

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

# Skyywords

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

Issue:137 November 2018

Where are you heading now?

I'm heading off to Otley for the club night  
on Nov 1st to hear Sparky Mark's  
"Introduction to Vol Biv"

I'm trying to get there as well

## Inside this month

This month's cover shot is by Richard Meek, flying at Bir, Billing, with "snow showers" in the background. Lots more photos of flying in October inside

## Regular Features

**Chairman's Chat** Subs - the AGM approaches

**Club News** Up Hill and Down Dale

**Skywords Archive** - Jan 2010 - Flying the Morning Glory.

**Cloud Eye Candy** - Hong Kong Sunrise

**Northern (Pilots) Flying Photos October 2018**

**Weather Prospects for November**

**October Club Night - Breaking 300Km - Richard Carter**

**Safety - If it's Worth Saying Once - Decisions Decisions**

## Irregular Features

**AGM Notice and Committee Proposals**

**Coupe Icare Report** - Jan Tempest

**Safety Notice** - Ozone Ozium 2 - **Red Alert**

**Northern Clubs Challenge 2018 - Final Report**, Ed Cleasby

**The BBC wants your video footage!** - Close call on camera

**The Weightless Fat Fella** - James Allcock

**Stanage, the Dragon's Lair** - Kev Gay

**Life as a Para Gypsy (Pt1)** - Jan Tempest

**Club Clothing** - Buffs / Sweatshirts updated

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 November 2018

#### Subs - the AGM approaches

Elsewhere in this newsletter you'll find confirmation of the proposals that the committee intend to put to you at the AGM in December. You'll see that, contrary to my prediction last month, the committee was united in recommending that subscription fees remain the same. Following a year of increased scrutiny, we have managed some significant cuts to our in-year and forecast expenditure. As a result, we have a higher level of working capital than we anticipated.

Agreeing the contribution to the Flying Fund was more difficult. Views around the table ranged from removing the 'ring fencing' completely and making no further contributions; to honouring the majority view from the online survey earlier in the year which concluded quite clearly that members wanted to continue to support it. After much discussion your elected committee agreed to recommend to you that we continue to fund it at a rate of 15% (or about £3.75 per member). Instead of putting up subs we intend to do this by running down our working capital still further (towards a revised target of £2,000). All other things being equal this is sustainable for another 3 years.

This year we plan to circulate the Treasurer's detailed report along with (but for privacy reasons not in) this edition of Skywords. Armed with these figures I'm sure that you will form your own views. No free beer or food this year (austerity!) but if you want to challenge (or even support) the committee then please feel free to come along to the AGM.

Fly safely,

Martin Baxter  
Chairman

#### Cruciverbalist Corner:

Pretensions intense when heading left in plane, high fliers' rate? (3,5). Answer - back page



### New Member

We welcome to the club one new member this month: Johnathan Ditchfield. Welcome Jonothan, just in time for the AGM, but alas too late for the AGMs that included free beer. Please don't judge the club on what the winter is like (though our winter programme is very good), or on what the AGM is like (though that too is very good, when it finishes). Don't be shy, introduce yourself at one of these events or on the hill if we get the opportunity - you will find us approachable and welcoming. You will find yourself particularly welcome if you immediately start writing articles for Skywords (provided we have an editor after the AGM).

### December Skywords - call for your 2018 story!

It's certainly been a year to remember, with many in the club gaining PBs in the glorious weather of the early summer. At last we got something like the weather we deserve! As usual, I would like to collect as many tales as possible for the Xmas edition. This will not only give us all a good read going into the winter months, but also act as a record of what it actually felt like for everyone in that amazing extended period of hot weather.

I'd be happy with just an account of your best day/flight, as long or as short as you like. If you want to do a longer piece on a series of flights, or lots of brilliant flights, that would also be fine. As usual, accompanying photos always add spice to any tale. Deadline is 17th November please, to give me a chance of getting them all together for a tight deadline this month. Earlier if at all possible.

### Buzzard Buddies

Separated by about 6,500km, Gary Senior and Richard Meek both post photos on the same day of flying with large birds.

Gary at Wether Fell,



Richard in Bir



I don't know if that was the flight that put Rich at the top of the overseas XC League, but that's where he is!

XC League		uk cross-country flying		Home   Sign In   Contact					
				User: Guest					
Key   Latest Entries   League Info									
<b>Overseas League 2018 All Flights</b>									
Overseas Paragliding League for UK Pilots									
916 flights 43,477.1 points 118 pilots									
League Overseas		Show All Flights		Go Year 2018 Scoring Standard					
Click the flights to display more details. A green score indicates tracklog data. A blue score indicates storyboard data.									
Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1 Richard Meek	Dales	Ozone Alpina 2	892.0	153.8	150.7	150.5	149.6	144.2	143.2
2 Robert Smith	Wessex	Swing Nyos RS	817.1	151.3	145.3	133.6	131.5	128.4	127.0

# 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?

**£11.99**

+ £0.99 P&P

15% discount for 2-5 items

COT

## Newly Available

### DHPC Skywords Quotes Buff

A selection of the best quotes from Skywords over the years. Different quotes front and back. 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!



**Top Tip from Tim . You'll get a further 15% discount if you leave the Giraffe website before completing your order and wait for their email! As your editor always counsels: patience is a virtue.**

# AGM Notice

## Annual General Meeting

**Thursday 6th December at The Yew Tree, Otley, LS21 2AU.**

7.30pm for 8.00pm start.

(or come around 6.30pm to eat)

### Reports

Reports from committee members will be in the December edition of Skywords. If you have any questions or want to raise any points please do so on the evening.

### Accounts

We're not including the accounts in the newsletter or on the website because we don't want them to appear on the internet. But, in an attempt to save you having to wade through the figures on the night, we plan to distribute them to all members by email, along with the link to this edition of Skywords.

### Proposals

- 1.** That membership fees remain the same (£25/£22.50 for prompt payment) and that contributions to the Flying Fund remain at 15% (approx. £3.75 per member or £600 in total).
- 2.** [Amendment to constitution]. That the committee may allow remote forms of voting at General Meetings.
- 3.** [New para 8b in constitution]. Any land purchased is to be held in trust. Legal fees to create a trust will form part of the purchase and the committee will be responsible for nominating trustees.
- 4.** That the DHPC offers the use of Club sites for British Open Series HG, British Paragliding Cup, National Model Glider, and other Inter-Club Comps as appropriate (PD/TB).

### Committee

All committee posts are up for re-election and you are very welcome to stand for any post. All you need is a little spare time and a willingness to put something back into the club. As things stand we have a volunteer for each post, except for editor of Skywords. If nobody volunteers for this post then the newsletter will be suspended in the New Year.

# Situations Vacant at the AGM

## Committee Vacancies

Do you feel you can contribute to the running of the club and the direction it takes? Join the committee and help us reach our ultimate destiny.



## 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.



## 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 :

## Sparky Mark Baldwin An introduction to vol biv

Sparky Mark will talk about his incredible flying adventures - including the Atlantic to the Med across the Pyrenees. A two part tale, including running low on food and water, flying leeside and a brush with hypothermia. A must for anyone with vol biv aspirations



**7.30 for 8.00pm Thursday 1st November** Yew Tree Inn, Otley





## GREAT GO-PRO FOOTAGE? A REAL LIFE GREAT ESCAPE?

Close Calls: On Camera, the BBC1 series about people who've had a near miss... but lived to tell the tale...

is looking for stories and video footage.

Have you been involved in an accident or near miss? Is there GoPro footage, mobile phone footage, or other video of the incident, or the aftermath?

Was it captured on CCTV or filmed by the emergency services?

Did any witnesses or your friends film what happened?

We're looking for all kinds of stories. It might involve:

**Road traffic incident**

**Holiday accident**

**Extreme sports**

**Water sports**

**Motor sports**

**Mountain activities**

**Cycling**

**Animal attacks**

**Flying**

**Fires**

**Other everyday life events.**

If you have great footage, we'd love to hear from you!

Contact us via social media

Or e-mail us at [closecallsoncamera@topical.co.uk](mailto:closecallsoncamera@topical.co.uk)



## Psst... got any good video footage?

The production company who make "Close Calls on Camera" (no, I'd never heard of it either) fronted by Nick Knowles are looking for exciting footage of incidents that turned out ok. I have been assured by the producer that the programme is in no way voyeuristic, and simply allows people to tell their stories, and if relevant thank anyone involved in ensuring their safety.

So, have you got some go pro footage of that huge collapse and cascade you once had? Maybe a late save just before deploying your reserve, or someone hanging on to your ankles just before you were dragged aloft as a beginner. Opportunities to show how safety aware the sport is would be particularly good rather than "look how dangerous this can be".

If you think you've got something that they could use, you can contact them via:

[closecallsoncamera@topical.co.uk](mailto:closecallsoncamera@topical.co.uk)

## DHPC Sweathirts

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





W E A T H E R



P R O S P E C T S



## November 2018 : Fog Mid Month with Gales Later

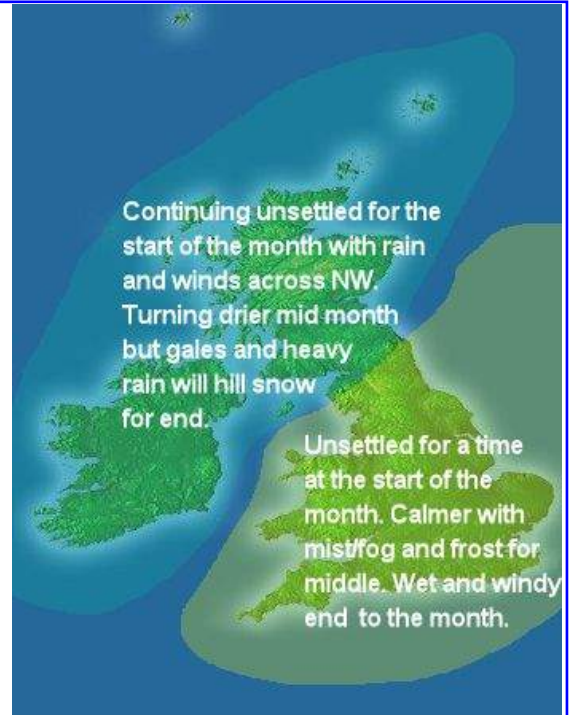
Issued : 25 Oct 2018

### Forecast

An unsettled start to the month is expected with transient low pressure areas as well as high pressure ridges affecting the UK. The best of the weather across Southern and Southeast areas with the wettest of the weather for the far Northwest.

High pressure is expected to build across the British Isles mid month with the increasing risk of mist/fog and frost across all parts of the UK.

We expect a return to very unsettled weather for the end of the month with storm systems coming in from the Atlantic.



November 2018  
Forecast



# HIGH SIERRAS

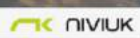
[www.paraglidespain.com](http://www.paraglidespain.com)

Chris Williams BHPA development instructor  
BHPA registered development school

#### Specialise in:

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

Chris Williams 07973222713 Spain & UK  
[chris@paraglidespain.com](mailto: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.

# The Weightless Fat Fella

## James Allcock

Goal!



Photo: Milton Turner

The radio crackled as James Petts announced, “I’m off to land, I’m not enjoying this...” Up until that moment, I hadn’t really given enjoyment much thought. I had spent twenty minutes working slowly up the east bowl of the Kobala take-off, on the last day of the inaugural BGD ‘Weightless’ competition. It was fairly late; the start had been delayed twice due to large and ominous black clouds creeping in from the north. A strong easterly wind had reduced Nisse Carlson, newly crowned Nordic champion and wind dummy for the day, to a snail’s pace as he pushed into wind on his Enzo, keeping a sensible distance from the darker stuff.

At the time, I wasn’t sure who it was who had the very good sense to remind us all that comps were supposed to be about having fun! Noting that there was another twenty minutes until the start, I chose to leave my weak and broken climb (why do I do that?) and explore the air to the south of launch, in the direction of the start cylinder. A couple of gliders ahead of me had chosen the same plan, aiming for the lumps and bumps close to the river and which were bound to be offering some lift in the increasingly buoyant skies.

Inevitable mistake! Only a few weeks before, back home

in the central Lakes, big dark clouds had scared me away to nicer puffy options and the lesson I should have learned, but didn’t, was that big and dark in one place will reduce your luck in the more friendly looking skies.

After scratching back up the east face and on hearing my Flymaster buzz for the start when I was just level with take-off, I didn’t spend terribly long topping back up as the black skies above seemed to be getting more intimidating by the minute. Several gliders were popping in and out of sight above, so I chose to head for the start and begin the race down the valley.

**..big and dark in  
one place will  
reduce your luck in  
the more friendly  
looking skies**





Photo: Kieran Campbell

After tagging the start cylinder, my downwind glide showed over 60k with no bar. I cruised low over the antenna and turned back into wind briefly to grab sufficient lift to get back to the middle tree-covered hump, north of the town of Tolmin. Suddenly it was easy again. Then the rain spots began and, as I called a level 2 on the race radio, rain became hail. 'Bollocks', I thought. It's only a poxey ridge run day and I want to get home safely. I'm off to land. Flying forward out the lifty black skies, I had to work hard to get below the sucky stuff and then concentrate while being swung around violently on approach. Gus Charnell, task winner a few days earlier, came over to dissect the decisions we had made. One or two others chose to land too.

The majority of the field blasted on, knowing that Stan Radowski and Brett Janaway had got a very close eye on the rain radar system. Several said that it got quite wet at the Western most turnpoint near Kobarid. Even when the Russian PWC ace came into goal around an hour later, I had no regrets. The Aussie fella who followed him in said he hadn't turned once on the route, he simply tracked close to the big sucky black stuff whenever he wanted more height! A braver man than me!

Having flown several times in the Soca valley in Slovenia, the BGD Weightless comp looked like a chance to go there again quite late in the season, before suffering a successive misery of the forthcoming British winter. Being a cautious pilot, slow learner and bloke who suffers for his love of pies, a comp' who's format is designed to favour skinny athletes, was not a natural fit. It was my mate Milton who had suggested the trip. I think he just wanted to go and spend time with others, drawn from all over Europe, who share his strange taste

**Being a cautious pilot,  
and bloke who suffers for  
his love of pies, a comp'  
who's format is designed  
to favour skinny athletes,  
was not a natural fit.**

The Soca Valley



in brightly coloured gliders clearly made of factory off-cuts. He flies a BGD Cure.

At the meet briefing, Bruce Goldsmith and Brett Janaway explained their ideas for the new weightless concept. It is well known that big gliders have better performance and that all top-level comp pilots carry enormous amounts of ballast so that they can fly the biggest gliders possible. For this competition Bruce and Brett divided the field into three categories based on their all up weight. The three groups were then split on glider classification to leave six separate groups of around 20 pilots who would compete with each other. I was in a group of EnB's (there were no EnAs) with an all-up weight of over 100Kg and Milton was in a group of EnCs and Ds with AUWs between 80 and 100Kg.



*Photo: Kieran Campbell*

It seemed a good idea really and without doubt the best outcome was that the girls competed on an equal footing with the boys. This meant that there were over 20 ladies taking part. Probably about twice the typical proportion for a low-level flying comp.

The two Russian PWC hotshots had been lent a pair of large Triple Seven Queen 2 wings but were still flying in heavily ballasted harnesses. On most days these were the pilots to beat for those on the EnC wings and above.

Being late season, the weather was unsurprisingly a challenge for the organisers. However, Brett's local knowledge, coupled with Stan's amazing flying judgement, meant that we had two tasks in the amazing Soca Valley and two more tasks 40 minutes to the South

from Lijak, close to Nova Gorica.

I've been out to Lijak with Brett for three consecutive years in March, in order to get current before the British Spring. I've grown to love the variations it can produce and the two tasks during the weightless could not have been more different from each other. Task one saw us weaving east and west along the main face before bagging some testing turnpoints away from the ridge. The last two points were especially interesting as dark convergence clouds had developed in the flats and delicate judgement in glide lines, coupled with being as efficient as possible for the last glide to goal proved the key to success. I landed just 900 meters short but was not alone.



Photo: Rob Simpson

The second flight at Lijak (Task 3) was undoubtedly the best flying I've had in that part of Slovenia. I even built in a low and slow save shortly after the start which spurred me on to concentrate harder and commit fully to the flight. It was a 60 odd Km task in total and needed all three-ridge systems to be connected together with some interesting changes in wind direction and strength throughout the course. Again, convergence lines were available with a host of others in the sky to help mark the lift. What awesome fun with beautiful views back to the Triglav National park to the north. Gus was ecstatic to win the day and around half the field made it into goal.

Flying in Slovenia is incredibly straightforward in every sense. Regular flights to Venice or Trieste are available from Manchester. All types of low-cost accommodation are easily sourced via Booking.com or Air BnB and absolutely everyone speaks English. It seems that all restaurants and bars have unlocked wifi to allow easy communication with your mates and the competition organisers. The mountain flying is spectacular with well-recognised routes but conditions that make flying options varied and unpredictable. It certainly never gets boring. Meanwhile retrieves are easy with a fantastic road infrastructure. The medivac services are supposed

## ...awesome fun with beautiful views back to the Triglav National park to the north

to be excellent and we had medics standing by at take-off for most taskable days. Launches are big smooth and straightforward and there are landing options everywhere.

Personally, I'm not sure that the weightless concept affected the way I view a competition. I'm lucky if I make mid table however you choose to cut and dice the system. I always have fun and always come away feeling like my flying has progressed. The more competitive pilots, the lighter weight folk and the ladies, probably did feel more engaged. Bruce and Brett felt that they were on to something and promise a repeat of the event in 2019.

JA



# Safety Notice

## Ozone Ozium 2



Blog - [News](#) - Safety Note: Ozone OZIUM 2 (red alert)

### **SAFETY NOTE: OZONE OZIUM 2 (RED ALERT)**

by [Flybubble](#) on October 16th, 2018 at 5:05 pm 0 Comments

Categories: [News](#)

## **OZONE OZIUM 2**



This concerns all Ozium 2 harnesses. There is a potential safety issue with the Ozium 2 reserve parachute pod and handle. The handle can become detached from the inner pod during the parachute extraction process. This could lead to a failure of the deployment system.

**Action required: Mandatory replacement of all Ozium 2 reserve deployment pods.**

The reserve deployment pod on all Ozium 2 harnesses **MUST** be replaced before next use. The new pods are currently in production. The new updated pods are clearly identifiable by the yellow reserve pins and extra reinforcement around the material joining the pod to the handle. The original incorrect pods have clear plastic reserve pins.

We recommend you to not fly your Ozium 2 until the pod has been replaced. For any questions regarding the replacement of the handle, please [contact OZONE](#).



On the 30th Sept, the 2018 Main and Hike n Fly series of the Northern Challenge Trophy (NCT) closed. It ran from 1st March, based around pre-defined tasks, spread across flying sites north of the M62 and south of the Scottish border involving all six northern clubs. In brief, the idea was to offer pilots of all levels something to focus their flying around, and to take account of weather, availability and essentially maximum convenience along similar lines to the xcleague.

With the closure of the 2018 NCT it would seem opportune to review how things went and see what lessons can be learned for the 2019 series.

### The 2018 series.

The full list of tasks can be found at:  
<http://xcmap.net/resultNct2.php>

For anyone unfamiliar with the NCT, the tasks, scoring and information links are best accessed through xcmap, by clicking on any blue link you get everything you need – including quick and easy task downloads into various apps and instruments. Similarly, uploading into the scoring system is equally simple – even the scoring criteria are explained if you dig deep enough. Chris Foster is the architect of the system and he seems to have done an excellent job judging by the small number of glitches thrown up. It was a bit of a leap into the unknown, but seems to have succeeded.

The tasks were designed to be site based, in other words, closed tasks that didn't require retrieves and made them accessible to CP rated pilots. In terms of the design of the tasks, the idea was to keep them of a modest size – around 35k total, increasing the difficulty level as the task progressed and providing practice in instrument (or app) and navigation skills. At the request of the clubs the established GRID Challenges (5) were retained due to their proven popularity. The remaining (7) defined tasks were designed by myself. In terms of the sites used the idea was to get an even spread across the northern area as far as possible, using only sites open to all and with minimal restrictions. Site popularity and safety factors also came into play.

Unsurprisingly some tasks proved more popular than

others. The GRIDS were often attempted with the exception of Cross Fell and Model Ridge – that may be a weather factor, or they just get flown less. It may also be the case that the 'eastern' pilots felt less involved. GRIDS such as the Clough, Parlick and Dodd challenges were regularly attempted. In terms of the seven defined tasks, again popularity, prevailing winds etc came into play. Windbank easily eclipsed all others, despite it being quite a difficult task. But it's a popular site and handy site for many. The big surprise was the lack of attempts on the Pendle task (too hard?) ... it's certainly a favourite PSC site, but triangles may have deterred some despite there being some notably decent days for attempts.

Many of the tasks saw pilots achieve the extra buzz of making goal - sometimes in fast times which boosted their scores and the friendly rivalry. Only three of the twelve tasks did not see a single goal flight – again ... Pendle, Model Ridge and surprisingly Whernside, which didn't see many suitable days this year. It was not uncommon to see several pilots get together to attempt a task, going head to head and indulging in some racing to gain the higher score.

In terms of pilots participation the NCT appears to have proved itself and feedback has been wholly positive. In total, 33 pilots entered flights, which doesn't allow for others who preferred the quiet approach of 'having a go' but didn't wish to actually upload a tracklog. For some pilots tasks were viewed as a good focus for the day, something to have a go at and of course excellent instrument practice all built around flying real tasks, with real cylinders and a goal to aim for. Other pilots took a more serious approach, determined to see what was possible and eager to improve their skills. For some it became quite competitive and a definite focus for their year. From the outset I was more than happy for pilots to use the tasks as they wished – I just wanted to see pilots have a go at them and I believe the NCT as proved a viable means to that end.

Now to the Hike n Fly. Without doubt when we were selling the NCT to pilots the most debate centred around HnF and the various tactics and conditions. It

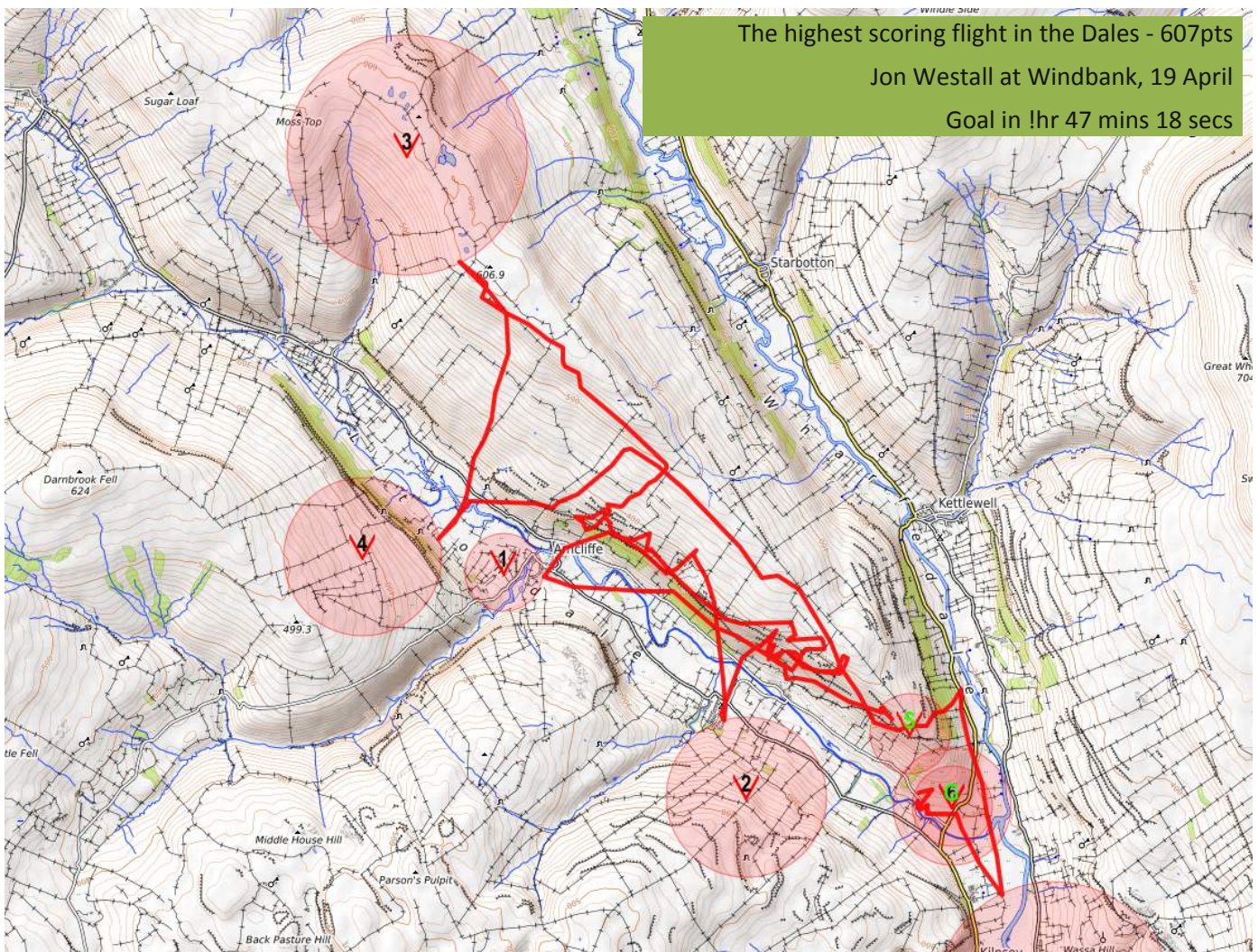
## NCT Final positions 2018

- pilot -	GRID - Parlick (24k)	GRID - Dodd (30k)	GRID - Clough (19k)	GRID - Cross Fell (24k)	Coniston Cradle (21k)	Pendle DBLFAI (28k)	Bleas DBLFAI (31k)	Windbank (40k)	Far Whitestones Cradle (29k)	Whernside DBLFAI (32k)	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	
Harvey	201		220		522	263		244		0	1450	
David Eva			259		334	772		75			1440	
Richard Bungay			445	128		811					1384	
Joseph Edmonds	106		381		120		301				908	
Martin Baxter		235					267		312		814	
Tim Rogers		213			554						767	

was therefore surprising to see the HnF tasks receive so little attention. The Dales Three Peaks did get flown and it had a fair number of attempts – I had a nice 5 hrs trip doing it and can honestly say I found it a lot more fun and more interesting than many of my xc flights. They really are quite a different experience testing yourself in

different ways – and not just hiking with a big sack! I still believe the HnF has a distinctive place within the NCT and it will continue.

All final placings for 2018 can be found at the link above, the top of the table is reproduced here.



As we got towards the end of the 2018 window it was suggested to me that the 'money' element should not form part of the NCT. It has proved viable without there being a financial inducement and whilst Chris and I had decided to drop it for 2019 I was persuaded there was a case for retrospectively dropping it for 2018 too. Whilst generally being against retrospective change, after consultation with a group of leading pilots it will also apply to 2018 – so to be clear **NO MONEY**. Personally, I hate the idea of going with the begging bowl to clubs and individuals who promised donations so it lifts a weight from my shoulders. I had intended to kick-start with £100 of my own, which would now go towards a trophy instead however, Ozone, through Mike Cavanagh have generously offered to sponsor the design and production of suitable trophies. I'm still at the design stage so any suggestions are welcome until the end of October. There will be awards for both the main and HnF elements – hence designs needed for both.

Presentations for the NCT 2018 and the Cumbria Cup will be made at the CSC AGM/Dinner (probably December). In future years that may revert to the winner's home or nominated club annual Dinner/event.



John Westle and Geoff Crossley

(Model Ridge)

Richard Bungay flying the Blease task

19 May

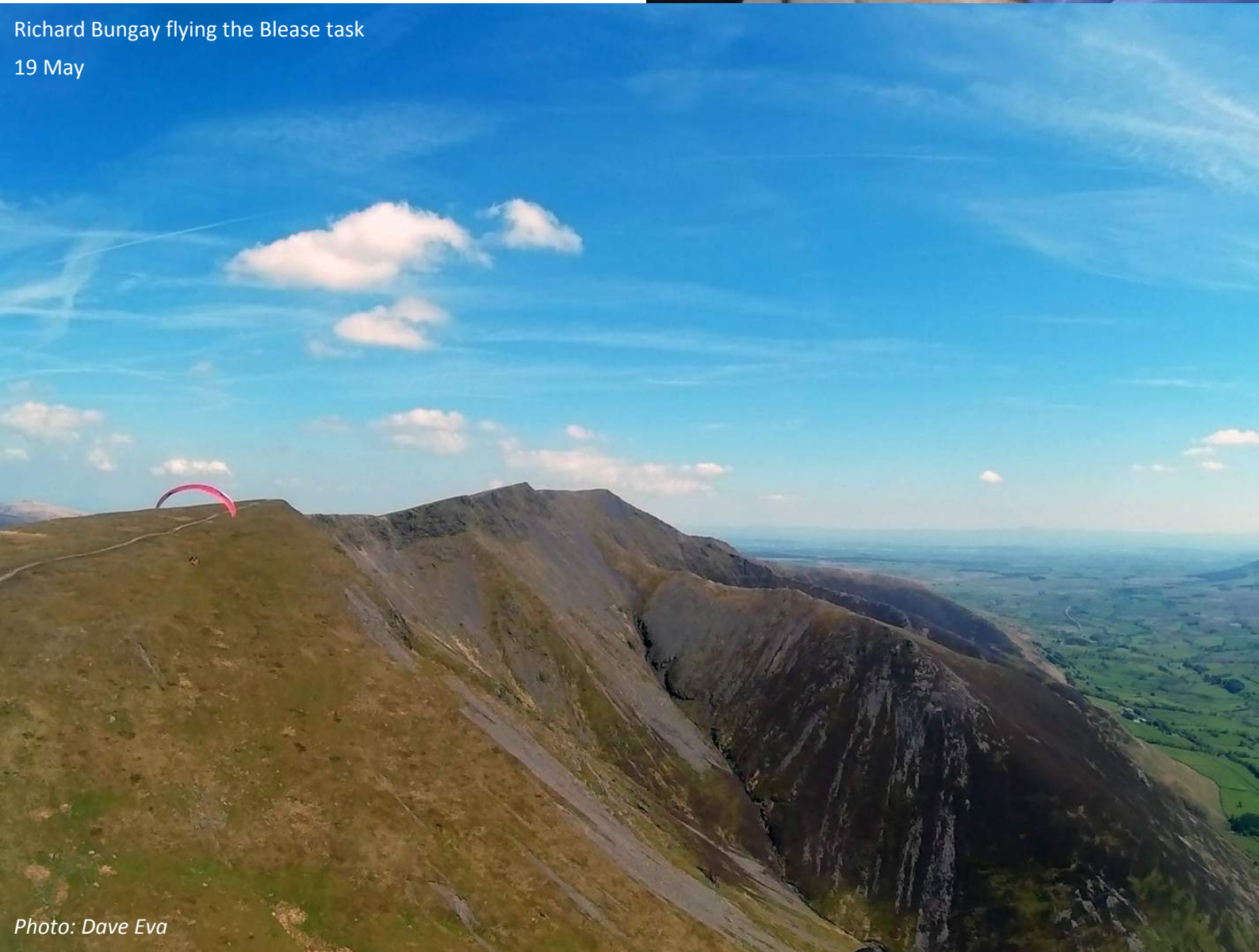


Photo: Dave Eva



## The 2019 series

Whilst things have run fairly satisfactorily this year Chris and I are considering changes for 2019 that should improve the NCT. Nothing is yet set in stone and ideas are welcome before the year end.

- ? The final 2018 results will be archived, but accessible for comparison (bit like the XCl league).
- ? The MAIN task set will remain at 12 tasks. The GRIDS will be retained subject to any club letting us know in good time if they wish to make any changes.
- ? Of the seven 'designed' tasks some may be either tweaked, totally redesigned or new tasks based around different sites used. The idea is to improve and refresh.
- ? The best eight results still to score to allow task dropping
- The tasks/scoring system will be similar enough to allow year on years comparisons.
- ? The HnF will be retained, probably as a separate element and may even be extended to include a third HnF challenge.
- ? Within the admin/entry pilots will need to nominate a club – this may lead into a club league.
- ? As mentioned above – NO MONEY. Entry will be totally free.
- Scope for pilots to submit tasks for consideration for inclusion in the NCT (see below)

## XC Map

Outside of the NCT, Chris is open to other UK areas developing a similar task based league. This is based on approaches from other clubs and it remains to be seen how this will develop.

There is also the facility for clubs or individuals to set tasks for themselves; to help with pilot development, instrument practice or whatever. We would be happy to receive any tasks you come up with for consideration to be included in future NCTs - please email to Ed at [xcflight@gmail.com](mailto:xcflight@gmail.com). If they are just for your own use, these tasks don't need to be visible on the main website. There is more information under the 'My Tasks' link, or email Chris ([Chris@xcmap.net](mailto:Chris@xcmap.net)) if you need help.

Finally, my thanks to Chris who has done lots of the software work that would be quite beyond me and sorting out any issues. Also thanks to those pilots who helped make up the various instrument and app downloads – it made uploading a complex task, little more than the press of a button. Finally, thanks to the clubs and their pilots for supporting the NCT and getting involved.

*Ed Cleasby*

*Chris Foster*



Coupe Icare, 2018  
Report and pics by Jan Tempest











...there, with a long lens!



Lots of sunshine but unfortunately some not overly helpful winds were the order of the day for the Coupe Icare, Europe's biggest free flight festival held in St Hilaire at the end of September. The four days saw a record 90,000+ visitors, shopping, partying and having fun. You can't move for running into people you know.

This year I was "working" with Judith Mole of The Paraglider online mag and podcast fame. Basically it involved dressing up, partying, flirting like mad and taking a few photos.

It's been running for 45 years – well before paragliding was even thought of even that is now the main event thanks to the famous fancy dress contest which sees people on stilts, stuffed into wheelie bins, boats and even on bikes hurling themselves off the steepish take off in front of thousands of spectators.

No pressure then. The marshals are fantastic and the crowd roar encouragement to anyone having dodgy

take offs. Amongst this year's winners were the Queen with her guardsman and a 20 ft long tiger. For more photos look on YouTube.

From the other launch the acro display takes place with some of the world's top pilots demo-ing infinity tumbles, helicos and also debagging from helicopters.

Jack Pimblett the wonder kid of British acro had his first debag. They shared the sky with some wingsuit guys, hot air balloons and paramotor slalom contests.

There are displays from acro hangies, a little Pitts Special type plane scraping the cliffs and this year saw the one off appearance of the French Red Arrows.

On the ground there is a huge expo tent with about 150 exhibitors, a full programme of films, kids stuff, a mass release of lanterns, tons of food and drink and bands until the small hours. Surprisingly for French bands they're mostly pretty good.



Of course all this needs upwards of 1000 volunteers to run smoothly and the whole village gets involved making visitors from all round the world incredibly welcome. I'm already sorting my outfit for next year

JT



*The shoe box int' middle of t'road - the Skywords Archive.*  
January 2010

A Bigger Wednesday / Surfing the Glory

# A Bigger Wednesday

Morning Glory Mission 2006

BY BILL DEGEN



*A cracking edition, with an epic duet of articles supplied by Trev - flying the Morning Glory in Oz.*

(I have added a couple of googled snaps of the cloud. Tam)

#### CHAIRMAN'S CHAT

It's that time of year when it's traditional to review the events of the previous year and to look forward to what is promised for next.

We hit the ground running in January. Ogi took over as Chief Coach and briefed his plans at the Jan club night. This led to us organising a highly successful club coach's course during Feb and running a number of coaching days throughout the summer.

The club also arranged transport to take gliders to Aerofix in Jan, returning them serviced, repaired and repacked 3 weeks later. Pete Bamford organised a reserve repack in Oley for those who wanted to do it themselves.

Feb saw membership renewals and the annual Dales Club Party at Hemlets in Skipton where we entertained the farmers, presented trophies and destroyed a few train calls.

Our club nights were initially held at The Black Horse in Oley. There we saw

excellent presentations from Josky Sanderson and Rod Buck, and our very own Sara Spiller ran a First Aid evening. However the Mar club night had to be cancelled when the roof of the Black Horse fell in and the pub closed. We managed to secure the upstairs function room of the Lively Moor Vaults by Jun and Melissa Harland gave an excellent presentation on the Account of Aconagius. Oct brought a very informative presentation by Squadron Leader Kevin Walton, the SAKCO from RAF Leeming.

We turned down the owner's 'generous' offer to allow us to park at the bottom of Great Whenside for an annual fee of £350 (+ VAT). We failed to get permission to fly Pen Hill and Pen-y-gott and decided not to pursue Niddside and Wild Boar Fell. No one could find the elusive local agreement giving us permission to fly within the airspace at Lively and Baldon. Many 'happy' hours were spent converting our sites' guides into an electronic format.

The Lakes Charity Classic in early Jun was a washout, but Kale and Dave did a great job in organising the Dales Northern Bash later in the month. It proved to be a great success with much flying, drinking

A spectacular wall of cloud rolls in off the sea at dawn, travelling at 15-30 knots, up to 1500 km in length, starting from 100-2000 feet from the ground and reaching up to 6000 feet. Sometimes the whole length is perfectly rounded, other times broken and billowing like a front but in a surreal straight line. The cloud appears to rotate backwards as it advances, sucking up humid air from below in front, condensing into cloud as it goes up and back, dumping cooled air in its wake.

The "Morning Glory" moves like an ocean wave, it can be small or gigantic, or even dry and invisible. It may be calm everywhere else but the glory is preceded by a strong gust front. Up in front of the cloud there is smooth but powerful lift. Under and behind, there is severe sink and turbulence with more gusts with direction changes. It's then often followed by a secondary or more glories. As it passes overhead, the dawn light is blacked out by the rolling cloud.

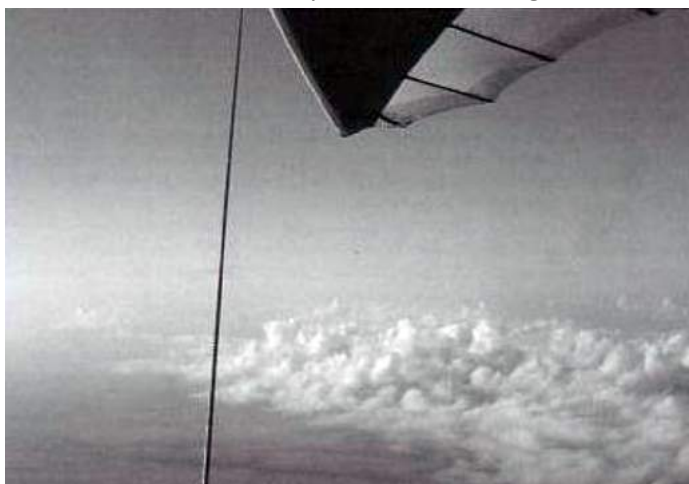
The glory is the main suspect in local plane crashes, but for a hang glider, trike or sailplane pilot, the area of smooth lift in front can allow soaring up to 9000 feet and hundreds of kilometres while it is visible and working.

The top has a strong laminar flow and the lee side has massive sink and turbulence, it's important to be able to actually see the glory so that you can handle the winds that come with it. Another issue is that you have to be able to stay in front of the glory and it could be travelling at up to 65 km an hour, so staying in front may be difficult for slower wings.

There's only one road to follow, so staying within reach of that before landing areas become scarce must be considered too. Already a couple of hang gliders have been overtaken by a glory but have survived to tell of it.

Glories happen randomly in other areas, but Burket own, Queensland, Australia in October is the most predictable place for those who fancy flying this most unusual cloud formation. The most unlikely time of year is the few weeks between the dry season and the "wet".

The popular theory is that the glory is caused by a convergence of sea breezes the day before on Cape York. The converged air crashes down in the night, causing a linear shock wave that triggers a release of hot humid air from the sea surface that cools, condenses and falls behind the wave, helping propel it along. That explains the usual North East glory, but not the Southeast and Southerly glories which have been observed on the same day, even intersecting!!



It's a huge drive to Burketown, for most it takes 3 or 4 days, but from Cairns it takes about 12 hours. A lot of the road is dirt, but with no rain the roads are fine, apart from the dust, that is. The terrain is savannah "tiger country" with vast roadless and unlandable areas. There are large dry grassed plains, but more common is jagged small trees about every 4 m.

The area has saltwater crocodiles, so going near rivers is not advised. The climate is blazingly hot and when it's suitable for the glory, it's so humid that water drips from the gliders, so much that it's worth taking a towel to mop the water off. On the coast the humidity is higher, turning the red sand to sticky mud. Sand flies and mosquitoes abound on the salt flats too.

Burketown has about 200 people, many leave during the "wet" when continuous rains flood around 40 km in from the sea, sometimes leaving Burketown an island cut off from road transport. The people are invariably friendly, and welcome the fishermen and glory pilots that fill the town's accommodation.

There are approximately 1500 Aboriginals in the Burke/Doomadgee area. To control the social problems and violence caused by alcohol, there is a limit (for all people) of 52 cans or 27 litres of beer that each person is allowed. You have to wonder what this is supposed to achieve, when SUVs crammed full of Aboriginals arrive to stock up on booze!

Burketown has just one iconic Aussie pub, one general store, one gas station, and public internet is via dial-up at the Council's public library. The fishing is good, though. Barrimundi season was just finishing when we arrived.

A thermal bore just east of town has a swamp with loads of wildlife; exotic birds and kangaroos abound. Cane toads in their thousands at night. Not good to step on in bare feet, they excrete a poison that is absorbed into the skin, making humans ill or killing any animal that eats it. They are universally hated, so are popular for target or





golf practise. Mornings and evenings there are large flocks of fruit bats, it's surprising that there were no bat strikes with all the morning air traffic in the dark, I guess they are very agile and good with their sonar.

I had a holiday long overdue, recently bought a motor harness and with a new Sting 175XC available in Oz, I took a chance to catch a "Morning Glory". I flew direct to Cairns to team up with Brod Osborn and his Dad while Billo brought my glider from Newcastle. The harness was "dangerous goods", so needed inspection and a certified box to airfreight.

Customs in Australia was tough too. The motor harness cost more to ship than I did. This year's pilgrimage featured hard core Aussie hang glider and trike regulars like "Billo" Olive who drove for four days with trike and gliders from Newcastle. Kerry, a kiwi trike pilot, Dave who flew his 912 trike all the way from Cairns in record time. Anders Palmquist (ex Queenstown HG) and Scott Barret (Airborne) were there too.

The only hang glider pilot we heard of who caught a glory this year was Rolf Schatzmann who drove with his caravan all the way from Perth to stay in Burketown for a month. Using an Explorer motor harness with a Fun 160 he was able to follow the motor gliders up from the airport. See "Surfing on the Glory!" later.

The sailplane boys at Burketown had about four motor gliders. They can fly 50 odd kilometres out to sea where glories are more abundant, but this year most dissipated on reaching land.

The powerful trikes have a blast, tearing around the countryside, croc spotting along the rivers and aerotowing the hang gliders. They have the power to get up and go fast as well as to soar along the glory.

The schedule was: bedtime at 9ish, wake at 4 a.m., grab flying gear, drive to the strip, snacking in the car, set up

gliders in the dark and be ready to fly at 5.30 a.m. first light.

Most times we flew the motor harnesses anyway or a erotowed for practise or thermalling (there were thermals before 9 a.m. one day). We were usually finished and back at camp to have breakfast and shelter from the sun by 8 or 9 a.m. The rest of the day was recovery time and too hot to do much.

The early activity is tough if you are not a morning person. While adapting to the strange sleep pattern, it's frustratingly easy to forget things. Most days a glory did not appear, or it was dry, fizzled as it hit land or came through too early in the dark, but the glider pilots talked of one year when they had a week of them!

The first day I rigged on the airport lawn in the dark under the security lights, it was hot and humid with no wind and we saw a glory approaching in the faint light on the horizon. My motor harness refused to start. The trikes scrambled and flew to the roadside where the hang gliders set up. This glory dissipated just before reaching us, but we still got the gust front and wind changes... scary.

Next day my motor ran fine but no glory appeared. I launched the Sting across the runway in barely a breath of wind, but from 300 feet up the wind rose to 22 knots as I climbed. It was smooth, though, so I boated around Burketown watching the sunrise and trikes aerotowing the hang gliders up or croc spotting low along the rivers. This was to be the pattern for most days. A local had a trike which he used for pig hunting, landing on an island covered in croc tracks. One day a wind gust flipped the trike, so he used a toy inflatable boat to row himself and his wife, just barely above water, back to shore!! He told us about the place with a short strip where he'd been hangared. After a clean-up of an old shed we barely squeezed the Sting and Fun in, then barricaded it

to stop any cows chewing our gliders. It saved us half an hour of rigging in the dark by keeping the gliders ready, but we were a little nervous that someone would discover them. I found a Taipan snake skin nearby, so we were sure to wear boots and make lots of noise on arrival.

I had more motor troubles, but thanks to Rolf's mobile internet and the motor harness online group, we cleaned the carb and set it up correctly. It's hot work in 40 odd degrees under a caravan awning with the wind blowing dust around, but from then on it ran perfectly.

One morning at 5 a.m., a glory gust front hit in the darkness. Some hang gliders were caught by surprise and blown over, fortunately without damage. When first light came we saw the glory and a secondary disappearing in the distance. We flew but just got a 15 knot wind and thermals to about 2000 feet. It is strange watching the sunrise from the air and thermalling at 8 a.m. By 9 a.m. it was too hot and gusty so we packed up. On a humid and hot morning at 3.30 a.m. we heard an other glory come through, again too dark to be used, and by 5 a.m. the wind was too strong for anything but trikes and gliders.

**"...the glory will  
come out  
tomorrow - the  
sandflies are out"**

The next days were dry, 5 knots on the strip, 20 knots at 500 feet. The wind dropped in the afternoon, so Scott and Billo aerotowed. Conditions were very scratchy but Scott managed to thermal up high.

Another morning I was clipped in and about to start up when a dented leg broke on my motor harness. The rubbish tip became the hardware store that day. I converted some sleeving and saddles from chair legs, an exercise machine and bike parts. Back to work in the caravan awning sweatshop and it was fixed for the next day.

After another windy day off, most pilots left for home. There was just Rolf, me and a trike pilot left in the now almost deserted campground.

Then a cool 19°C morning with no surface wind. A million flies sat on my leading edges, maybe that's why the glider wouldn't fly as I ran as hard as I could but dropped it onto the wheels. On my second launch attempt I hit 15 knots at 300 feet heading for a promising cloud line that was probably a glory earlier, but arrived as a tightly packed line of cu's about 5 km deep travelling at 20 knots. I flew to meet it with high hopes but the lift was only light.

Rather than outrun it, I climbed to 4700 feet and let it pass under me. I landed in 20 knots which rose to 29 knots just afterwards.

I'd delayed leaving and we had high hopes for our final morning; there were lots of good signs. One of the sailplane pilots had confidently reserved his glider. A wise-looking aboriginal guy in the pub told us, "The glory will come tomorrow, the sandflies are out."

There was condensation on the pub fridge doors. A slat on the restaurant table was bent upwards, we were sure it had been flat the night before, but the barmaid blew off our "sign" with, "Nah, they just get wet and bend." Well, it was still high humidity, lighter winds were forecast, it was looking really good...

At 3.30 a.m. I woke to a gust front bashing the trees against the roof. I dashed outside to see the smooth white form of a glory cloud approaching, lit up by the full moon. The trees thrashed wildly as I ran into the street for a better view. An ominous shadow blotted out the sky and when the moon reappeared, a long smooth half cylinder of cloud about a kilometre thick stretched from horizon to horizon. It moved on quickly at 20 knots or more. Then the wind stopped as it stalked away, leaving behind an eerie silence. Another gust front hit moments later with no warning. My last day and a perfect glory had come early to taunt me. An hour later, ready in the pre-dawn light, we saw something coming, but as it came closer we saw it was much slower and another band of tightly packed cumulus was revealed.

With the luxury of a couple of knots to launch into, I was soon at the cloud front. It turned out similar to the day before's but larger. With no lift this time I motored on over the top. Flying between the cu tops was pretty and then from 5500 feet it looked even better from behind.

When the gas was used up, I landed in about 15 knots at 9 a.m. A memorable flight anywhere else, but my "Big Wednesday" wave ride would have to wait for another year. We packed for the long drive back to Cairns.

**Surfing on the glory**  
**SATURDAY, SEPTEMBER 23, 2006**  
**by Rolf Schatzmann**

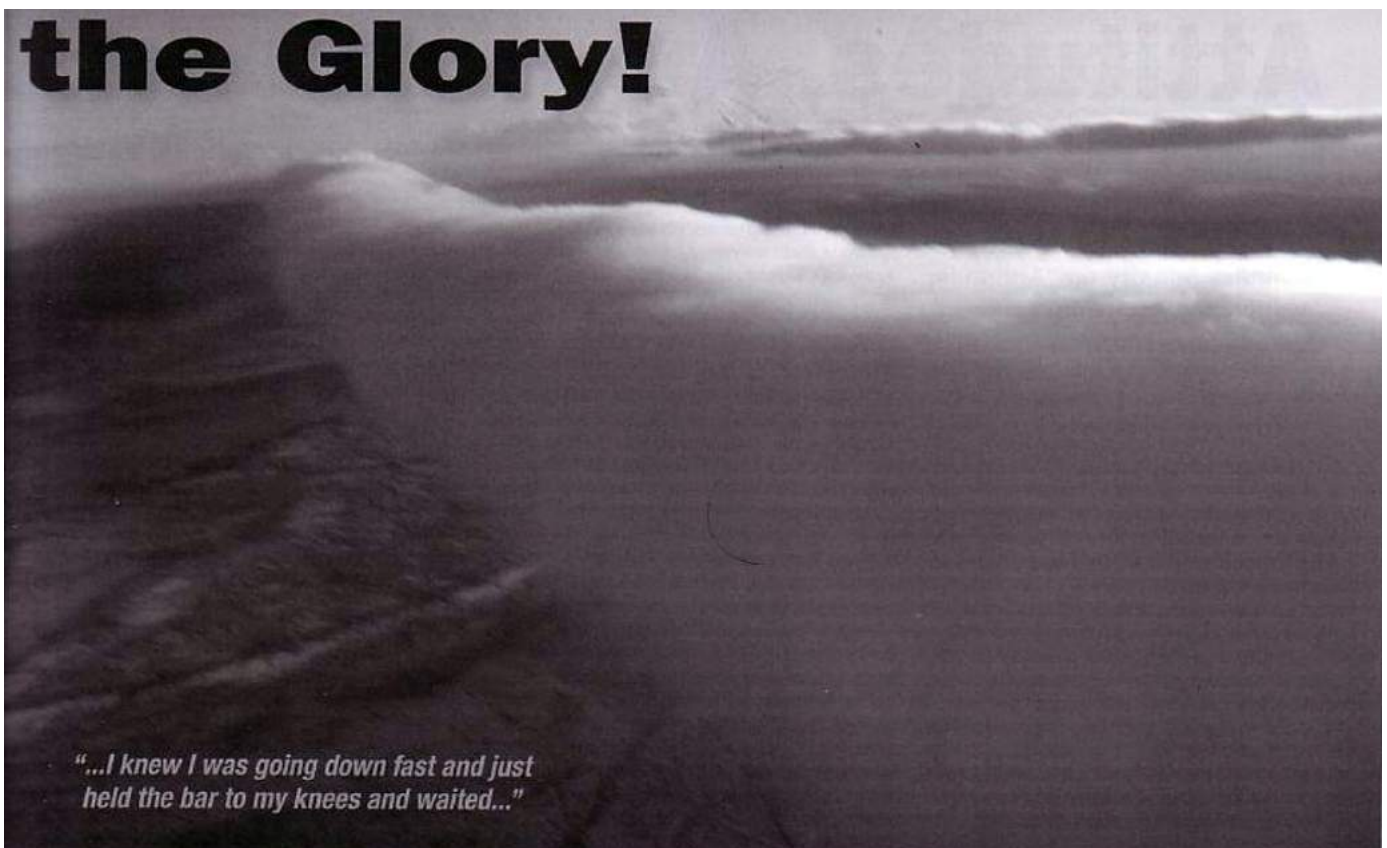


Today was the day. It almost wasn't, though. I have been getting up whilst it is still dark for too long now. I hate mornings and they physically hurt me, I am not at my best. But despite this I have been getting up and rigging my glider in the dark and damp because I knew it would be worth it eventually.

My back is probably my weakest part and I have been pretty rough on it lately. This morning when my alarm

went off at 4.30 a.m. I felt lousy. I really did not want to get out of bed. I looked at the radar from Mornington Island and that showed nothing, I looked at the infrared satellite pic and that showed nothing. I went outside and there was some dew, but the humidity was only 85%, 5% less than yesterday. I decided that my bed was a safe thing, the last few glories have been very slow moving and have fizzled on the coast, this would probably do the same so I went back to sleep. Around 6.30 a.m., Charles, one of the glider pilots (he has the Zemango (sorry about the spelling)) knocked on my door and said there was a glory about to cross the coast at 35 knots, he asked if I wanted to come and watch it pass overhead at the cemetery. I decided my priority was staying over a safe landing area, rather than getting maximum distance, and so I started tracking left to get closer to the one gravel road that I could see. I was flying the Fun at a speed that meant I was slowly losing height and staying in front of the cloud, or I could slow down and go up over the cloud.

**...there's a glory  
about to cross  
the coast at  
35knots**







I decided that going over the top would be a bad thing, I knew that a couple of hang glider pilots had been through the middle of it and survived, so I figured this was the least bad option if I could not outrun it forever. Several times the cloud caught me and then let me go again, the lift does extend into the cloud a fair way, I was accidentally whited out once and then flew back out in front of the cloud and kept going.

So I was riding the cloud and having a ball. Abundant gentle lift in front and above the cloud. You can tell how easy it was up to this point because I managed to take 142 photos during the flight and you cannot fly a hang glider easily one-handed in rough air. I was getting further and further from Burketown, but really I didn't care, even if I had to walk back through the bush for a whole day, it would be worth it for this flight.

The cloud was starting to become uneven at the leading edge, in places small holes would appear and then fill back in again, probably related to the terrain it was covering, I guess. I was still tracking as far left as I could and staying in front of the cloud. As the terrain under me became more and more tree-covered, I tracked harder and harder left to stay closer to a landing option. It was about at this point that I stopped taking photos as it became obvious I could have the cloud or a safe landing place, but probably not both.

I was tracking left and about in the middle of the front of the leading edge when the cloud pounced. Suddenly it was cold and I knew exactly what that meant. The cloud very slowly and gently enveloped me, I was

## I was riding the cloud and having a ball

desperately trying to start my bloody two-stroke so I could perhaps get out again. I gave up once inside the cloud. I knew I was going down fast and just held the bar to my knees and waited. I was only whited out for about 20 seconds and popped out directly under the cloud. I had just enough time to unzip the harness and get the legs down and as luck would have it I was directly over a gravel road. I could see the second cloud only a minute away, so I landed as quickly as I could and had all my weight on the base bar when the gust front hit. I had landed on a small gravel road, on a cattle grid with barbed wire fence running down each side, and perfectly too!

Once the gust fronts from the second and third waves had passed, I took off again and flew back to the airport. I had to stay low to get good ground speed, but if I was not 100% comfortable with the power harness before, well I certainly am now. I landed where I took off back at the airport and packed up. Wow. I only used about 10 minutes of fuel to get onto the glory and was lucky with just a cross wind on the way home so I was actually able to self retrieve! How cool is this sport!



# October Club Night Report

## Peter Balmforth

### Breaking 300Km - Richard Carter

Richard wrote an article in Skywings about his 300km record flight. This is a record of his presentation to the DHPC in October 2018, perhaps biased towards extracting what many there wanted: in a paragliding sense how to fly XC more like Richard Carter. After looking at the XC League, it is worth noting that even a 200km flight is something that only a few pilots have completed from DHPC sites and something few dare to dream about.

The presentation started with inception of the idea which occurred in 2016. This included a map of potential routes and a few notes on them:

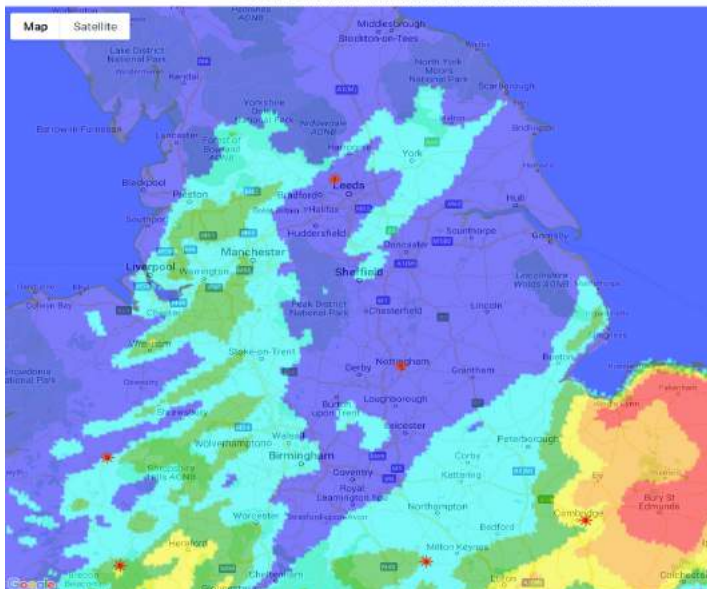
- Milk hill – Generally a ENE track so runs out of land over Norfolk
- Carlton Bank – (SSE track) Possible though sea breeze could be a limiting factor.
- Sharpenhoe – (WSW track) Distance theoretically possible but the Devon/Cornwall peninsula brings sea breeze from North and South near the end so, in practice, unlikely.
- Derbyshire (southerly direction) - is no longer possible and you would possibly involve landing on an island.
- Tinto - (Southerly direction) A whopping 500km is possible. Looking at LLSC flights there was one example over 200km I could find on the XC League.

Richard had researched another route from Elan Valley and was in central Wales the day before. An unsuccessful day led to Richard posting a picture of a butterfly on Facebook. Some of his competitors for the record attempt took this to mean he was no longer in play. Instead he was looking at the weather, mainly rasp including:

- Star Rating. Not just a snapshot though. The analysis included stepping through the development of the day. In this case it started well in mid Wales but built steadily over Derbyshire and Yorkshire later on. Holes of spread-out were noted. Having looked at the Rasp archive the first thing to note is that it looks at first glance like a good day to be in the south east but Richard was looking at a bigger picture and in more detail.
- BL Avg Wind - looked fairly constant over the day. Crucially it shows the sea breeze failing to penetrate the North Yorkshire coast.
- 10m wind speed – This looks top end on the archive info. Local pilots (always a good idea to talk to) were adamant that Elan Valley would be flyable though. Also worth noting that the Dales sites were all blown out this day.
- BL Max Up/Down (Convergence) – looking for lines of lift.
- Cu Cloudbase where Cu Potential > 0



**Star Rating - FL**  
Valid 1100 BST (1000Z) SUN 15 Jul 2018 [16hrFcast@0402z]  
DrJack BLIPMAP from RASP 2.0km GFSa-initiated WRF-ARW model



RASP Star rating 11 am

So, given the local advice, it was ironic that there were only 2 pilots on the hill that day (a Sunday), Richard and Piers (who did 126 km). Base at the start was maybe 4500ft. They were both climbing out and the climb started to get a bit weak. The Richard bumped into a 750ft/min climb, though struggled to get Piers' attention to join him. Fortunately later on though that he succeeded. One glide took him rather low so he had to turn back to join a weak climb that Piers had found.

He had to avoid the airspace over Shrewsbury and take a more easterly track to avoid low airspace near Manchester.

He changed frequency to find out more about the Upton corridor. The one person on the ground he spoke to was not inclined to help though. Under the corridor he was again forced to turn back into wind to stay away from a powerful looking cloud. Even under full speedbar this would likely have pulled him up into airspace.

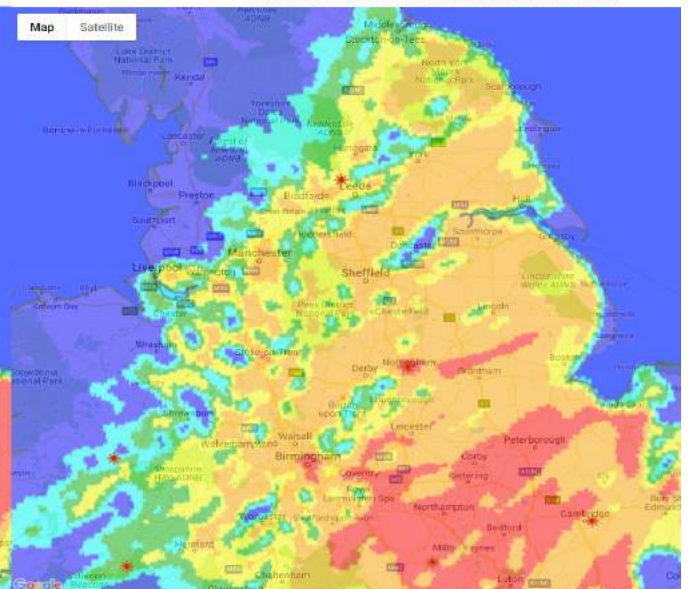
It is worth noting that Richard dials in speedbar according to sink (or lift). He will also take a course up to 45 degrees off downwind (all right if you've got a Zeno). While we are on XC tactics, he will also leave a climb early if it isn't going up fast enough [for the day].

Past the Upton corridor he noted that the rest of the flight:

- was about 100k
- was completed after 5pm
- involved just 5 climbs so glides of over 20km

Richard's altitude near Pontefract reached its lowest at around 1800 ft. He managed to get up again though and joined a Sailplane over the Yorkshire Wolds, while managing to find a more lifty part of the cloud.

**Star Rating - FL**  
Valid 1700 BST (1600Z) SUN 15 Jul 2018 [22hrFcast@0410z]  
DrJack BLIPMAP from RASP 2.0km GFSa-initiated WRF-ARW model



RASP Star rating 5pm

After this, the sky wasn't looking great due to spread-out. However, he looked down to see seagulls circling over a pig farm and this gave him the last big climb of the day. He reached his declared goal, landing near Scarborough. A friend arranged accommodation overnight in the Grand Hotel in Scarborough. Fair to say he wouldn't recommend it though.

The flight was 8 and a half hours. He does eat and drink in the air and is able to mentally switch off when the time is right. (I've had similar conversations with other pilots who have learned how/when/that it can be necessary to do this). I'll omit the conversation relating to bladder control.

I asked what advice he would give to emerging XC pilots:

- Stay in the air as long as possible [as the downwind drift will carry you far]
- If you see someone climbing faster go over to the same thermal
- Use kit you are comfortable with

Also, I asked what sets him aside from his peers. He answered "Opportunity." i.e. Being able to put himself in the right place at the right time. This included structuring life and job so he can choose the flying day he wants and, just as important, not worry about the retrieve running into the next day.

Richard pointed out that his average speed was lower than his main competitors on similar flights with the implication that there is scope to go further.

He stressed the importance of 2 breakfasts on XC days. Also that pilots wishing to go for the biggest flights need to wait till July.



## Stanage - The Dragon's Lair Kev Gay

*Another great tale from Kev, who clearly should be writing for a living.*



*Odysseus and the Sirens*

The ancient navigators marked places or things they didn't understand or could not explain with sea monsters or dragons. These days there are few things that cannot be explained, but there are many dangers we may not see.

I had come to Stanage from North Yorkshire, not really in desperation, but keen to fly, the weather up north

didn't look good and Stanage was somewhere I was longing to soar.

40 years ago, I jogged with my Skyhook Sunspot from the plantation car park all the way to the top. I rigged, clipped in, in my seated harness and got some help to launch from one of the Zarowski brothers, into lift push out turn right and crash on top. Not what I had expected. "As you are walking down, can you take my glider bag for me?" said Len, The long walk back with bent everything was embarrassing and painful. So I really wanted to soar Stanage. In August this year, I

**"There's some models down there with fur coats and lingerie"**



had a chance, Wayne got up twice and top landed, and Tim, Avians sky God, got up to 5500 ft in a clear blue sky. But me? No, I'm scratching the lower slopes watching as the hill in front gradually rises above me before I quit the fight and set up a nice landing.

[Sept 15th 1.45pm This time it has got to be good](#)

I got dropped off at launch and my wife went to see her mum in Sheffield, I had almost rigged when Gordon appeared. "There's some models down there with fur coats and Lingerie" come and help me carry my glider. Yeah right Gordon I'm going to fall for that old.... Hang on is that them? A faux fur coated suitcase dragging thin female tottered in short plastic wellies and purple skirt along the path. Well they are here now so you can carry your own glider Gordon.

The Photo shoot for Lula magazine, for aspiring young women, 3 issues annually at £10.60 per issue, (Gordon looked it up). proceeded to do its thing with the grey sky as a backdrop. I offered our gliders as a more interesting backdrop, as Trevor continued to document the occasion. Trevor has not flown for a long time but is a wealth of knowledge when it comes to flying Stannage. His stories about turbulence when there is wave about demand respect, but today the sky was grey and with little evidence of wave, the horrible turbulence seemed as likely as flying with dragons. My preparations were almost complete, as the model and her dresser fought with the PINK one piece boots/trouser/leggings in preparation for photos against my grey wing. I waited patiently wondering why anyone would think of buying something that awkward to wear, as I struggled into my heavy harness and switched on camera and vario. I think it's an age thing.

The launch at Stannage is shallow, so shallow that it takes a bit of thinking about as you launch straight towards the top of trees and a farmhouse on the other side of the road. Turning my back on, and my mind off the photo shoot, and concentrating on Gordon's brief to keep as much airspeed as possible, I hesitated, procrastinated and concentrated. My run felt all wrong but it worked in a few steps I couldn't hold the glider down and it easily took to the air, a right turn put me parallel to the ridge and a 20 mph wind lifted me aloft and round the corner onto the main face of Stannage, The Dragon's lair. I was Soaring Stannage!! So chuffed. It was all peaceful a bit bumpy at times. Thermals keep pushing me one way and I turn the opposite way and push out to maximise the lift. I'm watching the multi coloured ants scrambling over all the vertical surfaces

like there's sugar at the top. The views, despite the grey moody sky are amazing, Mam Tor seems so close, the masts near Bradwell only a glide away and look there's Ladybower reservoir off to the right. I can see Emley moor mast it looks so close but it's an hours drive away. Which means my mum's house is in one of those valleys between me and Emley I wonder if I could fly home?

Gradually the height increases the vario beeped a little faster every now and then and I explored a turn either left or right, by the time I had turned 90 degrees the vario stopped beeping, puzzling thermals I thought. Gordon was up now and well below me, but that wasn't to last long.

## **The Dragon watched from the cliffs as once again the glider slowly, belligerently flew into HIS air**

I thought about what Trev had said "it's lovely unless there is wave about then it can get a bit rough". That's northern talk for "having the shit scared out of you" I hadn't seen evidence of wave, but the curious thermal lift was a sure indication that there was some up here. Gordon off to the North was still below me.

*And the Dragon opened his golden eye and saw the glider in His air.*

Where is that Magic lift? Just one thermal would do to push through into smooth silky air. The plantation seemed to be the most likely place, at the top of a valley in front of the ridge where 2 airflows meet.

*The Dragon slowly spread his leathery wings, tested the air with his triple forked tongue and looked at the glider in HIS air.*

Keeping lots of speed on I flew over the cliff and turned out over the plantation, the air was buoyant and warm. *The Dragon sighed took a deep breath and slowly rose from his lair behind the glider in HIS air.*

YES thermal, I'm being turned left, force it right pull speed turn ease out feel the lift yes going .. The Dragon struck! first with his wing brushing aside the glider in HIS air, then with his tail, knocking the glider in HIS air up high, and finally smashing his great head down on top forcing the glider to turn and flee. "Bloody hell Trevor you weren't kidding about rough". Steady now and

# the purple skirt billowed from the rocks like a siren's wind sock

moving north watching Gordon steadily climb, I turned into wind and gradually rose to 2300, Gordon was much higher, But i'm higher than I was so let us see if the strong lift is any better higher up.

*The Dragon watched from the cliffs as once again the glider slowly, belligerently flew into HIS air.*

Flying over the cliffs but going further toward launch where the cliffs are a bit higher before I turned out, Gordon now high above was off towards Millstone edge the surprise view.

*The Dragon lifted his wings and breathed hard.*

A bit of lift! Enough to turn a 360 in? YES going up.

*The Dragon rose deliberately and slowly from the cliffs ignoring the colourful morsels at his feet he rose to challenge the glider in his air.*

Wow that was rough but 200 ft better and aiming out over the plantation over the place where the valleys meet, vario is singing happy tunes and its looking good. *Taking the left side of the glider in his mouth the Dragon lifted his head and SHOOK the wing till it squealed. With a vicious shake of its tail the Dragon spat out the wing toward the ground and was satisfied it wouldn't be coming back.*

The glider pitched nose down and fell and fell. Unsure as to whether the glider was going to recover or tuck, I hesitated to move my hand to the right side of my harness, just long enough for the glider to pick up some airspeed and begin to feel like a solid machine again. Gaining height from the 400 ft fall I let the glider fly where it would. Gordon was back at my level and I watched as he did a practice approach very fast, checking the wind I thought, until the purple skirt billowed from the rocks like a sirens wind sock.

*The Dragon soared lazily with soft beats of its invisible silent wings, content in its assertion of his rights to the air, and happy that the glider in HIS air appeared respectful and subdued as it floated away and returned to earth. One last warm outward breath made the glider struggle and shudder as it stopped.*

The wind was stronger than I anticipated, and I landed way too far back. Gordon landed perfectly at the front but was disappointed as the girls waved goodbye from the path. We derigged watching the clouds devour Mam Tor and the concrete factory. The rain seemed to split as if in a forked stream and went either side of us. Escaping to the pub the sky a whiter shade of grey was not inviting me back.

KG







## Safety

# If it's Worth Saying Once - Decisions, Decisions David May

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: Decisions Decisions

We make decisions all the time, most of which we are not even aware of. First impressions is an example, or intuition. Our thoughts and actions are affected by decision processes we cannot perceive. In the field of Cognitive Neuroscience the term used to describe this behaviour is the Adaptive Unconscious and studies suggest it accounts for up to 95% of our cognitive activity. Here's a snippet from an article I found on the web (<https://www.sott.net/article/244624-The-adaptive-unconscious-makes-your-everyday-decisions>):

The adaptive unconscious makes it possible for us to, say, turn a corner in our car without having to go through elaborate calculations to determine the precise angle of the turn, the velocity of the automobile, the steering radius of the car. It is what can make us understand the correct meaning of statements like "prostitutes appeal to pope" or "children make nourishing snacks" without believing that they mean that the pope has an illicit life and cannibals are munching on children.

In our sport, there are many skills we need to learn that work best when consigned to the Adaptive Unconscious. Active flying for instance - to be fully effective it needs to be much like blinking or breathing, something we do 'without thinking'. Another example is how we react immediately following a large dynamic collapse – the first few moments can be critical and there just may not be enough time to think our way through the process without risking further complication. Both these skills are fundamental to our safety which puts us in a bit of a tricky situation. The only way to acquire these skills and reach a level of competence where our reactions become instinctive is through practice, a lot of practice. Unfortunately there

are no simulators, no practice ground. We are forced to train in the arena.

In a way, we are a bit like a worker arriving on site with an empty toolbox in the hope we can find the tools we need before they are actually needed. We take off in the hope that we can learn the skills that will keep us safe before we actually need them. It's a real catch 22 scenario - to learn we need to push, but push too far or too fast and we can find ourselves in a situation that we are not yet equipped to handle. It's as if there is a line we should not cross – on the one side is the safe zone where site, conditions, equipment and flying aspirations match our level of competence. On the other side is the danger zone where we can very quickly find ourselves out of options. The good news is as we learn and our skills improve, the line moves further out. The bad news is that the line is only visible once we have crossed it.

So where does that leave us? How do we learn but still maintain a healthy margin of safety? Unfortunately there's no one size fits all answer to this balancing act. The term 'healthy margin' will mean different things to different people. But there are plenty of things we can do to stack the odds in our favour. Ground handle. Go on a SIV course. Analyse your flights after you land, learn from them: what did you do well, what did you do badly? Have a purpose with every flight, no matter how small. Watch other pilots, ask questions, read around the subject. Be patient with your progression – some things just cannot be rushed. Above all be wary of confidence based not on verifiable experience, but wishful thinking. Intermediate syndrome – it's not just the intermediates that need to take stock ... complacency is universal.

I've been on 2 SIV courses and one of the things I've taken away from having experienced these manoeuvres in a relatively controlled environment is that I really have no idea how I would react in the event of an actual 'situation en vol'. Sure, I know how I'd like to think I would react but so far that's an untested theory and I prefer to keep it that way. So I try to fly defensively based not on my ability to get into a situation but rather my ability to get out of one.

DM



# 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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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!)

Dave Eva on Coniston Old Man  
Oct 15th



Tim Oliver looking down Ennerdale from Great Gable.  
Buttermere and Crummock on the right  
October 6th



*Photo: Dave Eva*

Ben and Rosie on a low save,  
Algo, October 4th  
Photo: Stu Kelly



Andy Smith was on another SIV in Anney



A chance meeting on a beech in Wales resulted in Tim Rogers sharing an epic flight with Tim Pentreath in Snowdonia the following day.

Sept 28th





Photo: Tim Rogers

oh, and the Bir season has started as well!

*Photo: Rich Meek*





Stanage Edge

Oct 19



Photo: Gary Senior

Oludeniz Airgames



Photo: Alex Colbeck



Mam Tor  
14Oct



*Photo: Neil Coverley*

# Club Coaches

## Dales Hang Gliding and Paragliding Club - Coaches List

Name	HG/PG	Location	Phone	Email Address	Availability
Trevor Birkbeck	HG	Ripon	01765 658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	01765 650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	07794 950856	<a href="mailto:kgay@talktalk.net">kgay@talktalk.net</a>	Various
Ed Cleasby SC	PG	Ingleton	07808 394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	07747 721116	<a href="mailto:robburtenshaw@gmail.com">robburtenshaw@gmail.com</a>	Sun & Various
Peter Balmforth CC	PG	Leeds	07714 213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
Alex Colbeck	PG	Harrogate	07717 707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kevin McLoughlin	PG	Lancaster	07767 652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	07568 574640	<a href="mailto:mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Week Days
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Tim Rogers	PG	Leeds	0776 5795378	<a href="mailto:tim.rogers50@gmail.com">tim.rogers50@gmail.com</a>	Weekends
Chris Williams	PG	Spain / Preston	0797 3222713	<a href="mailto:stayhigh@btinternet.com">stayhigh@btinternet.com</a>	Occasional UK

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

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

Peter Balmforth  
DHPC Chief Coach  
December 2017

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

There's plenty of coaching information on the club website



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




Home News Events The Club Membership Sites Coaching Competitions Links Library Contact Forum

*Photo: Pete Loar*

# DIARY DATES 2018

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

Nov 1 - Mar 31	XC League - Winter League	<a href="http://www.xcleague.com/xc/">http://www.xcleague.com/xc/</a>
Nov 1 - Oct 31	XC League	<a href="http://www.xcleague.com/xc/">http://www.xcleague.com/xc/</a>
<b>Nov 15-18</b>	<b>Kendal Mountain Festival</b>	<b><a href="http://www.mountainfest.co.uk/">http://www.mountainfest.co.uk/</a></b>
<b>2019</b>		
Feb 9	DHPC Reserve Repack	
Mar 1 - Sept 30	Northern Challenge Trophy	<a href="https://www.xcflight.com">https://www.xcflight.com</a>
Mar 5 - 16	PWC 2018 Super Final, Baxio Guandu, Brazil	<a href="http://pwca.org/node/43029">http://pwca.org/node/43029</a>
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/>

**Don't forget to move all your time pieces back!**



A busy night at Stone Henge  
as workers move all the stones  
backward one hour..



## Life as a Para Gypsy (Pt1) Jan Tempest

*We started this edition with a call for articles for the December edition on your best day/flight/experience of 2018. In her inimitable style, Jan takes the lead and shows you how it's done - with Part 1 of her account of her year travelling Europe to fly (and massage pilots). More to follow next time*

I know y'all think I lead the life of Riley, swanning around the Alps and jumping off a few of them.

Let me tell you the truth. Life is not always a bowl of cherries – frequently it goes very pear shaped. Unfortunately, quite often it's my lack of organisation that causes this.

Due to delays beyond my control I took delivery of a shiny new van with basically an empty box tacked onto it a month before I was due to leave for Europe.

Luckily I was able to cancel Koessen where I wanted to try some pods as I'd accidentally been in Keswick and Steve and Jan flogged me a second hand Supair Delight 2. And I am delighted with it.

Never underestimate the time even the simplest jobs take -

It had to go to the horsebox man to fit a frame for the raised floor, garage and several lockers. Then it was Wher'esme - hammer, screwdriver, saw, marbles every time I wanted to do anything. Every tiny job takes forever. Fit a window? An hour – no sweat. 5 hours later – still struggling. Water heater – 2 days.

I left with gas, water, a bed, the bike, the glider, massage chair and not much else but with a garage full of precut boards and tools.

As I'd also been house clearing necessities had been chucked in randomly. Clothes, money, passport,

essential books

The plan was to head down to Dennis and Gillian Trott near Chamonix for a bit of pre season confidence building.

It's all very well flying alongside comps but can be demoralising when they sky out and I plouf (Belgian speak for getting a gravity attack).

Despite admonishments from John, the co-builder, I didn't even do a test drive and was a bit unhappy when I set off up Harewood Bank and black smoke started billowing out. According to 4 mechanics that's normal if a turbo diesel sits for a while but it can't do much good for performance, fuel consumption and the environment.

Hull Terminal check in. Passport? At home, along with cash, computer and other items that would reveal their absence over the next couple of weeks.

### **...I set off up Harewood Bank and black smoke started billowing out.**

It wasn't possible to make the 150 mile round trip in time and the next day's ferry was full.

By some amazing chance my friend had called to see me and managed to get into a triple locked garage, rescue the essentials and take them to her place in Lincoln. P&O were great and changed the booking to Dover – with an upgrade – so I just had to collect them then drive the length of England and all was well.

Not quite. Van still smoking. And various motorway closures entailed long diversions down squidgy country lanes adding hours to the trip and making me miss the 04.30 sailing. 23½ hours with no sleep.

Arrival Calais 10.00 which added pressure as I wanted to make it to Chamonix in one hop. I also had to find a bank in order to pay euros to the German breakdown company as my membership had 2 days left to run. I've done it each year in Austria but despite us still being in

the EU the French won't do inter country transfers. Of course I wasted at least an hour finding this out.

The trip was ok but long winded since motorways are extortionate in a big van. As I hoped to fly I opted for the 40 miles on the motorway to save an hour on twisty windy roads. The bloomin French had me. €45!!! for about half an hour and then the weather had overdeveloped so no flying that afternoon.

Bright spot – I found a lovely free camping place next to the Lac des Ilettes.

Overdevelopment each lunchtime so flying was somewhat curtailed and young Fred decided he wasn't keen on climbing and got gravity attacks. Forgot my helmet one day and on launch with a couple of schools not one person said a word. People would have a fit in the UK.

I left Chamonix for the Fly Further in Slovenia. The obvious route into Italy was through the Mont Blanc tunnel. I traipsed up there to be met by a stropky Frog. Because conversion isn't complete the V5 says light commercial.

"You can see it's a camper. My insurance says so"

"Non – vous etes en France"

And don't I know it. So how much?

"€160"

## ...shove your tunnel where the sun don't shine, monsieur.

"Shove your tunnel where the sun don't shine, Monsieur Sunshine"

Turn around, do a huge detour and opt for the Frejus Tunnel as I wasn't sure enough of the new van to drive up to 2700m over Col St Cenis.

At least the toll lady was apologetic but a camper costs €58. And then I had more miles on the peage but Italy isn't as swingeing as France.

Near Turin all the barriers were open and giving no tickets so beetled along to Milan.

"You need a ticket"

"Yup but..."

"Where did you come from?"

"Oh not far away"

"From the airport?"

That'll do." As if I'd be driving a camper if I'd flown in.

The little sweetheart charged me €3 which alleviated about 2% of the pain caused by the officious Frog.

When travelling from A to B I'm not too fussed where I park up and sleep and I ended up at an autoservicio. I feel so sorry for HGV drivers in Italy. The services are cramped, noisy and brightly lit. Half the wagons park on the entry and exit lanes. I ended up under Krieg lights with wagons driving 2 yards away all night long. Next time I'll take a slip road and head for the nearest village. Having filled up with diesel in France I thought I could make it through to Slovenia but about 30 miles short the warning light came on so had to come off at the next exit which was chockablock and totally chaotic as a tanker had overturned on the motorway and all traffic was diverted.

Mixing the cherries with the pears there was a shopping centre with my 2 favourite stores – Ikea and Decathlon. Yippee! Spent a pleasant hour or so and a fair amount of money stocking up and buying stuff for the van and me. (I travel with 10 Decathlon pullies to remind myself I really DO NOT need to buy more). Crossing the border into Nova Gorica the most tremendous storm broke out and I'd unwittingly left the bedroom window open.

But all is always well when I get to Camp Gabrje in Tolmin. Gasper and Sergei let me put my gazebo next to the bar and there are lots of achey pilots.

Yet more minor annoyances. The smallest fridge in the world is totally hopeless and food comes out warmer than it went in. I connected up the solar panel and it kicks out too much power for the water heater which cuts out. Good old Andy Smart came to the rescue shaking his head at my ineptitude.

On one flight I barely scraped over the power lines near the gorge and landed on an electric fence. But Bruce the driver turned up within minutes as my personal chauffeur.

This is where I discovered the absence of another essential item. I usually leave the key in the bike but for some reason had taken it out. Oops. After running here there and everywhere eventually a local offroader who rebuilds bikes turned up, drilled out the ignition block and Matjus made me a new key from a screwdriver. Unfortunately I keep leaving the ignition on and killing the battery so have to use jump leads to the van. (I decided to replace the battery in Feltre and was asked Eu90 for a new bike battery. Bought one last year in Macedonia for Eu18).

Because of faffing about with the bike I didn't manage to get the van serviced – much cheaper and more

reliable in Slovenia – which caused a bit of grief further into the trip. However the garage sold me some brilliant silicone adhesive with which to stick the biggest solar panel in the world on the fibreglass roof of the van. I'd been rather nervous that it would fly off and kill someone. The one hassle was that it was like using melted tar crossed with liquorice and it got EVERYWHERE. Too much rain to mount it in Tolmin so every spare moment in Griefenburg for the DHV

## ...do I look like I give a toss

Challenge was spent up a ladder fitting brackets and getting covered in gunk. People would shout up “Any chance of coming down and doing a massage?”

Greifenburg is one of my favourite flying spots but again we suffered from the Nord Foehn which brings a lot of turbulence and some crazy lift. Also tail winds on take off and I saw some real horrors. Luckily mine was not one of them but I did take exception to seeing a couple of gliders climbing with big ears in and headed off the other way, predictably finding sink and bombing out. Actually I quite enjoy doing fly and hike.

As you've maybe realised I'm not techno friendly and inevitably yet another phone had died on me so nipped into Media Markt in Villach and had to part with a small fortune for a new one. Not v amused when a couple of days later it went on the blink. I hopped on the bike and road to Media Markt at Spittal about 30km from Greifenburg – only to realise it was Sunday. When every day's a holiday you do lose track. So to repeat the process next day

“Phone broken blah blah. Chinese writing blah blah”

“Do I look like I give a toss. I have no interest in my job, you or your phone.

AND you bought this in Villach another 30 km further. There is no way to fix this and if you want a refund go to Villach”

Traipse off to Villach and stomp into the shop ready to kill someone. The most helpful chap took one look and told me I'd pressed some buttons!!!! And fixed in 2 minutes flat. I very nearly called back at Spittal to kill the 1st moron but decided it might be bad karma. To cap it all I got home to a speeding ticket.

Also in Griefenburg I discovered a gas leak and had to go into Lienz where a really helpful man fed me sweets

and told me to come back next day.

I do actually like Austria but every time I sent foot in the country it costs me a fortune for what should be a simple job. Last year I had a broken shower tap – parts were €11 – I ended up with a mad Heath Robinson workman who took €250. This time the sweeties were free and what I thought was a simple replacement seal cost €170. I've also had a cop jump out to stop a car which had just overtaken me down a mountain, slammed on brakes and broke a door and a mirror, went to refill a gas bottle for €20 and ended up paying 100. AND been done for no seat belt

From Tolmin it was a long drive back along Italian motorways and the Alps to St Jean Montclar for the Naviter and Belgian Open. To cut down the motorway miles and because I'd once parked up near Lake Garda I decided to drive along the lake side. DO NOT do this in holiday season. The left bank also cuts through endless tunnels so apart from getting hopelessly lost the views weren't great. Ho hum.

## Austria...everytime I set foot in the country it costs me a fortune

St Jean is a tiny village with a great boulangerie which managed to sell out of pain au raisin by 09.00 each day. Perhaps the baker should think “OK, usual population 400, increases by 150 – maybe we need more cakes” Sandwiches came from a different one – delicious. One day we had smoked salmon and cream cheese. A cut above the usual ham and edam.

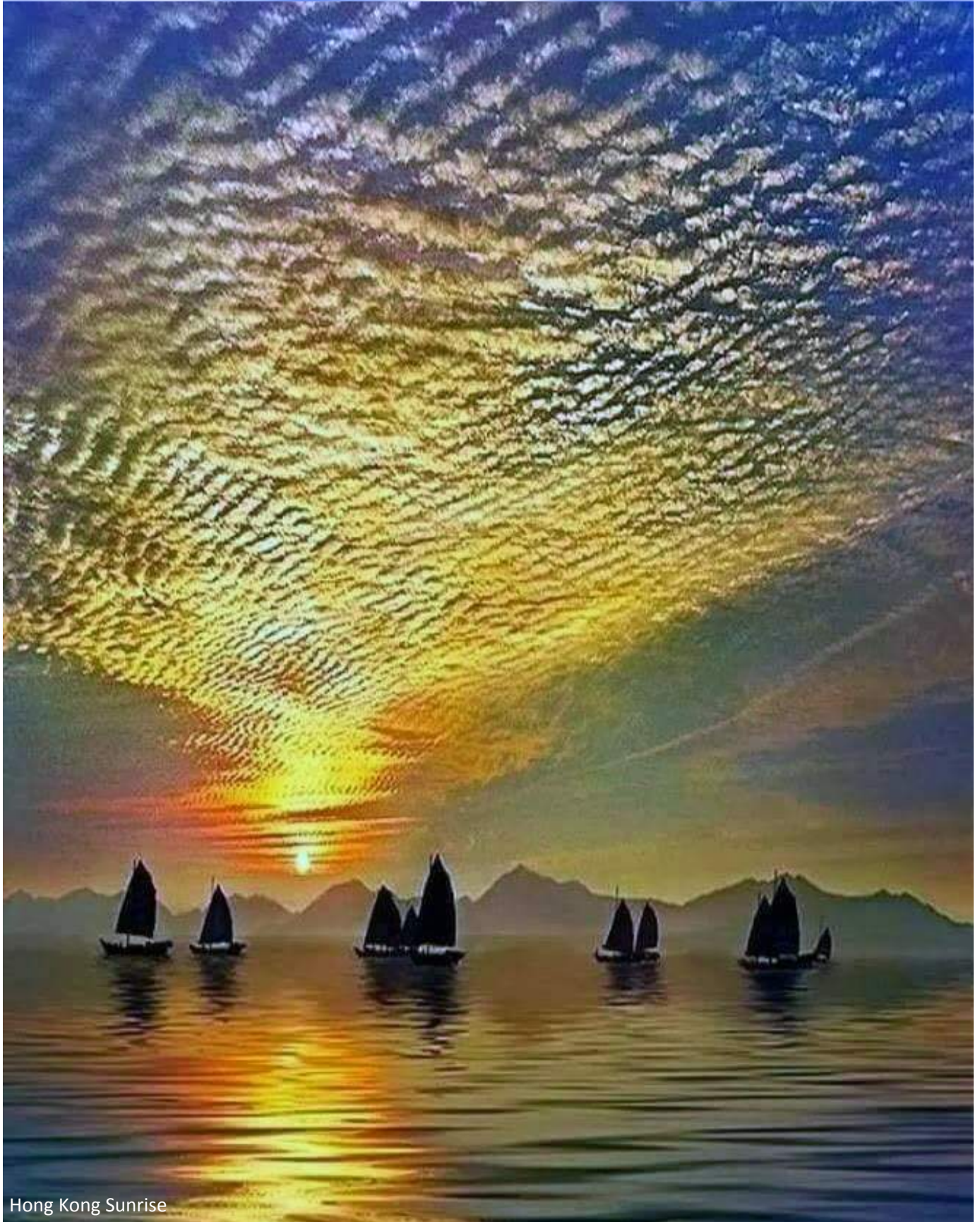
We ended up short staffed so I was drafted into the office (when not fetching endless coffees and selling t shirts) as a bit of a Girl Friday, translating between Madame and anyone who needed. It is pretty interesting.

One task was set south, I took off, got lift and went north to St Vincent with not even a turn. The temptation to head for the northern waypoints was too great, expecting to meet the comp pilots half way round. Overdevelopment stopped the task, they were south, I was north. “No transport. Find your own way home” Not a problem except the road was closed so no traffic!!

..to be continued, next time.

JT

# EYE CANDY FOR CLOUD LOVERS



Hong Kong Sunrise