



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

# Skyywords

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

Issue:117 February 2017



It's the Club  
Awards issue!

..and don't forget the  
Club Night, 2nd Feb.  
Horse and Farrier, Otley

## Inside this month

This month's cover shot is by  
Dean Crosby in Castelo, Brazil



## Regular Features

**Chairman's Chat** It all goes pear shaped!

**Club News** New Skywords Host Site/ New Retrieve Group

**Weather Prospects** for February

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**Ed's Coaching Column** - Making Use of the Coaching System

**Safety** - Repack details - please book early

Risk Management in Paragliding

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**Cloud Eye Candy** Matterhorn

## Special Features

**Club Awards 2016** - Honours Board.

**Club Mugs 2016**

**The Future** - Proposed Design and Logo for Club T Shirt

**Beach Launching** - Martin Baxter gives a Master Class

**Farmers' Dinner** - Announcement

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 - February 2017

I foolishly ended my last Chairman's Chat with the words, 'What could possibly go wrong?' At the time I was thinking about the Leeds/Bradford Airspace Change Proposal. We've heard nothing about that, but a steady stream of other things have attempted to unhinge us.

Having confirmed the Aerofix run well before Christmas I was rather surprised to get a call from John to say that he hadn't booked space for the gliders to be serviced and, having been overrun with bookings in the New Year, he probably wouldn't be able to get the wings back to us by the Feb club night. So it's probably going to end up as a one-way run this year.

We all turned up to the Horse & Farrier for the Jan club night (and a good night it was – thanks Rosie) to find that they had decided not to do food. In order to prevent rumbling tummies from drowning out the sound, we popped next door and brought fish and chips up to the function room for a 'proper film night' – all that was missing was the newspaper! If you don't understand the joy of eating fish and chips out of newspaper, rejoice in the knowledge that you are still young! For many years I have tried to support the pub, who provide us with a free function room, by encouraging people to have a meal beforehand; but now I'm not so sure.

That same evening we also discovered that the function room had been double booked for the committee meeting the following week. Personally I don't have anything against the Liberal Democrats but I thought that they might cramp our style, so we met at the North Bar instead.

But the biggest cock-up involved the Farmers' Dinner. Following the change of ownership at the Devonshire Arms the new owner just couldn't get his act together in time. Helen came to the rescue and, as you will see elsewhere in this issue, has arranged a far superior menu at The Boars Head in Long Preston.

Some clubs pay thousands of pounds in site fees. We are very lucky in the Dales in that we don't pay anything for our sites. Instead we nurture our excellent relationship with the farmers by giving them a bottle of their favourite tipple at Christmas, and inviting them to the Farmers' Dinner. At their request we also present our annual awards and, whilst the committee do most of the hosting, please do feel free to come along and join in.

Over the past few years we have also laid on a minibus to pick the farmers up in Hawes, take them to the venue, and then return them afterwards. It seems to be well appreciated, but this year we are short of a driver. Would one of you be prepared to volunteer to book and drive the minibus? We're prepared to offer a free meal to anyone that does. Please let me know if you can help.

Fly safely,

Martin Baxter, Chairman

### **New Members**

Welcome to the club, as someone once said. We welcome new members; Will Dickens and Andrew Ditchfield. May your flying with us be safe and everything you hope for. Don't be shy, introduce yourself to your club mates on the hill, or at the next club night.



## David May Safety - Reserve Repack

- When:** 4th March 2017  
**Time:** 11am - 3pm  
**Where:** St Mary's School, Menston  
**Contact:** David May. [safety@dhpc.org.uk](mailto:safety@dhpc.org.uk)  
**Price:** £10 for DHPC members, £15 for non  
**Cheques to:** David May, 14 The Crescent, Ilkley, West Yorks. LS29 8LX  
**Booking?:** Advance booking preferable

### Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown. Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- ▶ Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- ▶ The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron creases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open.
- ▶ After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- ▶ Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- ▶ A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

Or perhaps you're the type of person who prefers a visual argument. There are links to videos showing slow and fast inflation on the website.

### When your reserve falls out...

Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

### All welcome

Everyone is welcome: paragliders, paramotors, speedwings, even hang glider pilots.

Bill Morris, a licensed BHPA packer, will be with us. He will give a short introduction on what to do at the start so please do not be late

Let me know the make/model of reserve(s) you are bringing as it helps Bill to have a list of what to expect and if there are any reserves that will require a little extra attention

Bring your harness with the reserve attached. This will allow you to practice pulling it and also to have it replaced in the harness after being repacked.

DM

**GASCO** Presents...

FEB CLUB NIGHT  
HORSE & FARRIER, OTLEY

# "I HAVE CONTROL"?

**Safety Evening 2016/2017**



[www.haywards.net](http://www.haywards.net)



[www.caa.gov.uk](http://www.caa.gov.uk)



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

## **OTLEY**

Thursday 2nd February 2017, 1930 hrs

**c/o THE HORSE & FARRIER, 7 BRIDGE STREET  
OTLEY LS21 1BQ**

Contact Rosie Darwood on 07903 067 613  
or e-mail [rosie\\_darwood@btinternet.com](mailto:rosie_darwood@btinternet.com)



## New Online Host Site

Following the disappointing "update" of the Issuu site, the quality of the flipbooks produced fell considerably - no more nice glossy magazine feel, just a flat double page spread surrounded by adverts. I did a little trawling and have turned up a new site, which looks even better than the old issuu site, with customisable backgrounds, full screen views, and even an QR code that you can scan to go straight to the library - though this is of limited value as its very difficult to read the newsletter on your mobile!. I have moved all copies that were on issuu to:

<http://pubhtml5.com/homepage/etns>



**Pubhtml5 screenshot**

This button takes you to full screen mode

This button takes you back to Skywords homepage



### 2017 Dales Retrieve Group

Last year 31 people joined the Dales retrieve group, set up on the Telegram system by Tim Pentreath. We have had to set up a new group for 2017 (this wont be an ongoing annual requirement!). If you were a member of the Dales Retrieve Group you will have an invite to join the new 2017 Dales Retrieve Group on your telegram app. If you werent a member previously, and will be flying XC in the Dales this year, the Telegram retrieve system works really well, shows your position to all users once you have landed and you can add notes to say where you are trying to get back to, so anyone driving around picking up mates knows where you are. There are retrieve groups all over the country, which you can also join if you go flyng in different areas.



More information and a video explaining in more detail is available here:  
<https://flyaszent.wordpress.com/xc-retrieve/>

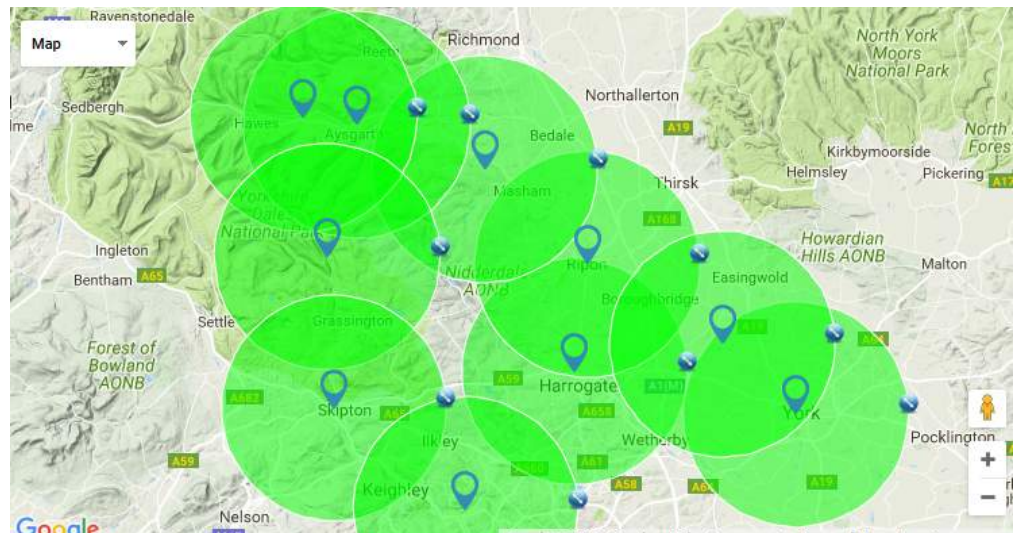
### Air Where Update



We now have two AirWhere units that you can borrow to evaluate flying with airspace maps that show other gliders and their lift. Also, the committee recently voted to donate £100 towards establishing base stations around the Dales. These stations will start to go in from February onward, and will show your live tracking position and tracklog too. <http://airwhere.co.uk/live-tracking-paragliding.php>

Current plans for base stations are shown here - if anyone can offer additional sites for hosting a station, please get in touch.

Contact Pete Logan  
 pete@logans.me.uk  
 07795 426748 to get hold of a trial Kobo unit, or to offer a base station location.





## Rosie Darwood January Club Night - Video Competition

### “And the winner is....”

Back in August last year Toby first mentioned the idea of a film competition to me, and I seem to recall being a little luke-warm at the time. Last Thursday therefore surpassed expectations.

Firstly a massive thank you to all those who submitted films, without whom there would have been no competition and me anxiously thinking up another social over Christmas. I know a huge amount of effort goes into not only the filming but all the editing afterwards and there were some very professional films on show.

Secondly thank you to everyone who turned up (35-40 people) in inclement weather and made it such good evening.

And finally a huge thank you to Jack Pimblett and Tony, for trekking all the way over from the west coast to showcase “Tumbles’n’Shit”, a fantastic finale to the evening.

First up was an “external entry” from Cumbria, with some familiar faces not to mention bare chests (not entirely sure if Mr Westle and Mr Lennon had given their permission but at least one of them is out of the country so not to worry!). Good to see that with the right music even a fly-down can be made into a perky little film and a cheery start to the evening.

Next we went local with two films



2016  
13

Wether Wave, Pete Balmforth. Joint 3rd





St Andre - David May. 1st Place



by Pete Balmforth. Whilst there was some nice footage in the first film "2016 Flying", the second "Wether Wave" showed that the best films have a story. We sat on the edge of our seats as Pete got whisked up above Wether, big ears, then up again, whilst the clouds moving in covering first Addleborough then Semer Water. A further sequence of spirals interspersed with lift then big ears followed until finally he touched down, with a relieved expletive! Thanks Pete for sharing, a valuable experience.

Alex Colbeck then treated us to "Just Do It"; a summary of his year, both locally and abroad with the giddy acro moves we've come to expect. A visually stunning film with a great soundtrack and links.

It was back to Yorkshire, Whernside to be specific, with more of Alex in a film from Richard Meek of a misty flip. Richards camera software allows you to film action you might have missed, a handy tool to avoid having to film the whole time.

Ges Hey wasn't able to be there on Thursday but submitted three short Dales films which followed, including a beautiful sunset off Cow Close Fell.

Then it was abroad again, this time to St Andre for a fantastic film from David May from his week there at the end of last year. Scenery, story, music and special



effects, it had it all.

It was back to the Dales, in fact back to Whernside for “Windows in the Cloud” from Dennis Marston. A lovely film interspersed with captioned stills of an October day on Whernside with the cloud coming in.

The final entry was from Al Crompton, “Season Round-Up” with some beautifully framed footage both in the UK and abroad, including his first XC, first spirals and first time to base. Clearly a year of progression for Al.

And after three recounts (!) the winners were....

1. “St Andre” by David May (prize: flying jacket)
2. “Season Round-up” by Al Crompton (prize: years DHPC membership)
3. Joint: “Wether Wave” by Pete Balmforth and “Just Do It” by Alex Colbeck (prizes: DHPC mugs)



## Tumbles'N'Sh\*t - Jack Pimblett

Photo Credits: Image Impossible, Ian Burton

After suitable time for refreshment (and for me to add up the results!) it was finally time for our special guest. I was delighted Jack Pimblett and Tony, his Dad, were able to be with us to showcase his new film “Tumbles’n’Shit”. Unfortunately Ian Burton, the man behind the camera, was unable to come.

Jack first flew in a paraglider at the age of 3, as a passenger, and has been flying as a pilot since he was fifteen, a mere two years ago. He and his father share a passion for outdoor and adrenaline sports and clearly encouraged each other as he grew up. Demonstrating maturity beyond his years he has now dedicated himself to the paragliding accruing 450hours last year and recently joining the Ozone team. His interest is acro and he and Ian went out to Organya last year and managed to produce a fantastic 20minute film over just 6 days. Shots of Jack out-thermalling the others whilst flying twisted and Ian's face whilst Jack did some “soft acro” on a tandem with him were particularly memorable. As was Jack's blow-by-blow description of him and Brooke Whatnall launching out of a hot air balloon. With a gift of “telling it as it is” and no attempts to hide his fear, Jack's enthusiasm and modesty shone through and made for an excellent film and discussion . We wish you all the best for your flying career, Jack.

**RD**



## Ed's Coaching Column Making Use of the Coaching System

Like all BHPA clubs, the DHPC has a coaching structure to help pilots into the sport and to support their progress safely through to cross country flying. It tries to cater for pilots at all stages - but it's not perfect. We strive through a network of voluntary coaches to guide and mentor pilots. We fight against the weather, people's availability and whilst all coaches are there to help, they themselves have differing levels of experience and skills - and sometimes their own ambitions get in the way too. In theory it seems easy – anyone, but especially those new to paragliding or the area/sites, can easily look at our list of over 20 coaches – listed each month in Skywords or on our website and call/ email for whatever assistance they need. They could even use the forum to pose questions or seek help.

That's the theory, but it doesn't seem to work as smoothly in practice.

The majority of coaches, myself included, report very few to no enquiries. We do keep trying to make people aware we are there and very willing to help – yet too many new pilots still prefer to stumble through their first season sorting out their own launch/ landing issues and with sketchy knowledge of the sites. Because, for whatever reason (pride, shyness or an individualistic nature) we recognise that some find it difficult to reach out for help, we have a few other things in place to catch anyone seen struggling or a new face on site.



*Busy coaching day on Windbank – July 2016*

Other photos at: <https://aeros.smugmug.com/Flying-2016/Windback-coaching-day-23616/>

**The coaches:** Part of coaching is the requirement not to just turn up on site to ready your own gear, chat/plan with your mates and fly, but to have a good scan around the people on the hill and identify anyone having problems. It may range from a simple reluctance to prepare, or get airborne to anything that suggests a lack of confidence, be that procrastination, dithering or excuses. It may be a pilot struggling with controlling the wing or

just an unfamiliar face. All coaches should feel a duty to intervene without being asked, and able to do so in a friendly, open manner. That practice of quietly over-seeing the safety and well-being of everyone on the hill should be normal, every flying day practice. For coaches it's important to recognise the difference between coaching and instructing. The line at times can be a little blurred, but essentially you are a mentor, motivator, guide and adviser to improving existing skills – as opposed to imparting a specialised skill set in a structured way. Often the titles of coach and instructor are interchangeable and the differences subtle, but coaches need to be aware when they are straying too near to instructing.

Being a coach does not mean your own flying need be subordinate to others, it is merely a watching brief that may occasionally require your intervention. You are the experience on the hill and your coach rating means you are essentially happy to accept that role.

**The Register:** Each January I start a whole new coaching register ..... totally divorced from the previous year. Regard this as your invite for coaching. The purpose from my point of view is to provide a semi-formal way into being coached, acquire some advance personal and background information on your current position, strengths and weaknesses and also your aspirations. The only other person this may be shared with is any coach taking you under their wing. I also feel holding this information (basic contact details) a necessity for safety reasons.

**Coaching Days:** They can work well when the weather cooperates, but much as I enjoy them I'm not convinced they work that well due to their lack of frequency. Where they do seem to work is getting people together as a group, chatting and networking – especially if new pilots. Done more informally, and often at short notice they are better but we lose the numbers. Trying to find the best way to get people together and make meaningful progress is still a work in progress. Ideas please.

**Other meetings:** Given enough people the others things we have tried with varying levels of success are:

- i) **Site Tours** - we don't need brilliant weather, it may turn out flyable and useful if you want an in depth look at and talk about the sites.
- ii) **Indoor talks** – on any topic, but again we need a decent number to commit to run it – about 6 plus. Coming soon – 18th Feb is the usual joint one day coaching day with the CSC. See details at the end of the article for this.
- iii) **Groundhandling sessions** – doesn't need to be flyable so easier to plan all we need is dry weather with a nice breeze. Many possible places we can use to suit conditions.
- iv) **Exam talks and invigilation** – you can prepare for and sit any exam (up to AP) with any coach. For AP the coach must hold the AP rating.
- v) **Club talks** – during the winter months Rosie organises some great talks by visiting speakers. Consider these very useful to your pilot training.
- vi) **Reciprocal rights** - we have reciprocal members rights that extend to new pilots also making use of neighbouring clubs coaching. Members are welcome to avail themselves of any coaching activities carried out in the Pennines or Cumbria.

**The Coachee:** Sorry about the term. Essentially, what can you do to help yourself.

I understand if, like me you may have been born with the go it alone gene. I've strived all my life to be more outgoing and although it's worked to a degree – but I'm still too bloody minded to ask for help. There's a lot of truth in, "you don't ask, you don't get". Take a cool, clear look at your own flying and don't be afraid to ask for help. It's easy to put things off – as I have my tandem rating for about 10 years despite my daughter's pleadings. All the coach details are easy to get hold of, just find one near you or best suited to your availability ..... and contact them.



*Pre coaching coffee for coaches and coaching group.*

So ..... we're about to begin a new flying season. All very exciting as the days get longer and the sun a little warmer - don't laugh it's there above the clouds. All exciting things to look forward to, so grasp the opportunities the sport and the club have to offer, and ..... don't over-look your coaches, they are there to help.

EC

#### **COACHING NOTES**

**BHPA Coaching course** – 11/12th Feb Staveley, Nr Kendal. This is hosted by the CSC and was full although I believe there have been a few cancellations. It's worth checking with Dave Ashcroft (address/mob below next item). We should have a small number of new coaches being added to the list following the course. I will provide details of these next Newsletter and on the website.

**Joint Coaching Day CSC/DHPC** – 18th Feb (same venue as above). Details below.

**An XC theory day with Ed Cleasby & Dave Ashcroft (plus visiting speakers)**

**Saturday 18th Feb at Hawkshead Brewery, Staveley.**

Ed Cleasby and Dangerous Dave are running their 3rd edition of XC Theory this February. It is a combined Dales and CSC presentation, conducted biannually at Staveley, and normally pulls a crowd of about 30 pilots. Both Ed and Dave have been coaching for a long time and share a lot of experience that can only best be presented in a classroom environment, in detail, in one day. XC specialist Mike Cavanagh will also be presenting a section. (possibly also Richard Bungay subject to confirmation)

Besides the inevitable PowerPoint slides, momentum will be maintained by plenty of photos, video clips - and maybe a few tall tales. The date is set for Saturday the 18th of Feb at the Hawkshead Brewery (in Staveley, not Hawkshead). The show starts at 9:45am and is free to club members but you will have to bring your own butties or forage locally at lunch break.

We don't expect top of the league XC hounds to attend, but all other pilots will hopefully get a lot out of this day and 'crack the code' this year. As it will take most of the day, and involves 2 clubs, so please book a place by e-mail so we don't exceed seating capacity.

To book or make enquiries, please contact Dave Ashcroft. e-mail: [canddashcroft@hotmail.com](mailto:canddashcroft@hotmail.com)

**Coaching register** – just a second reminder. The form to register is available on the coaching section of the website as a pdf or word doc. Use whichever easiest and get it back to me at the address on the form.

**Useful website** - <http://www.borkhairylegs.com/category/paragliding/>

Fairly up to date. Lots of good stuff and videos and if you dig deeper there is some very useful exam revision material including Advanced Pilot notes.

# Club Coaches

## Dales Hang Gliding and Paragliding Club - Coaches List (January 2016)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	<a href="mailto:trev.birkbeck@gmail.com">trev.birkbeck@gmail.com</a>	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	<a href="mailto:stev.andbex@btinternet.com">stev.andbex@btinternet.com</a>	Weekends
Kevin Gay	HG	Ripon	7794950856	<a href="mailto:krgay@talktalk.net">krgay@talktalk.net</a>	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	<a href="mailto:xcflight@gmail.com">xcflight@gmail.com</a>	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	<a href="mailto:burtenshaw@fsmail.net">burtenshaw@fsmail.net</a>	Sun and various
Peter Balmforth	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
David Brown	PG	Ingleton	7757333480	<a href="mailto:d.brown208@btinternet.com">d.brown208@btinternet.com</a>	Various
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
Kate Rawlinson	PG	Colne	7976510272	<a href="mailto:katerawlinson@hotmail.co.uk">katerawlinson@hotmail.co.uk</a>	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	<a href="mailto:kevin-mcloughlin@hotmail.com">kevin-mcloughlin@hotmail.com</a>	Weekends
Martin Baxter	PG	Wetherby	7775785479	<a href="mailto:mrbaxter@hotmail.co.uk">mrbaxter@hotmail.co.uk</a>	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	<a href="mailto:tobybriggs@btopenworld.com">tobybriggs@btopenworld.com</a>	Various
Fred Winstanley	PG	Higher Bentham	7770741958	<a href="mailto:fredwinstanley@sky.com">fredwinstanley@sky.com</a>	Various
Richard Shirt	PG	York	7786707424	<a href="mailto:rshirt@advaoptical.com">rshirt@advaoptical.com</a>	Weekends
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Andy Byrom	PG	Skipton	7796421890	<a href="mailto:andy_active@unicombox.co.uk">andy_active@unicombox.co.uk</a>	Weekends
Dave Coulthard	PG	Leeds	7595895149	<a href="mailto:d.coulthard2@ntlworld.com">d.coulthard2@ntlworld.com</a>	Weekends
Sean Hodgson	PG	Haworth	7999606084	<a href="mailto:sean@ogi.me.uk">sean@ogi.me.uk</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	<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. 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.**

Ed Cleasby

DHPC Chief Coach/Senior Coach

January 2016

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

There are more details of coaching within the Club on the web site. Coaching days are announced in the shout box and on the home page.



**Dales Hang Gliding & Paragliding Club**  
[www.dhpc.org.uk](http://www.dhpc.org.uk)  
 143.850MHz

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## Martin Baxter Beach Launching

In early December I ventured to Bridlington to fly for the first time. A few locals in the air when I got there, I found it difficult to get off, but eventually managed. I found it strong and could hardly penetrate, so with someone else having already landed on the beach, after about 20 minutes I decided to join them, and packed up. I was surprised when a week later, this video appeared on You tube, with commentary such as "conditions were so good I took off from the beach 5 times!" Local pilot Ron Chipman showing us that our sport is more than simply trying to fly higher, further, faster!

By happy coincidence, our esteemed Chairman recently sent me the article below, on his experience during the LCC, on the West Coast, rather than at Brid, but the principle is the same!

Tam (OBN)



# BEACH LAUNCHING

Last year [Skywings](#) contained an article on the LCC. I was at the event, and I thought that I might expand upon the 'bottom-to-top' technique described since it was completely new to me, and may be to other members of a land-locked club like ours.

I must admit to being a bit intimidated. Initially it was howling and only suitable for speed wings. But when it dropped a bit a few of the higher performance wings took to the air. I sat on the beach and watched for a while. Whilst some got airborne, a few (including some of the speed wings) were unceremoniously dragged up the slope and into the barbed wire fence at the top. It was pretty unforgiving and important to get it right first time. When a couple of EN B wings took to the air I ran out of excuses.

I'm indebted to Karen for the following photos to which I have added my thoughts.



### 1. Pick a Spot.

The beach wasn't even. The waves had formed a mound of shingle followed by a dip which was mostly full of seaweed, flotsam and a little dead air, before the ridge started proper. Some launched close in to the ridge but I decided to use the clean air and clean beach out front, even though I had further to walk back. Build a wall checking for debris all the time.



### 2. Check Glider.

Reverse launch and get everything under control and stable. Checking your lines and dealing with any big ears is really important because any extra drag/reduced lift may be the difference between a successful launch and an encounter with a barbed wire fence.



### 3. Walk Backwards.

Actually most people seem to find it easier to crab backwards and sideways (into wind). That way you can see a little bit of where you are going to avoid tripping. Initiate a bit of sideways movement and keep it going. Obviously the canopy needs to be under control all the way. Any problems collapse the glider and start again.



#### 4. Enter the Lift Band.

A little brake may allow you to get your feet off the ground but be careful not to allow the glider to fall behind you. Too late to collapse the wing now – it will kite you into the barbed wire fence.

**Don't even think about using a normal Dales site in strong wind. Fly vertically up, backwards and straight in.**

#### 5. Ease the Glider into Better Lift.

If you don't meet the base of the ridge at the perfect spot you will have to crab sideways (into wind) searching for better lift. Eventually the combination of wind and slope will take you off your feet.



## 6. Scratch up the Slope.

Scratch your way up the slope keeping close enough to make use of the lift, but far enough away to avoid contact and deal with any turbulence. Legs still down.

Using this technique on a strong conditions. You'll go forwards in the venturi, and into rotor.



## 7. Normal Ridge Soaring.

On the bar and off to the first turn-point. Most of us landed on the nice green field behind the ridge, but well back to avoid any rotor.



## Dennis Marston - Sites Officer North (with Simon Tomlinson) Profile: Paragliding - Obsession or Passion

Born in Oldham, but thankfully relocated to more rural Saddleworth in the early 1960s, and from mid 60s onward the outdoors was where I knew I had to be. At the age of 15, and now mid 60s I took to rock climbing my first passion. In a year or so I was leading VS, not a remarkable achievement but exciting, sharing this passion was long distance trail walking.

By the mid 70s I had moved to the south Lakes, climbing gave way to backpacking, wild camping and trips to Wales, Scotland and of course the Wainwright's on foot in our Lake District. Had a go at 'The Good Life' milking a Jersey cow by hand, breeding from a small flock of sheep and generally striving for self sufficiency, with hens, ducks and large vegetable garden, but it was all too tiring.

Mid 80s brought about a change when I met Margaret who was to be my wife, best friend and soul mate, and we bought a dilapidated (non working) farm high on the west side of Ingleborough, and as my profession was Architecture I was able to design the conversion of the barns into three additional cottages and for some years afterwards doing all the work myself, (every trade) this became an obsession.

*Dome de Goutier, Mont Blanc, after summiting*



*(All photos except Stags Fell by Dennis)*

Mid 90s brought less DIY and a return to walking and after a visit to Chamonix and a cable car ride to the Aiguille de Midi, I remember looking out at Mont Blanc from the tourist platform and saying to Margaret, 'I don't want to be here, I want to be out there'..... and then started my second passion, I trained hard for a whole year and returned the following year and solo climbed Mont Blanc, no train, no cable car, no guide, from the valley car park in just over 10 hrs. This was to be the first of many 4000m peaks during the next ten years, a lot of them climbed solo until Margaret decided to join me, by which time we were using a mountain tent and camping on the glaciers usually at around 4000m.

Well age brings wisdom, so they say, and after Margaret and I had climbed about a dozen more summits together including Mont Blanc, but mostly in Switzerland, we decided that we were feeling the cold and the -10C at our camps was not quite as comfortable as it once was, and as neither of us would entertain using the mountain huts, our Alpine Mountaineering drew to a close.

*Summit arret, Allalinhorn*



Stags Fell



Photo: Simon Tomlinson

Now that passion had to be replaced, and I was looking at The TGO magazine one evening and read an article on paragliding and how the guy had felt as his feet left the ground for the first time. This was a eureka moment, I wanted to do that.... a bit of research, then reading 'Touching Cloudbase' twice, and knowing the Lake District so well I arranged to train with Jocky Sanderson, this was 1st April 2012 and 7 weeks later I had CP and was cast into the great outdoors knowing so little and needing to find people to fly with. Having taken early retirement from my Architectural practice, I was able to fly any day of the week, I joined CSC and DHPC, and

very soon I was inextricably hooked. Paragliding was to become not just a new passion it was also to be an obsession, checking weather forecast on a daily basis and flying whenever the weather looks favourable.

I have flown abroad, but most of my flying has been in the UK, getting in circa 55hours annually, and am continually looking for those perfect days, as are we all, where I might increase my XC distances. However our magic sport does have its frustrations on those 'no fly days' or those 'top to bottom days' where after an hour or more walking up to launch, sitting on the hill for hours, we are rewarded with just 5 minutes of flight.....but what a 5 minutes, and in our magnificent Lakes and Dales how can we not feel privileged to have the opportunity to walk the hills, enjoy the views and then fly down to the car and pack away our aircraft into a bag and walk off....just amazing.



Flight from Monte Sabasio, Italy



In between flying days I do a bit of fell running, 2/3 times a week, weather permitting, and if the weather is very poor the gym for a workout and swim fills the gap. I love the fell running, not as fast now as I used to be, but its a great discipline, but nothing can ever come close to my passion for paragliding. I have been inspired and learned so much from a number of publications, probably top of my list being Defined Flying Challenges by Ed Cleasby, also Thermal Flying and Cross Country Flying by Berkhard Martins and just recently released Mastering Paragliding by Kelly Farina. Lots of good stuff here.

Well just waiting now, for the next flying day.....happy flying.....FLY SAFE

DM



## Helen Setnicka-Zambas Club Trophies

I've had a frantic start to my year as Trophies committee member. First job is to wrench trophies off last year's winners- a particularly difficult job as the pilots have got used to constant dusting and polishing and found it hard to part with them.

There are 18 Trophies up for grabs. Over the years the club set up their own Awards or had donations from flying organisations or previous pilots which have been used to commission some great trophies. These are to recognise newer pilots just getting started who show promise as well as established and true "sky gods" who inspire us all by flying further, faster and having fish and chip suppers in Grimsby. Racking up high mileage on the XC leagues both nationally and locally, contributing time and effort into our club, completing FAI triangles and generally doing amazing flying.

The club also awards the budding pilots too, by giving a trophy to the best 1st XC, for the most improved newer pilot and the most enthusiastic. So there are trophies for both the experienced and inexperienced. My top tip is when you do manage your first Cross country flight (XC) - LOG IT! And your palms may well be crossed with silver :)

Trophies are ceremoniously given out at our Farmers' Dinner held in March, where we get a chance to treat our sites' Farmers to a slap up meal, drink and taxi home. Members pay £26 for a fab meal - please see web site and elsewhere in this edition of Skywords for details. If you have won a trophy please consider coming to the Dinner, the Farmers love to see and hear what we get up to from their land and see the Trophies being awarded.

So get your flights logged, shout on the shout box, film your flights - you never know you could be the next Cock of the Dales (No double entendre meant I'm sure!)

The Trophy winners for the 2016 year are shown opposite, well done to all our winners!

I plan on giving a little more detail on some of the trophies over the coming months. Although some may be very familiar with what they all are, many will not be, and it is possible that some may have their rules changed anyway, so this will be a good place to lay out those rules.

### First up is the Baildon Sod

What is "The Baildon Sod"? The Hang Gliding Trophy may have been the first ever trophy the Club set up, won by non other than Noel Whittall in 1978. Initially Hang Gliders took all the glory but now we have 3 trophies-1 for each discipline and the Wooden Spoon trophy (no-one's told me what this one is for yet). "The Sod" entails a callout on the shoutbox to Baildon Moor, which takes an Easterly direction and looks out from the hilltop (hardly a summit) onto a golf course. We park just off the main road that crosses the golf course and walk the hundred meters or so to the take off on east face of Baildon Moor. The mayhem usually starts from about 6.30pm.

So in nil wind you do a RLF take off (a forward launch with a lot of running) and glide gracefully straight down, to see who glides the furthest. All the sky gods with their high aspect ratios have a good chance if they can get it up - so to speak - but if the bracken and the dogs walking on the track don't get you - a golf ball may well.

Marek and I attempted the event on a tandem once - surely deserving the Wooden Spoon. I also think a fancy dress costume addition to the discipline could be in order to win the Baildon Sod Wooden Spoon trophy in future!?

To sum it up here are a couple of posts from the original write ups in 2011 and 2013

#### [Martin Baxter 2011](#)

Hardly a breath of wind, and what there was wasn't in a very helpful direction. Trev turned up with a scythe and

# DHPC CLUB TROPHIES 2016

HG XC Shield	Tony Fillingham	730.3 Km
PG XC Shield	1st Ed Cleasby	439.5Km
	2nd Dave Smart	
	3rd Mike Cavanagh	
Founders Trophy HG (Longest XC from the Dales)	Tony Fillingham	210.32Km
Founders Trophy PG	Mike Cavanagh	126.4 Km
National XC League Cup (PG) (HG)	Ed Cleasby	484.5 Km
	Tony Fillingham	730.3 Km
Northern PG Trophy (Best total distance in 1st year of XC)	Rosie Darwood	137.3 Km
Active Edge PG Cup (Best 1st XC)	Nick Pain	71.3 Km
Cock of the Dales	Joseph Edmonds	
Cockcroft Cup (Most improved pilot)	Al Crompton	
Fairbrother Trophy (Pilot's pilot)	Richard Meek	
Mark Sellen Trophy (Services to the club)	Tony Pickering	
Northern Paragliding XC Cup (Best triangle, out and return or flight to goal in the Dales)	Dave Smart	130.1 Km
Paragliding 100k XC Challenge (Best first 100k total from 6 flights)	1st Richard Meek	139.1Km
	2nd Rosie Darwood	
Baildon Sod (PG)	Tam	
Skywords Award	Jan Tempest	

together with Pete Logan rolling around (yes honestly) a makeshift runway was created. As usual there was much face planting and general merriment.

About half a dozen paragliders managed to escape the 'Devils Pubes'. Best distance went to Pete Logan with Richard and Marek subject to a stewards' enquiry for second place. Photos and bribes will be accepted as evidence.

The hang gliding award went to Rich Welborne for his valiant efforts on his Aeros Discus. He made 2 brave attempts to take off, which put him well ahead of the competition.

### [Pete Logan Tue Jul 09, 2013](#)

Yorkshire's answer to the Birdman of Bognor and Red Bull Flugtag, the Baildon Sod is on tonight. Text your mates to let them know, this is THE bracken thrashing, line mangling glide angle stretching comp of the year!

Wind is expected light and variable with a bit of north in it. The added bonus is we haven't left it too late and its been a crap spring - so the bracken is only up to your armpits! \*\*\*

The Sod is always followed by a trip to the Malt shovel in Baildon for beer, chips and pizza afterwards for a post comp debrief - it's a lot of fun, and sadly the only action Baildon Moor gets from our club. It's an adrenaline pumped event and we hope for a good turn out this year.. watch out for an East wind blowing in the Dales! And come on all you Hangies-don't miss all the fun!

### **The Baildon Sod (Hang Gliding)**



### **The Baildon Sod (Paragliding)**



### **Past Winners**

1978	N Whittall	1991	G Sykes
1979	N Whittall	1992	N Devlin
1981	B Bailey	1993	F Dentico
1982	B Bailey	1994	D Glowa
1983	A Delaney	1995	T Birkbeck
1984	B Bailey	1996	P Banton
1985	B Bailey	2002	Steve Clarkson
1986	J Docker	2004	Kevin Gay
1987	A Fillingham	2007	Andy Woods
1988	D Glowa	2010	Kevin Gay
1989	R Delahaye	2011	Rich Welbourne
1990	N Whittall		

### **Past Winners**

- 2006 Dean Crosby
- 2007 Pete Logan
- 2008 James Goldsbrough
- 2009 Alex Colbeck
- 2010 Kevin McLoughlin
- 2011 Pete Logan
- 2013 Kerim Jaspersen
- 2016 Tam Morrison

Extensive research (ie a cursory glance through the Skywords archive) has not turned up any more winners of the paragliding trophy. If you know any more history of this trophy, please let Helen know: [trophies@dhpc.org.uk](mailto:trophies@dhpc.org.uk)







## David May Safety - Risk Management in Paragliding

This article originally appeared on ushpa.org

**Risk management is, in my opinion, one of the most important ground school topics in paragliding. It is crucial to talk about it in order to create safe pilots and to improve the general safety level of the sport. It is also probably the most difficult topic, as it involves fighting some human tendencies, accepting our limits, thinking for oneself instead of following the group or trying to attract attention and admiration of other pilots and spectators. It is all about attitude.**

*Irene Revenko*

There are rules, and the challenge is to follow them in a way that that even if you make a decision that turns out to be a mistake, you still have a margin of safety. When we fly we need to take precautions to make the risks as low as reasonably practical. It is always a question of balance between risks and benefits. The figure below is a simplistic representation of how we take decisions that involve risk in general, not only in paragliding.



One of the reason it is difficult for us to follow the rules is because of the type of people involved in the sport. I have collected some opinions on the web coming from people around the world answering the question: "why do people like to take risks? The most frequent answers were referring to people who appeared to be: addicted, extremists, daring, enjoy the thrill, new emotions, love of freedom, not conservative, ignore the law! Without discussing all of that in details, it is probably "safe" (!) to say that paragliding pilots are independent people in general, selfish in some ways, who like challenges and like to share their exploits. Marvin Zuckerman, a professor of clinical psychology at the University of Delaware describes adventure/sensation seekers as people who lust after novel, intense experiences and are willing to take any manner of risk (physical, social, legal or financial) to satisfy their urge.

## Definition of Risk

Risk is a measured quantity. It is the product of the probability of something happening and the severity of harm when it does happen. In other words:

**"how often" multiplied by "how bad."**

<b>Probabilities</b> can be divided into five categories:	<b>Severity</b> can be divided into four categories:
frequent	catastrophic
probable	critical
occasional	marginal
remote	negligible
improbable	

(The above information is from Sport Parachutist's Safety Journal, V2, #2, 1989.)

For example the risk associated with a having a wingtip collapse while flying is "frequent and negligible." That's the risk that pretty much every pilot is ready to accept. The risk associated with a cravat is more like "remote and critical." All events in paragliding could be assigned some risk value based on data collected over many years, one large set of measurements and observations.

The problem is that it is difficult to predict the risk of having an accident because there are too many parameters involved among the conditions, the pilot and the equipment. The other problem is that one flight cannot make you predict what your next one will be. In statistics these are referred to as "independent events." You can flip a coin 100 times, the next time you still don't know which way it's going to turn up. You can have 100 great flights in a row; you cannot predict what flight #101 will be like. This is probably the main problem: Some pilots take some risks, they have no accident that day, so they think it is OK to continue taking the same risk on a regular basis - until the accident happens. Very often, after an accident occurs, we hear comments like, "This is a great pilot," meaning, "I am wondering what happened - it cannot be the pilot's fault, it was bad luck."

## Risk Assessment/Perception

Risk assessment is often based on subjective perceptions of risk. In an interesting article published in Psychology Today (March-April, 2002, by Farrin Jacobs), the author reported that the more experience adventure racers have, the more likely they are to take big risks. But they no longer consider their actions risky. In other words, the more they race, the more their perception of risk changes. This is of course related to their level of confidence. But it does lead to accidents in paragliding.

## Prevention of Risks

Now let's imagine the perfect pilot, flying the perfect site (big launch, big LZ, no obstacles), in the perfect conditions. It is someone who has the complete gear that is in good shape. She (it has to be a woman to be so perfect!) is in a good mood today, her ego in general is not interfering with her decisions, the weather is great and there are already some happy pilots in the sky reporting dream conditions with good lift, no turbulence. So, here is our pilot launching, flying far from the ground. What are the risks that an accident will happen? Very low. An unpredictable turbulent mass of air that the pilot will encounter close to the ground, or a collision with someone flying into her from her back? How often does this happen in reality? This is hard to tell, but probably not very often.

But, what is for sure, is that most of the reported accidents in paragliding have been described as pilot error. It

used to make me feel better to know that, because then I would think, "Oh well, I would not have done that, not me." But after accumulating mistakes myself I've had to become more humble. The reality is that we all make mistakes, all the time. So don't use that as an excuse, it is the worst one. "Oh, she had an accident because she made a mistake."

The biggest mistake is to think that we won't make any. We all do.

There is no classification of risks I think, because they are all related to our behavior. The most important fact, by far, is that the risk of accident can be reduced with the right attitude. The main danger in paragliding is the pilot.

Here are the things that are important to decrease the risks in paragliding:

## 1) Mental Awareness

Acknowledge the risks, don't deny them.

Be aware of all the types of accidents that can happen, take all the preventions against them and, most importantly, admit that we all make mistakes and that's why we need to follow some safety rules.

Listen to more experienced pilots' advice; pick a good mentor. Chances are that your flying styles will match.

Assess your mental and physical health.

Know your limits, i.e. your level. Always ask yourself, "What kind of pilot am I?"

Question yourself about a series of incidents (forgot your helmet at launch, landed out, disgraceful landing) and take them as warnings. Make the effort to debrief.

Listen to your intuition. Get a sense of the site and the conditions for yourself. When in doubt, don't fly. I think women are better at that - but I was surprised to see that in France female pilots have roughly the same percentage of accidents as men (although for some reasons they are less involved in fatal accidents).

French Pilots	2004	2005
Total Number of Pilots	23,242	24,094
% female pilots	15%	15%
Number of reported accidents	328 (1.7%)	494 (2%)
Number of accidents involving female pilots	52 (1.5%)	75 (2%)
Number of accidents involving male pilots	276 (1.3%)	419 (2%)

The following advice comes from Chris Santacrocce: "Be aware that your overall flying enjoyment and success will run through a few cycles; you will have a series of good flights and then some bad flights. Stay aware of where you are in this evolution. Adjust your decision-making accordingly.

"The question becomes: What does it take to be in an accident? What are the precursors? It is actually not a mystery. There are not so many 'unlucky' accidents. There are warnings! Often a sequence of three (bad landing the day before, forgot to attach your speed bar, didn't check the wind strength) will be your indication that you are headed for trouble.

"Cultivate your 'healthy flying mindset.' It's a full-time job".

## 2) Practical advice

Use the right equipment and check your equipment all the time.  
Know the preventive or corrective action plans. The benefits of attending SIV clinics are obvious here.  
Continuing education can only be beneficial.  
Fly far from the ground. Terrain clearance is a key factor.  
Know the weather.  
Note that the so-called "intermediate syndrome" is not exclusive to intermediate pilots! At all levels we can think we are better pilots than what we are.

## Conclusion

Knowledge, skills and attitude are key ingredients to make the sport safer. It is about you as an individual. Even though this is a dangerous sport, if you exercise your new skills and avoid allowing your ego to stop you from making rational decisions, you can decrease the risks a lot.

Irene Revenko is an experienced paraglider pilot, has a PhD in bioengineering and works as a clinical pathologist

## Safety Notice

### Quick-Out carabiner safety notice - 7. December 2016



Dear customers,

on 15 November 2016, the faulty assembly of a Quick-Out carabiner lead to its accidental opening. The pilot had dismantled both of the Quick-Out's release buttons and later re-installed them in swapped positions.

Swapping the release buttons is dangerous to life. In our instruction manual, we hence point out that the release button located on the opposite side of the installation slot must not be dismantled when attaching the carabiner to the harness. It may only be removed for cleaning purposes after the carabiner had been exposed to salt water. However, to prevent swapping the release buttons, only one button at a time may be dismantled!

There are approx. 16.000 Quick-Out carabiners in circulation. As unfortunately not all pilots are aware of the fact that non-compliance with instruction manuals is dangerous - particularly in aviation - we would hereby like to point this out again. The Quick-Out carabiner's instruction manual can be downloaded anytime from the "Downloads" section of our website.

**The image on the left shows a Quick-Out carabiner with improperly installed release buttons.**



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The PWC Super Final has been running in Governador Valadares, Brazil since 18th Jan. A taster is provided here of reports from some of the British Team. Full detail and results on the PWC website. <http://www.pwca.org/>



**Superfinal Task 4** was another 100km crosswind triangle with a long tricky leg back home which split the field and made for a great bit of racing.

The start was a large cylinder just a couple of k from launch with most pilots deciding not to fly far from the mountain to get an upwind advantage. We all blasted off with Russ pushing the pace nicely. A couple of times I thought he was out of the game only for him to ping back up and nip back to his spot at the front of the gaggle. Idris had taken a line off to the west towards a cloud but failed to connect and once isolated he was quickly decked.

Mlkey Siegel charged ahead and found a nice 5m climb just before the first turn point, Guy, Russ and about 10 others were lucky enough to get the dregs and with it small jump on the field. As we turned for home we seemed to have pulled away and the race was nicely set. The wind was quite cross from the east and our group just pushed a little right of the course line to compensate and this turned out to be our undoing. We

struggled along in 1.5m climbs while the chasing pack took a more direct line and had a succession of 3m thermals which hauled them closer. Jules and Bren were going nicely but just a thermal behind until Bren just ran out of luck arriving out of cycle and landing.

As we approached the ESS the two groups met and there were suddenly 60 pilots together in a rather desperate glide for the line, a final climb saved us and Maxime Pinot was the bravest leaving very low to claim the task win. Maleki, Donnini and Durogati were second, Guy 6th and Russ 11th, Jules 69th.

Honours were even today between Zeno and B11 which proves that when margins are close one good decision can trump glide and handling. The Boom certainly looks nice, handling in strong conditions appears comfortable too and with its extra speed I feel it sets the bar for the Enzo3 to beat. I just hope that more manufacturers take Gin and Ozone's lead and join the CCC world.

*Guy Anderson*

## Task 5

### 95Km task

The morning cirrus made the pilots think a shorter task would be set. But with nice cumulus forming everywhere a task with a large 63km enter cylinder was set. We started with nice clouds marking the route as we pushed against the wind to the East, but soon it became blue and it was time to change down through the gears. Lots of mincing. Most of the brits were in the second gaggle and happy to be there as the leaders searched low for bubbles of lift.

But as it turned out the third gaggle was the place to be as they came in high a couple of climbs before the 1st turnpoint.

The first turnpoint was very interesting as it was 90% shade. The brits hung back cautiously and were rewarded with good position in the next climb which surprisingly was found in the deep shade.

The next leg was to the west with a tail wind, we sped up in the sunny parts and went slowly in the shade. Guy was dominant at this stage with 100m height on everyone else at one point.

The last turnpoint was placed in a sunny valley and after tagging it it was only 8km crosswind to goal.

Russ, Guy and Idris were in good position and the decision was to climb more or go direct to goal with around 10:1 required.

A flock of vultures pointed the way to some strong lift and we topped up there before chasing down the forerunners as it became apparent the final glide was lifty.

All the brits made it in for a nice team result.

3rd Idris, 5th Russ, 11th Guy Anderson, Julian Robinson followed by Bren Reid a few minutes later. (Results from livetracking, they'll probably change after leading points).

*Idris Birch*

## Task 6

### 112Km Flight to goal

The thin red line, made thinner by the loss of our illustrious Guy, did ourselves proud today. And we did it for you Mr Anderson.

It was the best conditions we've had so far, perfect looking sky with decent 3-4m climbs, 112km zig zag downwind with a triple whammy entry/exit/entry cylinder around the same TP. Options were to be had but most went the same way. Brendan, Idris and I rolled all

day and were well positioned at the front of the lead gaggle, as was Jules until he just lost us nr TP2 - he did an amazing job to get back in position for the end game with a cracking line after the last TP. End game, as usual was all important, with 20km to go it was super tight, the gaggle had bunched up as the leaders minced and meandered in frustratingly weak lift whilst those behind pinged. The team was well positioned though and judged the finals really well, Idris was first in goal and should have won the task had he not been mincing on finals. He has been awesome all week and flew perfectly today. Brendan came back from the dead yesterday and despite being ill flew superbly, pushing it right at the front of the lead gaggle. Bren and I arrived 30 seconds after Idris and Jules would have been right up there had it not been for a broken B3 just at the start of finals! He limped it home just a few minutes later, he has been so solid all week and one of only a few pilots who has been in goal every day, awesome stuff.

Its hot and hard out here but I am very proud of the boys, today we took the clean sweep - first in goal, task win, top team. Battered, bruised and one man down, we will not give in. 3 more tasks. Bring it on.

Russ Ogden

#### From the PWC live commentary - Day 8:

17:32 Please note that it is not normally PWCA policy to encourage any (or indeed 84) paraglider pilots to land on the main runway of an airport.



## Club XC Mugs 2016



This the third year that the club has awarded XC Mugs for achieving various XC distances from Dales sites through the season. Starting with 50km, all the way up the top scoring pilot. Mugs are only awarded for the first time you achieve 50k, but after that you get a mug each time you achieve 100k or more. Normal XC league rules apply. These are a must have accessory for any serious Dales XC pilot! The final league positions are reported elsewhere in this newsletter, below are this recipients of the mugs.

<b>Pilot</b>	<b>Mug</b>
Tony Fillingham	600k mug HG
Ed Cleasby	400k mug
Dave Smart	300k mug
Mike Cavanagh	200k mug
Pete Darwood	100k mug
Jake Herbert	100k mug
Kevin McLoughlin	100k mug
Geoff Crossley	100k mug
Richard Meek	100k mug
Rosie Darwood	100k mug
Dean Crosby	100k mug
Chris Fountain	100k mug

No pilots achieved 50k for the first time in 2016





## February 2017 : Wet & Windy Start. Settled but Snow Returns

Issued : Jan 25 2017

### Forecast

We are expecting a month of three main weather patterns across the UK in February. An unsettled start to the month is expected as the Atlantic becomes the dominant driving force for the weather.

A mid month respite is expected with high pressure building across the UK bringing dry and cold weather to many areas. Depending on where the high pressure resides it's possible we could see some very sharp overnight frosts.

The end of the month is expected to return to unsettled weather with low pressure bringing gales to all areas. Towards the end of the month we are expecting Northerly winds to dominate the weather bringing an increased risk of snow across Scotland and Northern England with hill snow further South.



February 2017  
Forecast



**From £250 per person \***

Included in price 7 nights accommodation with guiding and retrieves.  
Free cross country and thermal coaching for novice and experienced pilots.  
Flying and guiding in this area for over 20 years.

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.  
Limited to small groups of 4 to 5  
Included in price mountain bike guiding and bird watching days  
**\*Based on group of 4**

Contact: Chris Williams  
UK: 07973222713  
Spain: 0034608598083  
E-mail: [chris@paraglidespain.com](mailto:chris@paraglidespain.com)  
[www.paraglidespain.com](http://www.paraglidespain.com)

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if

you are on a guided week. 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. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.

# Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman  
chairman@dhpc.org.uk



Ed Cleasby - Chief Coach  
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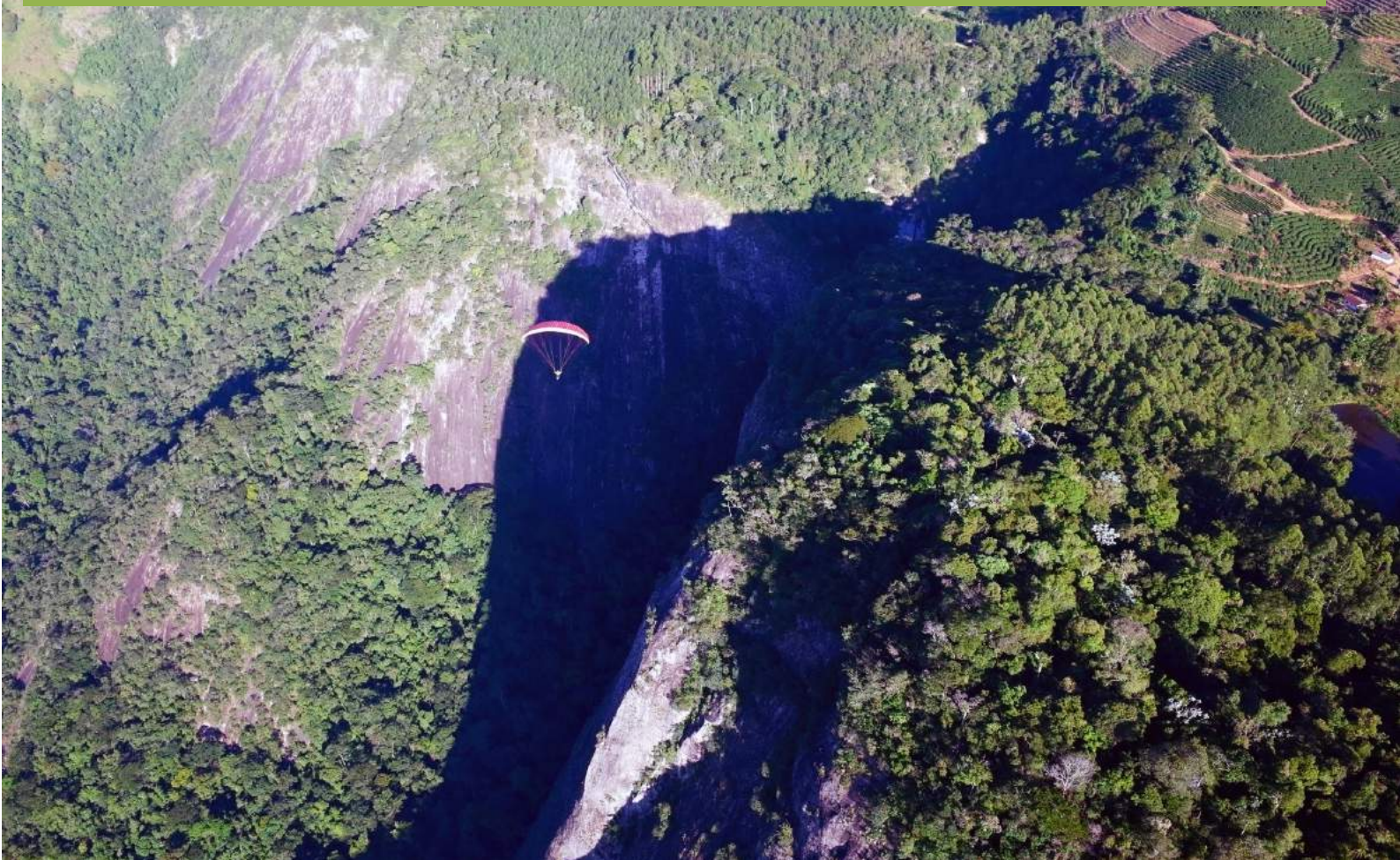
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Tam - Newsletter  
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The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. So Jan 19th is the next meeting. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined). Regular items cover each of the areas above. Hottest topics at present are: Club T shirt, and Leeds Bradford Airport Airspace proposals - though probably not in that order.

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,



## Hang Gliding 2016 XC Leagues

### Final 2016 XC League Positions - Dales

League									
Pos	Name	Club / Glider	1st	2nd	3rd	4th	5th	6th	Total
1	Fillingham Tony	Atos VR Dales	£210.32	£178.22	£130.79	£112.21	£98.78		730.32 907.69 (10)
2	Birkbeck Trevor	U2 Dales	£103.04	£13.26					116.3 (2)
3	Lumb Andy	Atos VR Dales	£31.1	£21.37	£20.45	£15.89	£13.28		102.09 114.71 (6)
4	Hetherington Andy	Atos VR Dales	£32.15						32.15 (1)

### Final 2016 XC League Positions - National

League									
Pos	Name	Club / Glider	1st	2nd	3rd	4th	5th	6th	Total
5	Fillingham Tony	Atos VR Dales	£210.32	£178.22	£130.79	£112.21	£98.78		730.32 1076.42 (13)
25	Birkbeck Trevor	U2 Dales	£103.04	£78.26	£29.12	£13.26			223.68 (4)
35	Lumb Andy	Atos VR Dales	£36.53	£32.57	£31.1	£21.37	£13.28		134.85 258.42 (13)
59	Hetherington Andy	Atos VR Dales	£32.4	£32.15					64.55 (2)

# Final 2016 XC League Positions - Dales and National Paragliding

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Ed Cleasby	Nova Triton 2	439.5	85	81.7	81.4	78.2	74.2	39
2	David Smart	Ozone Delta 2	361.3	130.1	108.4	82.9	39.9		
3	Mike Cavanagh	Ozone Mantra M6	296.8	129.1	126.4	41.3			
4	Pete Darwood	Nova Ion 3	192	48.9	40	30.7	26.4	24.7	21.3
5	Jake Herbert	Nova Mentor 4	164.6	125.6	22.1	16.9			
6	Kevin McLoughlin	Nova Factor	144.6	35.6	34.7	22.6	20.7	15.9	15.1
7	Geoff Crossley	Advance Omega XAlps	141.5	86.3	21.6	19.8	13.8		
8	Richard Meek	Nova Mentor 2	139.1	39.6	24.2	23.2	18	17.4	16.7
9	Rosie Darwood	Nova Ion 4	137.3	52	23.6	23.2	15.1	12.1	11.3
10	Dean Crosby	Nova Triton 2	129.3	129.3					
11	Chris Fountain	Skywalk Cayenne5	101.5	52.4	24.8	24.3			
12	Simon Tomlinson	Advance Sigma 9	83.5	15.7	14.5	14.1	13.6	13	12.6
13	Glenn Brookes	Niviuk Hook 3	74.3	38.1	22.4	13.8			
14	Mark Morrison	Ozone Buzz Z4	73.1	14.6	12.7	12.2	12.1	11.1	10.4
15	Nick Pain	Advance Iota	71.3	71.3					
16	Gary Senior	Gin Atlas	68.3	17.1	15.8	12.1	11.7	11.6	
17	Peter Balmforth	Axis Vega 2	62.3	21.4	20.6	10.8	9.5		
18	Chris Greenwood	Gradient Nevada	51.9	40.8	11.1				
19	Tim Oliver	Ozone Swift 4	50.7	20.7	10.9	9.6	9.5		
20	Richard Tang	Advance Sigma 9	46.7	46.7					
21	David May	UTurn Blacklight	22.8	22.8					
22	Alex Colbeck	Niviuk Artik 3	19.2	19.2					
23	David Brown	Advance Iota	13.2	13.2					
24	Gavin Price	Skywalk Chili 3	9	9					
	<b>National</b>								
1	Ed Cleasby	Nova Triton 2	484.5	85	82.9	81.7	81.4	78.2	75.3
2	Chris Fountain	Skywalk Cayenne5	379.3	120.1	90.5	52.4	46.7	44.8	24.8
3	Dean Crosby	Nova Triton 2	348	218.7	129.3				
4	Jake Herbert	Nova Mentor 4	321.8	125.6	90.7	66.5	22.1	16.9	
6	Pete Darwood	Nova Ion 3	247.5	66.1	48.9	40	31.4	30.7	30.4
7	Gary Senior	Gin Atlas	207.2	55.7	52.9	38.2	21.8	21.5	17.1
8	Richard Meek	Nova Mentor 2	204.4	63.3	39.6	32.9	24.2	23.2	21.2
9	Nick Pain	Advance Iota	204.3	71.3	44.3	39.8	35	13.9	
10	Rosie Darwood	Nova Ion 4	160.2	52	34.2	23.6	23.2	15.1	12.1
11	Kevin McLoughlin	Nova Factor	144.6	35.6	34.7	22.6	20.7	15.9	15.1
12	Peter Balmforth	Axis Vega 2	97.8	55.8	21.4	20.6			
13	H H Tsai	U-Turn Lightning	84.4	84.4					
14	Simon Tomlinson	Advance Sigma 9	83.5	15.7	14.5	14.1	13.6	13	12.6
15	Mark Morrison	Ozone Buzz Z4	73.1	14.6	12.7	12.2	12.1	11.1	10.4
16	Martin Baxter	Ozone Rush 4	64.7	17.4	13.1	11.9	11.2	11.1	
17	Paul Winstanley	Nova Triton2	53.5	53.5					
18	David May	UTurn Blacklight	22.8	22.8					
19	Alex Colbeck	Niviuk Artik 3	19.2	19.2					
20	David Brown	Advance Iota	13.2	13.2					

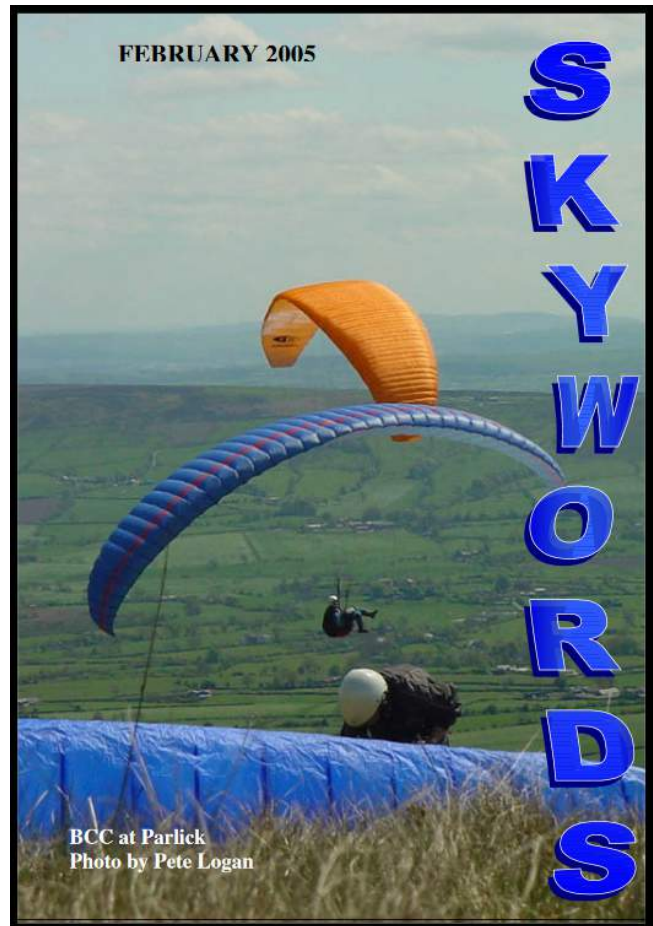


## The Past

### John Ellison - There I was

A further article from the Skywords archive. At the time of this article, John was Chief Coach, and future Chair of the DHPC.

Some lessons are timeless.



There I was, being yanked skywards and spinning with my arms jammed through the risers calling for my mum... It was a hot, windy July day when my girlfriend Kate and I had arrived in Piedraheta. Although it was windy I was DESPERATE to go flying. We parked up at the unofficial camp site in the hang glider landing field. There was a group of 20+ French hang glider pilots just getting ready to go up the hill so I managed to blag a lift with them. When we got to the top no one was flying and we were confronted with the strong meteo wind at over 90 degrees from the thermic wind. As anyone who has experienced Piedraheta can tell you this is a recipe for dust devils in abundance.

Being DESPERATE I quickly got my kit ready and clipped in, paying little regard to the occasional dustie ripping past the cars behind the hut on take off. The French guys were more than happy helping me –the mad Englishman - as their wind dummy, jumping on my wing on several occasions as dusties went through behind take off.

I waited for a lull, all looked good, I popped the wing up and it sat calmly above me. A few steps and I was airborne. I had decided my flight plan would be to fly straight out from the mountain and into the flatland in front. Suddenly the inevitable happened! I felt a sudden blast in the face like I had flown into a brick wall then an incredible force – as if a giant Jonny Wilkinson had just booted the bottom of my harness and punted me skywards. The wing did not take kindly to this and immediately flipped over forwards and started to spin. In a panic I thrust my arms between the risers and prized them apart to stop them getting twisted.

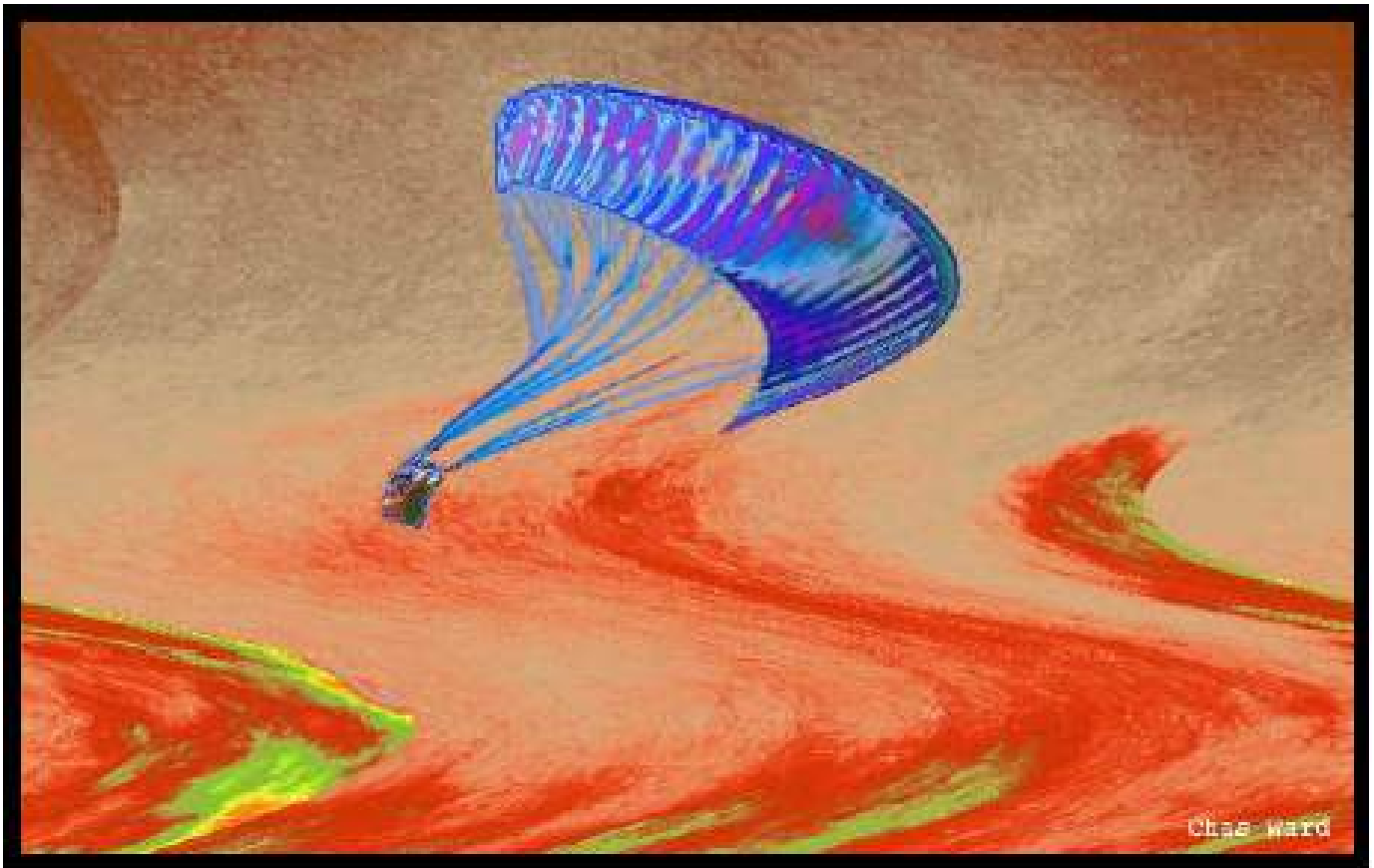


Image for illustration purposes only!

So there I was, in a dust devil approx 50 meters above the ground, wing spinning, arms through the risers and vario screaming!

The thought went through my mind to reach for the reserve handle when the voice of reason (heard for the first time that day) told me “hang on, don’t throw yet, your going up...”. I looked at the wing which was trying, and failing to fly, admiring the colour scheme of both surfaces repeatedly and in quick succession all to the soundtrack of an intermittent screaming vario. Then, as suddenly as it had started, with one final collapse, everything went silent except for the sound of my heart trying to force its way out of my rib cage! I pumped out the deflation and set a course for Piedraheta.

Then I suddenly felt incredibly strong lift under my right wingtip, like when clipping a strong thermic core, only the wing did not drop out of the core! It was as if something had grabbed my wingtip and yanked me up and sideways.

Then I felt the familiar feeling again, the boot up the arse and spinning sensation! Two more times the dustie sucked me in, chewed me up and spat me out before spitting me out for the final time with some large collapses for good measure!

I finally flew away, shaking and sweating, cursing my own stupidity, straight down to land going slowly backwards in the town. I packed the glider and walked back to the camper van.

“Did you have a good flight” asked Kate, a little concerned at my white appearance. There was only one possible reply in my mind. “BEER” I whimpered.

I spoke to the French pilots that night who confirmed they sensibly did not fly, especially as one glider had been picked up and hurled across take off – whilst still zipped up in the bag!

**JE**

I will be publishing further articles from the archive - if you spot any that you think are particularly interesting / useful, let me know and I will happily use them! Tam. [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk)



## The Future

### T Shirt Logo

The T shirt design by Steve Ham was well received, with plenty of suggestions on the website for pub names, train engine names. The committee had a fun time debating the relative merits of the suggestions, and after a series of votes, settled on:

Pub Name: The Clagged Inn

Engine Name: The Flying Dalesman

Engine Number: 1975

Keep your eyes peeled for how to order your T shirt in the coming weeks!





# The Dales Club



## Farmers' Dinner on Saturday 4<sup>th</sup> of March 2017



**The Boars Head,  
Long Preston  
(01729 840217)**

[www.boarsheadlongpreston.co.uk](http://www.boarsheadlongpreston.co.uk)

**Dress code smart casual, 7:30 for 8pm**

Our annual Farmers Dinner is our way of saying a huge thank you to all the Farmers who support us with free flying in the Dales and to celebrate our stand-out pilots who have flown further and better than the pack to achieve personal goals and be awarded with Trophies. This year we have changed venue to host our annual bespoke Farmers dinner to The Boars Head, Long Preston. A traditional Pub and Hotel in the Yorkshire Dales providing excellent Real Ales, The Boars Head is a small family run hotel/inn located in the south Dales. On offer is a fine choice of up to 6 cask ales and various malts and arguably the largest range of Gins in the Dales! It is located in the beautiful Yorkshire Dales, only 4 miles from Settle and 12 miles from Skipton.

As usual we will meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a sumptuous 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we will launch straight into the Quiz. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Boars Head has limited accommodation so if you want a room there, book early (mention the club when booking as we have negotiated a reduced price of £70 - Bed and Breakfast). There are also a number of B&Bs within a short distance - The Post Office and The Barn. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members is £26.00 per person.



# Menu

**Please select the menu of your choice from below (by 21st Feb):**

**One starter, one main and one pudding for each person.**

## Starters

- A) Smoked Haddock Croquettes served on a Chiffonade of Leaves dressed with Citrus Butter Sauce
- B) Spiced Tomato, Lentil, & Butternut Squash Soup swirled with Melted Cheese with Brioche Roll & Butter
- C) Ribblesdale Goats Cheese Bruschetta, Sun Dried Tomatoes, Roasted Peppers served on Dressed Leaves
- D) Hot Black Pudding & Chorizo tower served with Landlord Ale Chutney & Wholegrain Mustard Sauce

## Main Courses

- A) Braised Steak in a Red Wine Jus, Dauphinoise Potatoes, Roasted Shallots & Yorkshire Pudding
- B) A Fillet of Duck Breast marinated in Ginger & Five Spice, served with a Fruit Salsa & Boulangere Potatoes.
- C) Grilled Seabass Fillets served on a bed of Crushed Buttered Potatoes with a ratatouille of Vegetables
- D) Tagine of Vegetables & Apricots with Coriander Cous Cous & Mint Yogurt Dressing

## Desserts

- A) Syrup Sponge Pudding & Custard
- B) Raspberry Cheesecake served with Cream
- C) Chocolate & Brandy Roulade
- D) Selection of Local Cheeses served with Grapes, Apple & Celery with Crackers

## Coffee and mints

.....

**We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!**

If you would like to attend this popular event with your partner, you can book online: <http://webapps.dhpc.org.uk/farmers-dinner/book/>

or call Marek, The Club Treasurer, on 07707 669 829, or send an email to [marek@setnicka.com](mailto:marek@setnicka.com)

**Please let Marek know if you want to book transport.**

# Club Nights

Club Nights take place on the first Thursday of the month (with the exception of January, when we give your liver a rest, and it's on the second Thursday). These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better (while they are not wearing their helmets), finding out what's been going on, and making plans etc. Over the Winter months we organise talks, often by some of the leading lights of the sport.

The venue is the Horse and Farrier, Otley. 7.30 for 8pm.

**Next meeting: February 2nd 7.30 for 8pm.**

**Gasco Safety Talk**

See details elsewhere in the mag



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

## Future Club Nights

March 2nd Ruth Churchill Dower Competition Flying, April TBC.

Farmers' Dinner: March 4th

## DHPC Site Officers

Dennis Marston



Simon Tomlinson



Dennis  
07968 380829  
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Simon  
07759 138971  
sigma7man  
@gmail.com

### Northern Sites

Addleborough	Semer Water
Bishopdale	Stags Fell
Brant Side	Tailbridge
Dodd Fell & Grove Hd	Wether Fell
Nappa Scar	Whernside



Toby Briggs

tobybriggs@btopenworld.com  
07582 156471

### Southern Sites

Addingham	Hawswick
Baildon	Ilkley Moor
Cow Close Fell	Kettlewell
Cowling and Sutton	Kilnsey
Great Whernside	Windbank

# DIARY DATES 2017

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)

<b>Date</b>	<b>Event</b>	<b>Website</b>
Jan 17 -28	Paragliding World Cup Superfinal, Brazil. GV	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Feb 2	DHPC Club Night	
Feb 11	Club Coaches Course (Cumbria)	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Feb 19	Registration for Ozone Chabre Open Opens!	<a href="http://www.flylaragne.com">www.flylaragne.com</a>
Feb 27	BHPA AGM	Nottingham
Mar 1 -5	X-Berg, SOutH Africa	<a href="http://xbergchallenge.com">xbergchallenge.com</a>
Mar 2	DHPC Club Night	
Mar 4	Reserve Repack - Menston	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Mar 4	Farmers' Dinner	<a href="http://www.dhpc.org.uk">www.dhpc.org.uk</a>
Apr 6	DHPC Club Night	
Apr 28 - 30	Tour De Yorkshire (Cycling)	<a href="http://letour.yorkshire.com">letour.yorkshire.com</a>
May 5 - 14	World Paagliding Accuracy Champs, Albania	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
May 6 - 8	North - South Cup, Location flexible	<a href="http://northsouthcup.wordpress.com">northsouthcup.wordpress.com</a>
May 20 -27	Paragliding World Cup (PWC), Coeur de Savoie, France	<a href="http://www.pwca.org">www.pwca.org</a>
May 26	BOS Dales Round	
Jun 2 - 3	Buttermere Bash, Cumbria	Faceache
Jun 17-24	PWC, Nish, Serbia	<a href="http://www.pwca.org">www.pwca.org</a>
Jun 30 - Jul 2	Parafest, Caerwys, Wales	<a href="http://www.parafest.co.uk">www.parafest.co.uk</a>
July 1 -7	Ozone Chabre Open	<a href="http://www.flylaragne.com">www.flylaragne.com</a>
Jul 1 - 15	World Paragliding Champs, Pedavena, Italy	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Jul 2	Red Bull X-Alps, Salzburg	<a href="http://www.redbullxalps.com">www.redbullxalps.com</a>
Jul 15 -16	Lakes Charity Classic, Grasmere	<a href="http://www.cumbriasoaringclub.co.uk">www.cumbriasoaringclub.co.uk</a>
Jul 22 -29 (TBC)	British Open 1, Location TBC UK	<a href="http://www.pgcomps.org.uk">www.pgcomps.org.uk</a>
Aug 5 - 12	PWC, Disentis, Switzerland	<a href="http://www.pwca.org">www.pwca.org</a>
Aug 6 - 12	Gin Wide Open, Macedonia	<a href="http://www.flywideopen.org">www.flywideopen.org</a>
Aug 6- 19	Womens World Hang Gliding Champs, Brazil	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Aug 6 - 19	World Hang Gliding Champs, Brazil	<a href="http://www.fai.org/civl-events">www.fai.org/civl-events</a>
Sep 2 -9 (TBC)	British Open 2. St Andre, France	<a href="http://www.pgcomps.org.uk">www.pgcomps.org.uk</a>
Sept 2 - 9	PWC, Pico do Baviao, Brazil	<a href="http://www.pwca.org">www.pwca.org</a>
Sept 22 - Oct 5th	Icarus Trophy, USA	<a href="http://www.icarustrophy.com">www.icarustrophy.com</a>
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	<a href="http://www.pwca.org">www.pwca.org</a>
Nov 16 - 19	Kendal Mountain Festival	<a href="http://www.mountainfest.co.uk">www.mountainfest.co.uk</a>

# EYECANDY FOR CLOUD LOVERS



Photo Credit: Nenad Saljic

<http://www.nenadsaljic.com/photography/portrait-matterhorn/>

Photo: *Alex Colbeck*



There was SOME flying in the Dales in January, but it was hardly epic!

Photo: *Al Crompton*

