number of people to come and it has been pretty stressful at times, gambling on whether to cancel early or push on and risk losing our deposit.

So next year is going to be different. The focus is now going to be on entertaining the farmers. The venue will move further north (somewhere between Cracoe and Hawes) in order to make it easier for them to attend. Committee members will be expected to host the farmers and will get a subsidised meal as a reward. Other members will, of course, still be very welcome to attend on a pay as you go basis. The annual presentation of trophies will switch to the March club night. Following the hugely successful Dales Northern Bash we

POLK CITY, Fla. -- After flying 50 combat missions over two tours of duty in World War II, Neal Goss returned home a reluctant American hero.

Sixty-four years later, he has done it again. Goss, who turned 89 earlier this month, never left the skies he once helped patrol for his country, trading his B-17 bomber for a variety of private aircraft, eventually leading to his hang glider, which he still flies solo at least two days every month at the Wallaby Ranch in Central Florida.

He was recognized three years ago by the Guinness Book of World Records as the oldest active hang glider, a record to which he continues to build.

Time may have taken most of our heroes from the most devastating and significant war in world history, but time hasn't robbed the zest from Goss, leaving him to inspire a whole new generation.

"I figure that they probably have hang gliders and sail boats up in heaven somewhere," he said after one recent flight. "I don't plan on being there anytime soon, but I want to be ready when I get there."

Goss, a First Lieutenant in the Army Air Corp until 1945, served as a bombardier/navigator as part of the Flying Fortress squadron that dropped more than 9,000 tons of bombs and shot down 200 enemy planes during the war. Today, he flies only for the thrill of the sport, soaring in his light, unmotored aircraft that takes him as high as 6,000 feet above the ground, using body control and thermal drafts to navigate his way across the countryside, providing a view and a freedom that few have enjoyed.

"I'm not a hero (from the war). I didn't think I was brave. I was just doing a job for my country," he said. "This flying now is fun. It makes you feel like one of the birds. I never had this view from inside the bomber."

When he returned home from the War, Goss promised his aging mother that she would be proud, not so much for what he had done for his country, but for the way he would live the rest of his life, so grateful for coming home alive, making sure his time here was well spent. He certainly has gotten his money's worth.

At a time when most of his peers have either died or

turned to a sedentary lifestyle, Goss keeps pressing the accelerator. He lives alone today in his Panama City home where he and his wife raised their four children, now making the four-hour drive by himself to the Wallaby Ranch at least once a month to fly.

His concessions to age still rankle him, yet he knows how far he can push. He no longer jumps off cliffs and mountains in other parts of the country with his hang glider, preferring the more controlled starts he gets with a tow. He gave up racing motorcycles almost 10 years ago. He no longer sky dives or goes deep sea diving with friends. He stopped wind surfing shortly after he closed his dental practice at age 82, leaving behind patients of 50 years. He stopped making his annual week-long trip to Guatemala, where he provided free dental care to Indians in the poor parts of the country.

He has cut back on his sailing, too, although he made a 200-mile voyage just last year down the West Coast of Florida, from his home to the home of his daughters who live in the Tampa area. His biggest regret is being bypassed by NASA several years ago when they were looking for a senior citizen to join a space shuttle flight. "They wanted someone with a bigger name, but I've been very fortunate. I wanted to fly since I was a young boy," he said. "And I'll do this for as long as they let me, hopefully another 10 years. I would just tell anyone my age to go for it. You have nothing to lose."

Goss is amazingly healthy for 89. He suffers from a frustrating neurological disorder that affects his speech, making him difficult to understand, forcing a questioner to piece together his sentences. Yet his body remains taut and strong. His walk is slow because both his knee joints need replacing. None of that matters, though, when he is soaring close to the clouds, guiding his craft with a veteran's experience, surveying all that is below and above him. He calls it a peek of what to expect in heaven.

He will be part of a flying extravaganza at the nearby Fantasy of Flight attraction Nov. 7-8, when he makes his usual trip to the area during the week of Veterans Day.

"He's way beyond unusual," said Malcolm Jones, a longtime friend, who met Goss when they both were just learning to hang glide in the Tennessee mountains. At the time, Jones was 18 and a daring teenager. Goss was 53, considered old to be learning a new sport.

"He's an inspiration to everyone he meets," Jones said. Although flying a hang glider is considered relatively safe, Goss has had his share of close calls since starting

almost 36 years ago. There was the broken ankle, the skull fracture, the four different times he landed in trees when he missed his approach, once leaving him in a swamp where he spent the night before he was rescued in the morning.

One crash resulted in a gash on his head that was closed by another flier with a staple gun to stop the bleeding. Through the years, he has flown from the beach, behind boats, off mountaintops and across hundreds of miles in competition.

He still uses the same helmet he has used for the last 30 years. It's nicked and dented and ugly orange. It's both a reminder and a badge of courage. For each of his tree lands, there are distinct notches in the helmet, a way to celebrate his survival each time.

His flying harness is old, still held together by duct tape, his do-it-all answer to anything that breaks. Still fiercely independent, Goss sounds embarrassed when he must ask Jones for help in moving his glider or getting into his sling to fly.

His daughters, who came to his flights this month, have watched him for so many years; they don't worry anymore about the dangers or potential problems that could arise because of his age.

"He's made it clear to us, that if anything ever happened to him -- like something really went wrong and he crashed -- that we better not let anyone know about it," said daughter Sigrid Edwards. "He loves this place too much, and he wouldn't want his end to reflect badly on anyone here. And we'd honour that. He's always pushed the envelope a little bit."

Daughter Carol Goss has another theory about her father, the way he has lived his life, and the way his amazing story eventually will end. After surviving bombing missions over Sicily, Italy, France, Austria and Greece, after skidding off runways during the War, there is nothing now that could deter him.

"We don't worry about him up there," Carol said. "But it would be a helluva way to go, wouldn't it?"

Her father, she believes, won't be taking his last breaths on earth from a hospital room or in a rest home with the elderly, not after living such a free-spirited life.

"If he was told his days were numbered and he had to go to a nursing home, he'd try his best for one last adventure," she said fondly, "He'd get on a sail boat and tell us he wanted one last trip around the world. And we'd all say goodbye."



September Club Night Report

Rosie Darwood

6 PEAKS IN 24HRS

Snowdon Summit



Landing at the bottom of Snowdon

Rosie reports from the first of the winter's club nights, at a new venue, with lots there to see the world premier of Alex Colbeck's film about his epic

6 Peak Challenge in 24 hours

Firstly I was very relieved to see everyone found the new club night venue! The committee decided it was worth trying somewhere else after various niggles with the Horse and Farrier. So we're in The Yew Tree for this season, let us know what you think and we can review it again next summer.

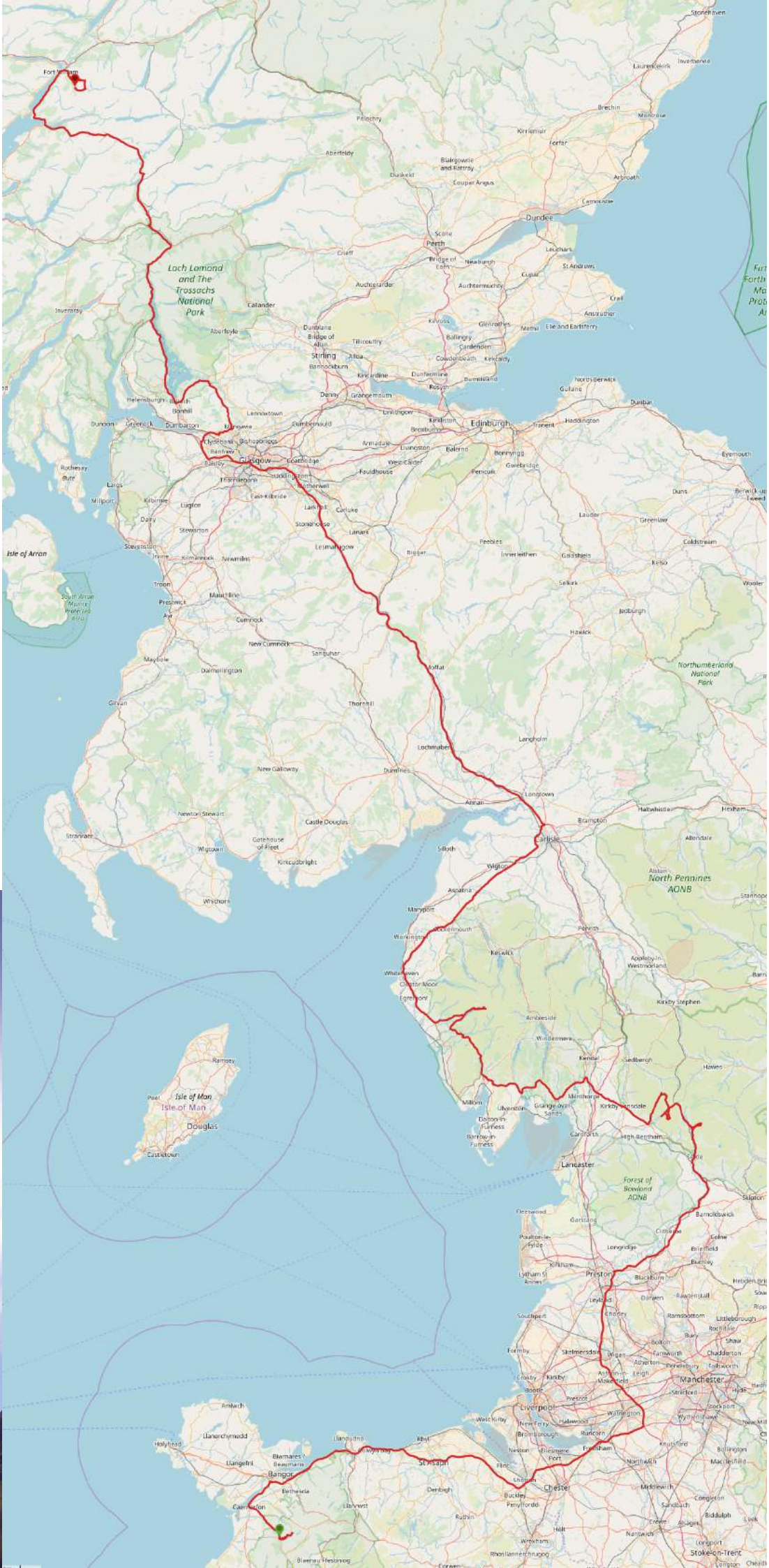
We kicked off the season with Alex Colbeck and the premier of his film: "6 Peaks in 24hrs". Perhaps better known as an up-and-coming acro pilot, this was something a little different....



Alex had been thinking about this unique challenge for a couple of years...the National 3 peaks plus the Yorkshire 3 peaks, climb up, fly down, all in 24hrs. An appropriate choice for a Yorkshire pilot....albeit without much in the way of hill-climbing experience! In fact this would be his first time up Snowdon, Scafell and Ben Nevis.

In preparation throughout the spring, once the days started getting longer, Alex spent his evenings climbing up local hills "and hoped that would be enough..I had no idea really"! he admits. Sponsored by Niviuk who provided a lightweight single skin wing his overall gear weighed under 10kg; and yes, he did have a reserve.

Weather was clearly going to be key. He needed long days (ideally June) to make the most of the daylight but then the actual date would have to be a



I had to run down half the bloody hill

last minute decision based on light winds. North-westerly would suit his chosen launch sites, which were picked to allow him (ideally) to land back close to the support vehicle.

Although there were dreams of a professional film crew or even perhaps a monitor from the Guinness Book of Records, the unpredictable timing of the challenge meant that in the end it was down to Alex carting a go-pro and his dedicated support drivers, Dad Andy and mate Richard.

So the preparation was done. May and most of June came and went with no sign of the appropriate weather window. Alex was starting to get anxious. Then just after the solstice things looked promising. After a "Full English" (Welsh?), at 7.44am on 25th June under clear blue skies he started up Snowdon from the south west route "with an unpronounceable Welsh name" (Rhyd

Ddu path). Two hours later he was back down having climbed to the top, surprised a couple of walkers, launched, resisted the temptation to make the most of the thermals and landed safely near the car in the field Andy had picked - surrounded by power cables! He finally began to believe it might actually be possible.

From Snowdon to Yorkshire and Pen-Y-Ghent, then Ingleborough, and still ahead of schedule. Whernside proved demanding, despite it now being later afternoon the heat was starting to take its toll and the false summits didn't aid morale. Passing a couple of other pilots ridge soaring he "had to run down half the bloody hill" to launch and then didn't quite manage to get back to the support vehicle.

Time for a couple of hours rest with a change of driver before Scafell. To those of us watching it looked pretty dark by this stage but Alex was taking his time on the walk up, plodding away and still ahead of schedule. What if it was too dark when he arrived? "Well if I couldn't fly off any of the summits I would have had to walk down and continue". To his surprise he met a couple of Geordies at the top "I'm flying down" "What, you've got a helicopter coming?" Sadly we didn't see the expression on their faces when he took off. Spectacular scenery back down into Wasdale. One pilot listening has certainly added it to her "to do" list.

Final Peak - Ben Nevis



Then the long drive up to Scotland for Ben Nevis. He managed a little sleep and more food before starting up the final climb. Definitely enjoying the cooler temperatures here...although he arrived soon after dawn there were already others (and snow!) on the top. It looked like the least favourable of the launch sites, basically a rock field but he launched without incident. And landed at 06.18, well within his 24hrs target.

A great film and inspiring tale. Alex is raising money for Tinnitus UK and The Yorkshire Air Ambulance (a fantastic £2,150 to date) If you wish you can donate via his website <https://www.6peaks.co.uk>. And for those who missed it the film is now also available on the website, and the link below.

RD



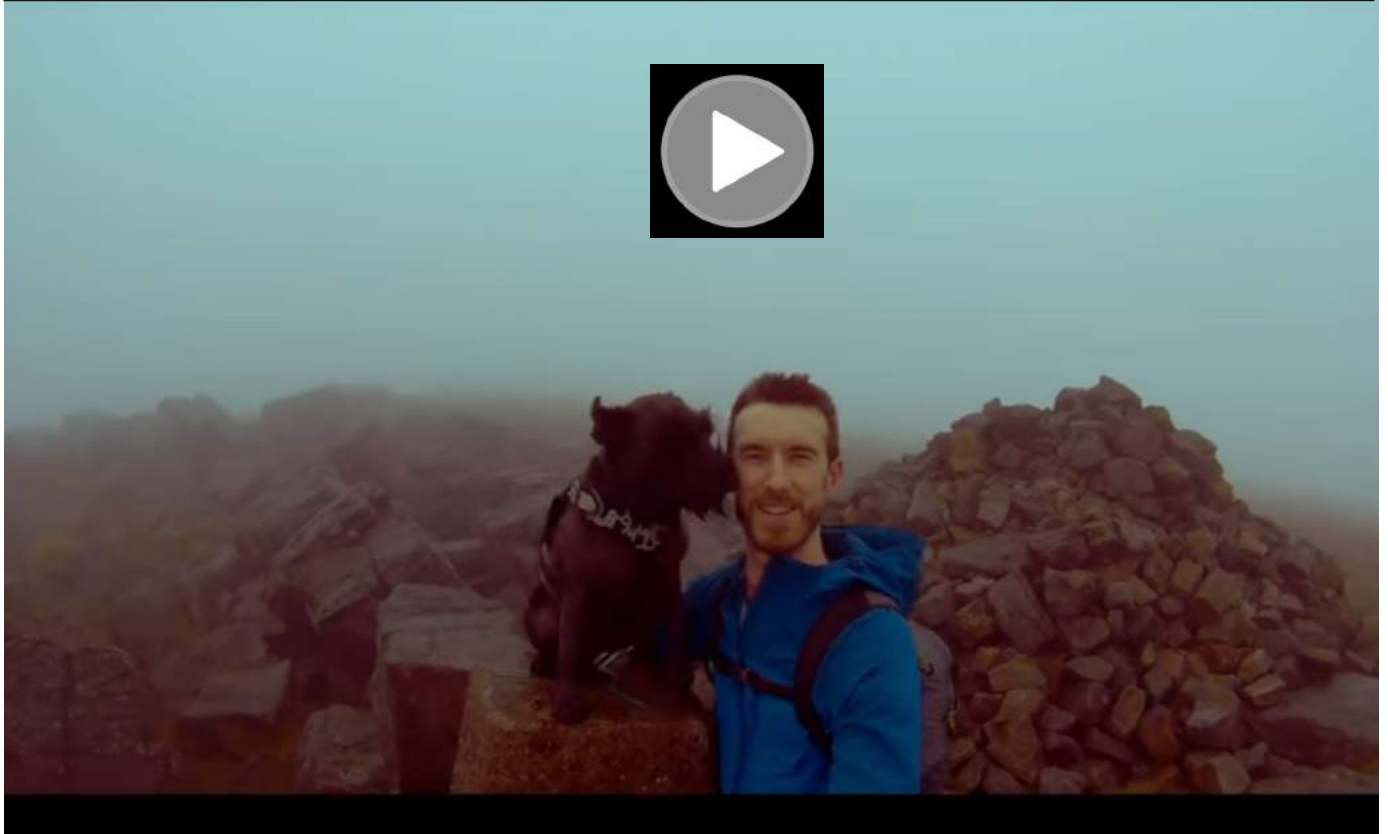
Next month:

Richard Carter "Breaking 300km"

4th October at The Yew Tree Otley LS21 2AU



The 6 Peak Challenge - How it happened





You Can Take it From Me - Sort out your problems, or land Alan Knot

Continuing our irregular series illustrating self evident pieces of advice, this month our anonymised club member (let's call him Alan Knot) reminds us that most accidents come from a combination of factors. Don't just press on and hope for the best when you have a problem - it could lead to something more serious later.

The lesson this month, Dear Readers, is "if you've got a problem sort it straight away" and if you can't then land safely asap.

Alan can illustrate this pearl of wisdom from recent competition experience. Let's set the scene; intrepid member Alan is participating in a comp in France. He's having a whale of time and perhaps getting a bit too competitive. Task is set and involves a 13k leg racing along a 2,000m+ ridge then bouncing off into some flats. Anyway, the incident occurs on the ridge so let's focus on that.

Cloudbase was just below the ridge top which makes the key aspect of this flight the management of height to avoid going into cloud. Previous tasks had a similar scenario and standard practice has been to apply big ears and maintain full speed "dolphining" through the lift. An absolute hoot when it's going well!

Following the established approach, Alan pulls in the ears and maintains full speed bar, and releases the ears when he has good cloud clearance. Only this time when released there's a knot in the upper brake cascade on the left hand side. It's a big ass knot and it takes 15cm of right brake to compensate.



Alan first tries to clear with a pump on the brakes – no good and he now realises that's only going to make the knot tighter. Next attempt was to pull an asymmetric hoping that taking the tension off the line might allow the knot to come out – nope, that didn't work either. Despite all attempts the knot was not coming out.

Here comes the "Take it From Me" lesson; Alan thinks "never mind I'll carry on with the remaining 40k of the task, I'll be a bit slow but at least I can get some distance points."

So Alan continues to fly. Considerably slower than everyone else and with a much degraded glide, a point which becomes more important as the terrain shallows and he has to move further away from the ridge to clear it. Then it gets really tricky.

The lift starts to weaken and then disappears. Alan, along with 60+ other competitors, is forced away from the ridge and becomes increasingly desperate in the search for lift. The lift proves elusive and he finds himself heading down a valley with very limited landing options over a steep, wooded valley. There's a river bed; which looks tempting from height but they tend to be full of boulders. There's a small dirt track about 3m wide immediately behind a steep hill which is leeward. Or the final option is a clearing about 50m by 25m surrounded by 8m trees! The best of a bad bunch; the clearing is selected but it's a very tricky approach with 15cm of brake on the left. All turns had to be to the left to avoid spinning. With a few expletives, Alan gets it on the ground about 2m before the trees. Phew that was a close one.

Then knot turned out to be a double knot. It seems this particular glider (Alpina 2), with micro lines on the upper cascade, are prone to getting small knots from the use of big ears. Identical ones were found on each side but had not caused a problem as they were symmetrical. The problem came when a second, much larger knot formed.

Don't make the same mistake as Alan; **If you have a problem, sort it out immediately and if you can't then land safe as soon as possible.**



Coaching Opportunities

Peter Balmforth

Pennine Soaring Club BHPA Club Coach Course

The Pennine Soaring Club are organising a club coach course at Chipping, near Clitheroe.

Graham Jones (07590 010177) is the organiser.

20-21 October 2018.

At the Chipping Village Hall. North of Preston and at the foot of Parlick.

£30 for new and £20 for refresher. There'll be a charge for catering and hall charge on top of these fees.

Graham thought this could be £13-16 for both days. If you are interested it might be a good idea to get in touch soon.

The Dales club may be able to subsidise the course fee for Dales members wishing to attend, depending on numbers. Let me know if you are attending:

coaching@dhpc.org.uk

Your coaches would do almost anything to support you and to help you progress



Cayley Club Coach Development Course

A Coach development course will be held on:

Saturday 3rd November, 2018

at the Wold's Gliding Club near Pocklington.

(9.15-5.30pm)

The course will be led by Andy Berzins (Chief Coach SGCS), Ed Cleasby (former Chief Coach DHPC) and Dom Curran (Joint Chief Coach SGCS). It is open to all BHPA coaches (new or old) and is designed to help coaches to become more effective at what they do.

Breakout groups will be led by experienced pilots/coaches/instructors like Ian Currer and Trevor Birkbeck.

Topics covered will include:

- The role of the Coach - what they can and can't do
- What to do when a new student joins
- How to approach a new pilot on the hill
- Working as a team (e.g. assigning students; tasks, groups; activities)
- Dealing with common problems
- Dealing with problem members
- Encouraging pilot development
- Running practical coaching sessions
- Running theory sessions
- Invigilating exams
- Signing off tasks
- Ongoing Coach development & training

To maximise exchange of ideas and experiences, and to increase the learning opportunity for everyone, we will be inviting coaches from all of the clubs in the North.

It would be really good to see our friends from the DHPC.

Participation in the course is free to all Club Coaches.

The cost of the event will be covered by the Cayley club.

Places will be limited to 25 in total, so if anyone would like to come along please ask them to contact Dominic on friascurren@hotmail.com and to reserve a place.

PB



Parlick - Haltwhistle XC League Storyboard

John Murphy

We have featured XC League storyboards before - here's another one about a flight from Parlick on August 31st, by John Murphy. Lots of good lessons here for aspiring XC Pilots

I had a really nice flight on the Thursday afternoon, floating around at cloudbase out the front of Pendle so had accepted Friday would be a work day. Fortunately, when I got to work I had a quick check of the weather forecasts.

RASP was looking excellent, boundary layer depth over 5000 feet, light southerly, a 4 star day for what would be the track north from Parlick. It was too good to miss, so a frantic 3 hours followed by a quick exit from work saw me on Parlick for 12pm.

As I walked up I was watching John Oliver climbing out in what was obviously a really nice thermal. A couple of the local pilots were sat on the top, they were able to confirm that Paul Winterbottom had left the hill earlier but they thought conditions were a bit strong. It didn't feel too bad to me so I quickly got ready and launched. A few exploratory pushes out towards where the clouds were gave bits of lift but nothing good enough to tempt me away from the hill. A radio message from one of the guys on the hill that it was blowing strongly up past take off brought me back and as I pushed out from take off over the big gully that runs up the south face of Parlick I got into a super 2m/s climb all the way to 4000 feet.

That was me committed to leaving the hill and as the lift slowed I glided over to get under the big cloud that was tracking slightly west of me. This also worked and I was able to stay with this cloud over the 1st moorland section although I didn't make it to cloudbase.

JO radioed to say he was down at Abbeystead in what he thought was sea breeze, with forward speed of 5K when he landed. PW also came on the radio to say he was over Killington Lake and that the wind strength was OK all the way to there.

Both messages were a help - as I glided towards the next cloud I tracked towards the east side of it to try and stay away from the sea breeze, and knowing that the wind shouldn't be a problem for the next 40K took one worry away.

Good lift under the next cloud took me all the way to cloudbase at 5000 feet, and this made the crossing of Tarnbrook and Mallowdale fells, often tricky with a long walk if you go down, relatively easy. The sea breeze was noticeable as clouds were forming below me on the western side and it was bumpy as I negotiated what seemed to be an area of convergence.

The lift died so I set off on a glide to a cloud to my north. On route it started to dissipate with holes showing in the cloud shadow. I decided to head back into wind to try and find lift, partly as the cloud I had left still looked good. This didn't work and I ended up at 1,000 feet, 12 minutes after being at 5,000 feet.

At this point I realised that rather than looking at the clouds I should be looking at the ground features. Off to my right, among all the green fields were two brown dry looking graded fields with one of them on a slight slope. They worked for a broken climb to 3000 feet and then a short glide to the edge of Kirby Lonsdale and a better climb back up to 5,000 feet.

Another long glide and this time I used both the ground features (nice dry cut field with a tree line at the downwind side) plus clouds just downwind to find a good climb back up to 5,000 feet.

It was tempting to head into the Lakes following a line of cloud that was forming along the windward side of the hills but I decided the better option was to carry on along the direction of the wind, especially as my Oudie was telling me that the wind was up to 26kph so my drift was good.

This was new territory for me, I have never managed to fly past the eastern side of the Howgills and for the first time ever I was flying with a pee tube. As I was high over open countryside I decided to give the pee tube a go, leg out of the harness and - nothing. My brain couldn't persuade my body that it was going to work without me

John Murphy All flights

Pennine League 2018

Results

Pilot flight 2/13

Turnpoint Flight on a Paraglider

Club	Pennine
Glider	Niviuk Artik 4
Date	31st August 2018
Start	12:28
Finish	17:00
Duration	4hrs 32mins
Takeoff	Parlick
Landing	Nr Haltwhistle

Distances and Score

Leg 1	4.62k
Leg 2	20.80k
Leg 3	0.73k
Leg 4	94.86k
Total	121.01k
Score	121.0

Open Distance

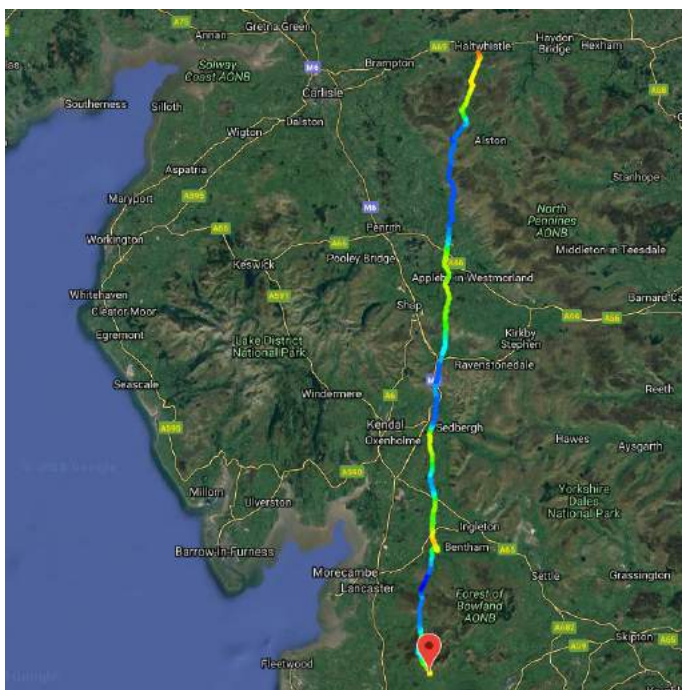
Total	118.6k
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ending up wet and smelly!

The next 15k to Tebay was very pleasant, flying in towards the middle of the cloud to top up and then back out to the sink at the east side of the cloud, down 200 foot or so then repeat, drifting along at a decent speed. The views were fantastic with the Lake District on one side and the Howgills and then the Yorkshire Dales on the other.

North of Tebay I had to work hard for about 20k before another great climb back to cloudbase which was now about 5,300feet.

The next 20k were incredible, again drifting with the



cloud I flew the length of Cross Fell at over 5,000 feet, watching 5 sailplanes that were flying the ridges about 4,000 feet below me. The first half of this section was along the eastern side of the cloud, the sun by now was off to the west. It was relatively smooth with gentle climbs and transitions to the sink. One of the highlights was watching the distance to take off pass the 100k. Another highlight was managing to use the pee tube for the first time as the pressure overcame the doubt. I was glad there were no spectators as it definitely can't look cool flying along shaking your leg to try and get rid of the drips!

The lift started to slow so I transitioned across to the sunny side. What a difference, stronger lift and sharp edges, this wasn't as comfortable. I also had to decide which way to head, stay with the direction of the drift even though it looked blue ahead or try and work crosswind into the flats towards Carlisle.

With hindsight I may have made the wrong choice due partly to having the display on the Oudie at too small a scale, I stayed with the drift without realising it was taking me straight towards the Spadeadam danger area, which is huge! By the time I spotted it on the map I was too close to fly round and it's too big and high to fly over. This meant that there was no way I could achieve one of my ambitions, to fly to Scotland from Parlick.

The flight ended by flying past the moors where I had a long walk out earlier this year after a flight from the Lake District, to land on the outskirts of Haltwhistle for 121K. A slightly windy landing, short walk, lift from a chap I had asked directions from and I was at the train station.

Another lesson from the flight, removing pee tube attachments need more privacy than the middle of a field. For anyone who saw me after I visited the loo on the Virgin train from Carlisle, the tears weren't emotion, they were pain, after discovering that the glue on the sheath sticks even better to hair than skin!

The main lesson for me from the day was how lucky we are nowadays to have easy access to such good weather forecasting. RASP is especially good and learning to interpret it really can pay dividends. For me the town and city forecast to give detailed analysis of the local conditions, combined with the traditional maps to show the likely conditions on a possible flight path, give a great indication of what might be possible and also clues as to what the best track to follow might be.

Now just have to wait for the right conditions and opportunity to try and make that flight to Scotland! **JM**

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




[Home](#) [News](#) [Events](#) [The Club](#) [Membership](#) [Sites](#) [Coaching](#) [Competitions](#) [Links](#) [Library](#) [Contact](#) [Forum](#)

Photo: Pete Loar

Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



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



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



Carl Maughan - Library
library@dhpc.org.uk



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



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



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



Safety Officer
safety@dhpc.org.uk



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



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



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



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



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



Alex Colbeck - Website
website@dhpc.org.uk



Tam - Newsletter
skywords@dhpc.org.uk

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

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

Flying Photos from the late Summer ..from Northern Pilots (some of whom have had to travel to fly!)

Tony Pickering,
Plaine Joux, Chamonix
Sept 10



Photo: Zena



Photo: Kelly Farina
Author of Mastering Paragliding
www.austrianarena.com



Simon Tomlinson flies Woolacombe
Sept 17th



Kevin Gay, Stange Edge
Sept 15th

Simon Tomlinson flies Barton Fell, Ullswater
August 25th





Photo: Dennis Marston







Richard Meek flies the Dormillouse Ridge, above Lac Du Serre Poncon

St Andre les Alpes

Sept 20th



Photo: Nigel Cooper

www.explore-provence.com

Ingleborough on a glorious autumn day
Sept 28



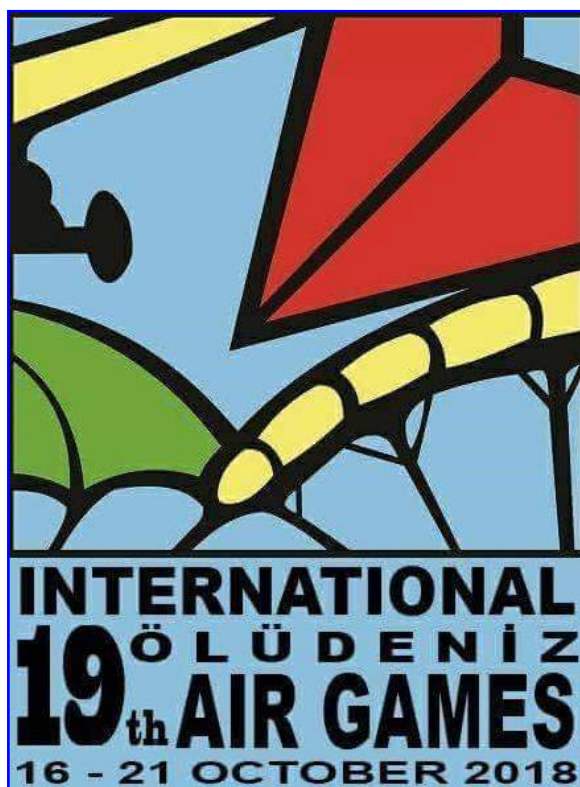


DIARY DATES 2018

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/>



you can keep up to date with what's going on, here:

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



EYE CANDY FOR CLOUD LOVERS

Iridescent clouds, Lamas, Peru.

January 2018



Photo credit: David Alvarado, via Severe Weather Europe

Dales Tales Every Cow'us Tells a Story

Every Cow'us Tells a Story

Further tales of how it used to be in our play ground the Dales - this one centred around Muker

