



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

Skyywords

www.dhpc.org.uk

Issue:123 September 2017

It's a pity this could all
be in Leeds Bradford
Airspace soon. See
how to object in this
issue

.see you at the club night at the
Horse and Farrier, Otley.

7.30 for 8pm Sept 7th

Summer Comps Special:
BPCup, GWO, Fly
Further, Dragon Hike
and Fly reports

Inside this month

This month's cover shot is by Brett Janaway, at the inaugural "Fly Further Camp" in Tolmin, Slovenia. See Jan's report in this issue.



Regular Features

Chairman's Chat LBA Airspace Proposal - **YOUR TURN TO HELP**

Club News Up Hill and Down Dale - inc "parabollox #2"

Weather Prospects for September

Safety - Will Geordie have his cat aboard today?

Instant Weather Forecasting - Alto and cirro cumulus

Skywords Archive - March 2007 - Too windy?

Cloud Eye Candy - Shelf Cloud, Uruguay.

Club Nights - Calendar for the Winter Season

Special Features

Sites News - Stags Fell

Leeds Bradford Airspace Consultation

777 Fly Further Camp - Jan Tempest

Lost moments from the history of paragliding-Ehrenbreitstein

Dragon Hike and Fly - Andy Smith

BP Cup Report - Kevin McLaughlin and Ed Cleasby

Gin Wide Open diary - Jan Tempest

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 -September 2017

Leeds Bradford Airspace Change Proposal

Last month I outlined the issues surrounding the Leeds Bradford Airspace Change Proposal (LBA ACP) which has been published here. Elsewhere in this edition you will find the club's formal response. Whilst I had been hoping for input from the BHPA and the BGA's Regional Soaring Representative these haven't yet materialised. But we are already half way through the consultation period and time is pressing on.

Now is the time when we need your help and I want to give you sufficient time to respond.

You will see from our response that we have stated that we have 170 members. We need a significant proportion of you to support our case. If you don't then it degrades our case. But there is no point in copying our response word for word: this carries less weight than something written passionately in your own words. But in order to make things a bit easier I have listed a few bullet points that you may wish to support and expand upon:

- **State that you are a Hang/Paraglider pilot**, member of the BHPA and DHPC (and any other clubs), and that you support the club's response.
- **That you oppose the proposal** as it currently stands, and that you do not believe it is justified, especially since the forecast increase in passenger numbers has largely been overtaken by BREXIT and a downturn in the economy.
- **Main concern: the base of CTA 8 at 3,500'** on the grounds that it will make it more difficult and dangerous to fly underneath it, and that the reduction in size of the Harrogate choke point will make a mid-air collision more likely. Propose that the base be raised to FL55 between the hours of 0900 – 1800hrs in the same way that CTA 9 has.
- **Optional points** (depending on what you think is important):
 - o Handing over control of CTA 8 to the military when it 'isn't required'.
 - o CTR 2 + CTA 3.
 - o The complexity of the proposed airspace.
 - o Addingham Moorside (and the corridor to Ilkley Moor).
- Any particular **flying experience** that you have of these areas, or your aspirations to fly in them.
- Any other **general points** that you want to make (noise, environment, etc). but please **DO NOT contradict** any of the points above.
- **Don't speculate** - only quote "facts" if you know them to be true.
- Don't be overly emotional.
- Make sure that you **include your name**.

Email your response to: LBaconsultation@ospreycl.co.uk, and copy to me (chairman@dhpc.org.uk) so that we can gauge how much support we are getting.

Title: LBA Consultation Response

The deadline is 6 Oct 17.

I have no idea what our chances of success are. But I do know that I have done everything that I can to fight it. Now it's your turn. **Please don't let the club down.**

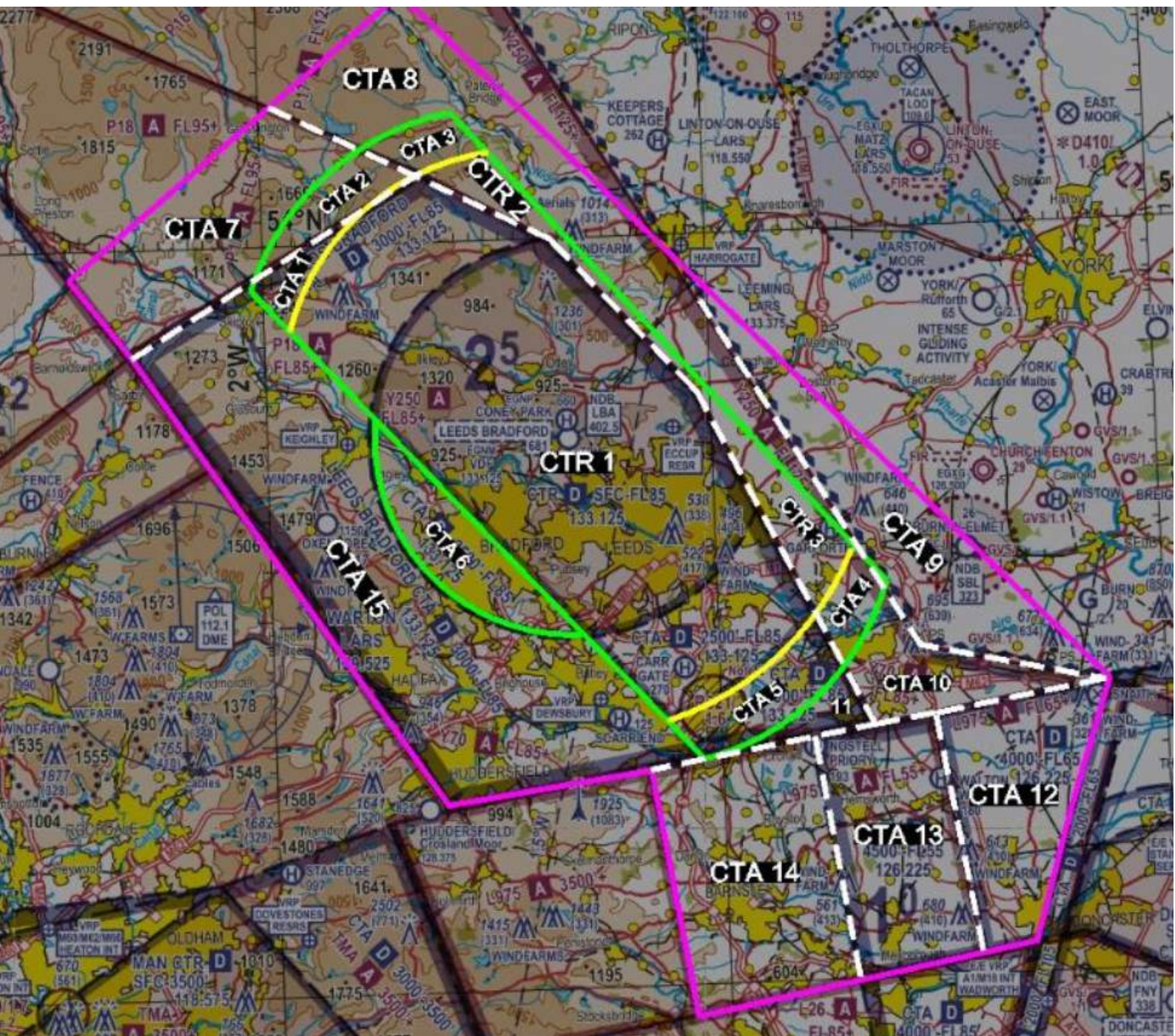
Fly safely. Martin Baxter, Chairman.

Leeds Bradford Airspace Change Proposal Formal Club Response

The Club's formal response to the ACP was submitted on 21st August. It is reproduced here for your information. Please make your own objections, as detailed in Martin's Chairman's Chat. You should write your own objection letter, not just copy the letter opposite, and your points should complement those made here. Please remember to copy Martin (Chairman@dhpc.org) into your response .

Keep excess emotions out of your objection - overly emotional submissions tend to be disregarded. The letter opposite will also be on the club website for reference.

"Annex A



The Dales Hang-gliding & Paragliding Club



LBA Consultation Response
Osprey Consulting Services
(by email)

Our Ref: DHPC/ACP/LBA 17/042
21st August 2017

Dear Sir,

Leeds Bradford Airport Airspace Change Proposal (LBA ACP)

1. **General.** Thank you for giving us the opportunity to comment on the LBA ACP dated 14 Jul 17. For ease of reference a diagram showing the proposed new airspace is shown [at Annex A] opposite

Hang gliding & Paragliding

2. **Principles.** The principles of hang gliding and paragliding are much the same as those for gliding. We do not use engines and are almost completely environmentally friendly, using rising air to stay aloft. The main difference is that we fly much more slowly and cannot cope with strong winds. We require a suitable hill from which to launch but our man-portable aircraft give us access to all such hills. Due to weight constraints we are not equipped with transponders or air band radios: we cannot enter controlled airspace. Although some winter flying takes place we are most active between March and October from 1000hrs - 1800hrs whenever weather conditions are suitable.

3. **Cross Country Flights.** Experienced pilots fly cross country and, because of our limited speed, this is generally downwind. The club's distance record is currently 194km (from Dodd Fell near Hawes) and flights of 100km+, lasting many hours are common. Paragliding is increasing in popularity both at National and local level: over the last 10 years the number of pilots flying cross country has doubled and their accumulated cross country distance has tripled. The diagram at Annex B illustrates some flights around LBA over recent years.

4. **Competitions.** Each year we offer up our sites for National competitions: most notably the British Paragliding Cup and the British Open Series (Hang-gliding).

5. **Social Media.** The weather conditions are critical for our sport, so when the weather is suitable pilots are prepared to travel long distances to take advantage. Messages are passed using Social Media often resulting in a large number of pilots, perhaps best described as a swarm, in one place at the same time.

6. **Our Club.** The (Yorkshire) Dales Hang gliding and Paragliding Club (DHPC) was established in 1975. The hills to the north of Leeds provide ideal launch sites. We have about 170 members, each with his own aircraft. Most members live in or near to the conurbations of Leeds or Bradford, but we also have members from across the North of England. We are affiliated to the British Hang Gliding and Paragliding Association (BHPA). So far this year our members have flown a total of 4,800km in the local area, with an average distance of 36km per flight.

7. **Other Clubs.** Since our flying is so similar in nature to that of gliders, we share their concerns about this ACP. Our members have reciprocal rights (we can use each other's sites) with other local clubs and many of our pilots are also members of other BHPA clubs; most notably the Derbyshire Soaring Club (DSC) and the Pennine Soaring Club (PSC). We support their concerns unreservedly.

Safety

8. **Airspace Design.** Osprey CSL have themselves acknowledged that when designing airspace they do not consider the safety of those operating outside it. It is therefore down to other users to identify associated risks in order to assist the CAA in balancing the safety of those within controlled airspace with those outside it.

9. **Hang gliders & Paragliders.** Flying a paraglider cross country is difficult. The challenge is normally to fly as far as possible and the final destination is unknown. Like gliding, finding thermals and flying in them is essential to continued flight but, unlike gliders, paragliders have a very limited speed and poor glide ratio which makes searching for that elusive thermal more difficult. Their gliding range is much more limited. Height provides time for decision making and gives range so we always attempt to fly as high as we can – up to cloudbase which is typically 6,000' in the UK on a good day. Height equals safety. Over rugged terrain, with limited landing options, height becomes even more important. If height is limited by airspace then time spent searching for thermals, whilst maintaining a safe landing area, detracts from looking out for other aircraft that have also been forced down to this level.

10. **Harrogate Choke Point.** This area, prepared recently for FASVIG, is shown at Annex C. The proposal reduces the choke point (above 3,500') between LBA and the MATZ at Linton-on-Ouse by about a third. On a good day this area is already busy with Hang gliders, paragliders, sailplanes, GA and the military. Reducing it still further will concentrate traffic and increase the likelihood of a mid-air collision. Unlike CTA 9, there is no relaxation during the day and it is worth noting that CTA 8 (point 3) extends to the south of Garforth (see Annex A).

General Objections

11. **Informal Consultation.** From our perspective the ACP has not changed significantly since we were first briefed at RAUWG on 16 Oct 14. Our experience is that whilst we have seen (more or less) the same presentation 6 times (mostly at RAUWG, where there has been limited detail and time for questions) our concerns have not been properly addressed. We documented our initial concerns in writing, and whilst there was talk of being invited to further meetings at LBA, this never materialised. The recent decision to raise the base of CTA 9 to FL55 between 0900 - 1800hrs makes little difference to us since it lies in the 'shadow' of CTA 8, which remains at 3,500'.

12. **Justification.** Since the ACP was first announced in 2014 the main justification appears to have switched from compliance with procedures, through to increased growth, through to the current claims of fuel savings and environmental concerns. We get the distinct impression that, rather than it being a well thought out plan, LBA are grasping any justification to support the commercial and political drive for airport expansion. The rushed publication of issue 2, with subsequent errors and omissions, has done little to allay our concerns. The Reportable Safety Events, which take up 8 pages of the proposal, appear to be of little relevance. More airspace will not stop human beings from making mistakes (Human Factors). Indeed more, especially complex, airspace is likely to result in an increase in incursions, which not only reduce safety margins but also destroy any predicted fuel savings.

13. **Arrivals.** We were told that one of the drivers for change was the need for compliance and that the CAA would not allow the airspace designers to increase descent angles. We note from a recent interview that Martin Rolfe, head of NATS, said, "We can have them descend more steeply than they currently do because modern aircraft are more capable than the types of aircraft that were in service when this airspace was originally designed." Perhaps more importantly the ACP comes at the same time as the government launches a discussion to shape the UK's aviation industry for the next 30 years. We suggest that it would be prudent to wait for the results of this consultation before proceeding.

14. **Growth figures.** The growth figures predicted in the ACP are, in our opinion, extremely optimistic. The CAA's own figures show a steady decline in aircraft movements; down from 67,000 in 2006 to 44,000 last year. Indeed Osprey's own figures also suggest a reduction in ATMs over the last 3 years. Although not specified in the ACP we have been led to believe from previous presentations that the figures in the ACP are based upon a document that is over 4 years old. In light of BREXIT and the recent downturn in the economy, we are sceptical of any such justification. Our request for further evidence was met with a response that the figures were 'commercial in confidence'. We note that Flybe have recently announced a reduction in their fleet.

15. **Maintaining Safety.** The ACP states that '(...) current operational issues are handled safely on a tactical basis by LBA ATC (...)'. If we accept that the growth figures (above) are flawed then safety can be maintained without

expanding the current airspace.

16. **Simplicity.** The laydown is very complex. The upper levels of airspace are of little relevance to us and we see no reason why CTAs 1, 2 and 3 could not be combined into one area; and then CT4 and 5 together into another. CTA10 is an unusual shape. Perhaps the wedge jutting out to the East could be merged with CTA 9 and the remainder with the tiny CTA 11. The 500' deep CTA 6 seems a little pointless. Any reduction in the number of areas would make it easier for pilots and controllers to understand and negotiate; and therefore safer.

Specific Concerns

17. **CTA 8.** Our main concern is CTA 8 in the north. Some of our best sites, Dodd & Wether Fell, (just south of Hawes) allow cross country flights, in a NW wind across the Vale of York and on towards the coast. Our site at Windbank (just south of Kettlewell) is similarly affected in a westerly wind. The ground under CTA 8 (proposed base 3,500') is extremely rugged and rises to 1,500' in places giving pilots very little time to search for thermals, whilst maintaining a safe landing area, let alone a look out for other aircraft that have also been forced down to this level. A diagram showing flights in this area is shown at Annex D.

18. **Military Control.** We find it particularly offensive that LBA themselves admit that they will not require CTAs 7 & 8 for 75% of the time, but that they intend to hand control to the military during those periods. That would effectively deny it to us, even when it isn't required. This does not meet with the CAAs policy of proportional airspace. We are told that this airspace is required for approaches to R/W 14 (in a SE wind). This is exactly the opposite direction to that in which we would use it.

19. **Revised Proposal.** Although any airspace below 6,000' will limit our operations, we respectfully request that consideration be given to lifting the base of CTA 8 to at least FL55 between the hours of 0900 – 1800hrs; as is already planned for CTA 9, even though R/W 32 is used more often than R/W 14.

20. **CTR 2 & CTA 3.** These areas also limit our activities as described above (CTA 8) but the effects are less severe because the areas are smaller and closer to existing airspace. Were the proposal to be amended to increase the base of CTA 8 during daylight hours, as we are requesting, then it may also be possible to raise the base of these areas to make for a smoother step down.

21. **Addingham Moorside.** We note that Addingham Moorside is listed as a consultee on p52 of the ACP. We assume that this relates to us since it is one of our sites, and we know of no other aerodrome or flying school in the area. The site currently sits under Class D airspace but our members can fly up to 3,000'. Under the proposal CTR 1 would be extended to cover this area and all flying activity at this site would cease. We already have a Letter of Agreement (LoA) with LBA to fly at Baildon and Ilkley Moor, and at the very least we would expect LBA to honour this agreement and extend it to Addingham Moorside and the existing corridor to Ilkley Moor.

Conclusion

22. **Airport Expansion.** Whilst we do not have the background knowledge to assess the requirements of the LBA ACP in detail, we are very sceptical of the proposed expansion. We are opposed, in principle, to any increase in airspace without hard proof that it is essential. We very much doubt the optimistic predictions for passenger numbers, when the recent trend has been downwards, and have yet to see any justification for an increase in aircraft movements. Over-enthusiastic airport authorities do not have a monopoly on airspace and should not be allowed the grab more than they genuinely need.

23. **Safety outside controlled airspace.** We trust that the CAA will balance the need for controlled airspace against the rights of individuals, who cannot access this airspace, to continue flying safely outside it. Our sport is environmentally friendly and we treasure our right to fly over this area of outstanding natural beauty.

24. **Counter Proposal.** We request that the base of CTA 8 be raised to at least FL55 between the hours of 0900 – 1800hrs, and seek confirmation that Addingham Moorside, and the corridor to Ilkley Moor, are still included in our existing LoA.

Yours faithfully,

[Signed electronically]

Martin Baxter, Chairman



RASP

Well there was a bit of a hiatus when the Leeds host site for RASP went down and we all realised how much we'd loved not just the information it gave, but also the site layout. For those who haven't quite got themselves re orientated, the whole set up as was can now be found at:

<http://rasp-uk.uk/RASPTableGM/RASPTableGM.html>

Various information sources will help you interpret RASP, and indeed it is only one of a number of forecasts used by fliers. Some links to useful sites are below, but there are thousands out there!

Weather radar:

<http://en.sat24.com/en>

Flying forecasts:

Flybubble video:

https://www.youtube.com/watch?v=02_iSWsQWRk

CSC portal:

http://www.cumbriasoaringclub.co.uk/CSC_Home.php

Interpreting RASP:

http://www.judithmole.net/blog/?page_id=3205

Erm...



Wouldn't it be great if life included a few helpful signs along the way, like this!

DHPC Wedding

Congratulations to club members Dr and Mr Jaspersen who tied the knot on 6th August, in Edale.



Parabollox - #2

So, the scene is the same. You're sat on the hillside. It's not flyable. The conversation drifts in and out of your consciousness, and in and out of sense. Pete Logan has just dropped an incredulous nugget of a "fact" He's pretty sure but not completely prepared to swear blind that his preposterous assertion is fact, he just think's it's something like that. So, what do you? The obvious answer is to produce some parabollox of your own!

So, consider this riposte from Tam, to Pete Logan on Brant Side, July 9 - following Pete's outrageous Hedy Lamarr fact featured last month.

"The Bronte sisters used to come to Dentdale and stayed with family friends at the vicarage just out of sight of launch from Brant Side. Looking at the beautiful valley now, it's hard to imagine, but lots of Emily Bronte's novel Wuthering Heights was based on real events in Dentdale, which was awash with scandal and gossip, and involved slaves somehow"

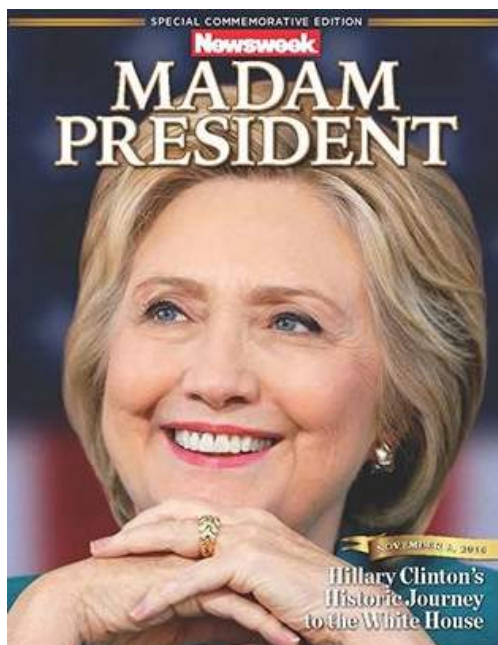
So, what do you think - Parabollox, or Wikifact?

See [BACK PAGE](#) for the answer

Have a contribution to make? skywords@dhpc.org



LCC Results



Skywords, as you know, likes to keep up with modern press practice, and last month we published our very own fake news. In the grand tradition of the press, we apologise for the error, when we jumped the gun and published provisional results for the LCC, based on the scores published on the CSC website. Little did we know that the LCC committee were hatching a plot to change the structure of the comp due to the weather conditions on the comp weekend. Taking a lead from the great examples set by modern day leaders, Tam, who had added up the individual comps scores up, claimed responsibility for the error, and so did Ed, who had written the article. Full results are now on the CSC website, with the DHPC well represented - Richard Meek winning the A comp, and Pete Logan and Andy Smith placed in the "Hard Hike". Well done all. We hope the world will get over the trauma of our mistake in the fullness of time.

New members

We welcome 3 new members this month. Welcome to the fold: Carl Maughan and Clint Porteus and Clive Sury. You're just in time for some late season flights, AND the start of the monthly club nights which run over the winter period.

Throwing shapes on holiday

We all have our favourite way of folding our wing. Alex is no exception, except he now tries various different folds whilst still in the air! Don't try this at home.





September 2017 : Fine Start, Unsettled End

Issued : August 25 2017

Forecast

After a rather poor August forecast we hope to redeem ourselves with this one... Sorry about that.

We are expecting high pressure to be the controlling factor of the weather for the first half of September. The question is where it resides and whether (as we expect) that areas of high pressure become transient and cross the UK bringing periods of fine weather with cool overnight temperatures and risk of mist/fog or whether it stays fixed and brings either cool/dry or warm/dry. If it is the latter, then a late burst of Summer is possible.

Confidence is much higher for the second half of the month to become unsettled with the first of the Autumn gales arriving across Northwestern areas. Fine weather should hang on for a while longer further South.



September 2017
Forecast

metcheck

..and how it feels in reality.

Wednesday 9 Aug - Today	0700
Today - Latest data - 4km	0800
Thursday 10 Aug	0900
Friday 11 Aug	1000
Saturday 12 Aug	1100
Sunday 13 Aug	1200
Monday 14 Aug	1300
Tuesday 15 Aug	1400

Archive

Day Month Year Reset

Info PopUp

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Press for Full Parameter Set

--- THERMAL PARAMETERS ---

Thermal Updraft Velocity (W*)

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Normalized Sfc. Sun

Star Rating

Star Rating - Post Launchers

--- WIND PARAMETERS ---

Sfc. Wind (2m)

Sfc. Wind (10m)

BL Avg. Wind

BL Max. Up/Down (Convergence)

--- CLOUD PARAMETERS ---

Cu Cloudbase where CuPotential > 0

As Stars Rating but using a different adjustment for wind, using SfcWind(10m) rather than BLAvgWind.

Status Report

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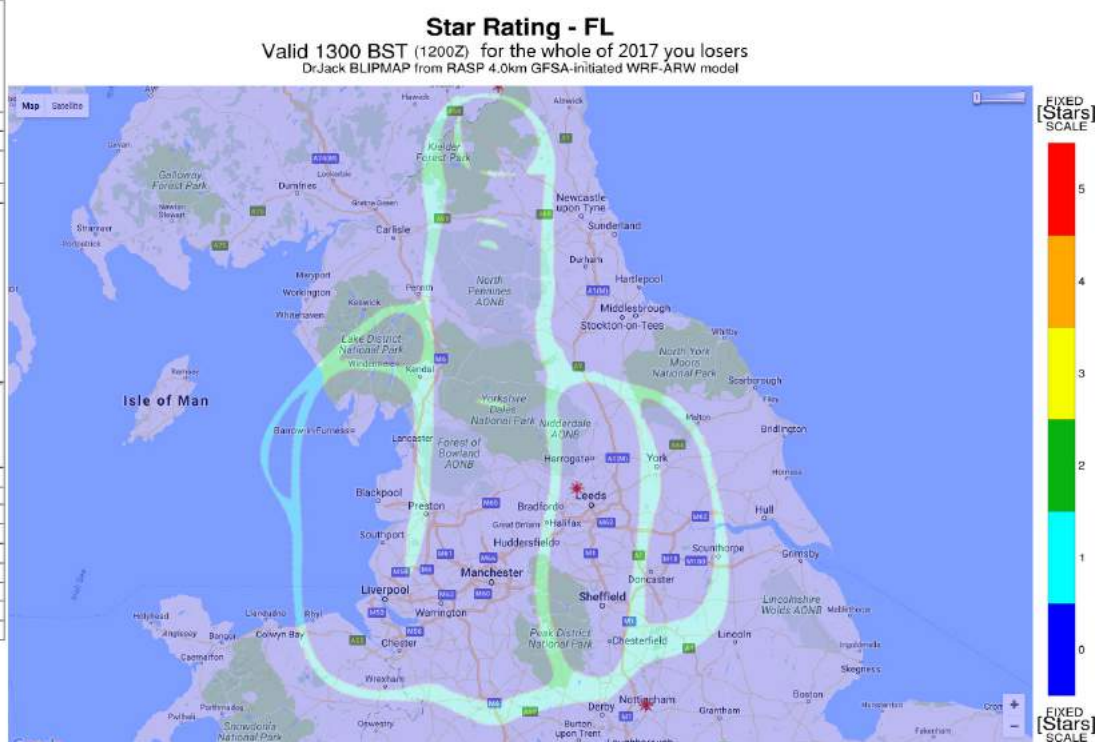
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AirSpace A C D E G X

User Guide

Disclaimer



Club Nights

Club Nights take place on the first Thursday of the month in winter months, starting in September, at the

Horse and Farrier, Otley. These nights are great to get to know your fellow club members, pick up tips, contribute to the parabolox debate, plan trips etc.

Your social sec has organised an impressive array of talent to come and talk to us, so these will be an excellent way of getting through the long winter months. Brief details are given below, and are on the website, under "events".

To kick things off:

**7th Sept, 7.30 for 8pm
100Km or bust**

Local pilots **Richard Meek** and **Rosie Darwood** who both achieved their first 100km this year (and in Richard's case then repeated this consistently!) talk about the highs and lows and what they learned en route.



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400

Future Events

5th October

RIGID TO FLOPPY

Ex UK Hang-gliding distance record holder **Nick Pain** has made the transition to paragliding over the last couple of years and notched up some very impressive flights in the process. He talks about making the change, similarities and differences and shares tips along the way.

2nd November

MAKING THE GRADE

Well known to many, paragliding guru and Steve Nash's X-Alps team-mate **Richard Bungay** is coming over from Cumbria to talk about pilot progression, competing and his motivations for flying.

7 December

AGM

The ever popular AGM – with **free beer!**

4 /11 January (TBD)DHPC annual film competition

Yes, it's back. The annual DHPC film competition - with prizes! Please submit your entries to Rosie Darwood by Friday 22nd December. Maximum 4 minutes, crowd-

scoring on the night with prizes for the top three.

1st February

FLYING HIGH

We're delighted to welcome **Matt Wilkes**, expedition doctor, paraglider pilot, mountain biker and adventure photographer, freshly back from the Kumbu, to talk about high altitude flying and the Himalaya.

1st March

ASK THE PANEL

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

5th April TALES FROM NORTH OF THE BORDER

Accomplished xc pilot (in the top 3 of the SMPC league for the last 4years) **Tony Shepherd**, freshly back from flying in New Zealand, is coming all the way from Scotland to talk to us about Scottish flying (and maybe NZ exploits too). Nicely timed for the Scottish season.

RD



David May - Safety Officer

Will Geordie Have His Cat Aboard Today

There are soooo many elements to keeping safe while flying (or any other activity for that matter) but I think the most fundamental is an awareness that none of us are immune from making mistakes. New mistakes, old mistakes, mistakes we repeat over and over again, things we could avoid ... and normally would if only for this or that ... and of course those things we just couldn't have foreseen or avoided. There's just no way of getting around it - we are all on the learning curve somewhere or another and it's not reasonable to learn something without getting it wrong from time to time.

So where does that leave us? At risk is the straight answer and our focus must be on managing this risk. It would be lovely to think we could eliminate it all together but I don't think that's realistic, unless of course you decide not to fly at all.

Managing risk is a big part of our training and we never really stop learning, we study weather patterns, mechanics of wind and turbulence, principles of flight, ask questions, improve our handling skills etc ... and generally try to move along the learning curve at a pace that keeps the risk to a minimum and any 'learning experiences' we might have don't result in injury, or worse.

Luckily we don't have to learn everything first hand – there is a lot of knowledge built up over the last 30 years or so that we can tap into. Technology has improved, training has improved, there is so much material out there on all aspects of the sport. We are in the best of positions these days where most (if not all) of what we need to do to keep safe is not so much learning something new, but rather learning something old ... and probably over and over again until it becomes part of our flying selves.

And that's where repetition comes in – in terms 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

Preflight Checks:

Will Geordie Have His Cat Aboard Today

I've deliberately jumped over the 'Daily Inspection' as I don't have anything to add to it, or any personal insight to the process. Instead I'd like to put a few thoughts down about preflight checks and in particular where I've got it wrong. Some things just need to become second nature. Preflight checks are one – it's your last chance before you're in the air and committed.

The BHPA have a simple mnemonic to remember the various checks – Will Geordie Have His Cat Aboard Today. Do you remember what it stands for? Probably not but that's not so important anymore. You've already passed the exam. What is important is that your check covers the basic points encoded in the mnemonic. You don't have to do them in exactly the same way as everyone else, figure out your own process, it's best to do it the same way every time and if you get interrupted in the middle of the process, start it all over again. It only takes a minute or two.

So what does the mnemonic stand for?

Will: Wind/Weather

Geordie: Glider (and lines)

Have: Helmet

His: Harness

Cat: Controls

Aboard: All clear

Today: Turn

Let's take each one in turn and I'll add some comments on where I've seen it go wrong, and in particular where I've got it wrong ... unfortunately in some cases more than once.

Wind/Weather

You should already have done your main weather analysis before leaving the house – there are plenty of forecast sites, RASP, local weather gurus etc. You should have an idea what to expect when you reach the site but also later in the day. You should also have been

monitoring the actual conditions on the hill since you arrived. By the time you get to your pre-flight checks you're already strapped in and ready to go. So really all you need to do at this point is one last check that nothing has changed, wind still on the hill, strength is ok, no rain clouds gathering etc. A couple of seconds should do it.

Glider

This is easier when you are reverse launching as you are facing the glider. The easiest way to do this is to build a wall and quickly scan the glider and lines. Everything look ok? If something doesn't look right (or 'feel' right), even if you can't see a specific problem then check further. If you have to, drop the wall down and go and inspect. Even if you find nothing wrong, it's better to be sure than sorry.

Forward launches are a bit trickier in this regard as you have your back to the glider and there probably isn't enough wind to build a wall. So in this case, you just need to be extra careful how you lay the glider out and your line check.

Personally I've taken off more than once with a twig or bit of scrub stuck in my lines. It's never resulted in a problem and usually fallen out with a little bit of jiggling but that's just luck. The important thing is that it COULD be an issue and is fully avoidable with a better scan of the wing and lines. I've also seen people take off with knots in a riser and in one instance the control line wrapped over the top of the glider. All avoidable, all COULD be the cause of an accident.

Helmet

Is it on and secured? Put it on before you strap into the glider.

Harness

Check that you are clipped in, all buckles secured, nothing twisted, knotted, wrapped in a funny way.

Check your speed bar is connected correctly, not tangled in any way and secured if relevant.

Check your emergency that it is secured, the pins and handle are in place – often you need to do this before you step into the harness.

I've gotten this step wrong a few times. I've taken off with the speed bar connected only on one side. How did it disconnect? I don't know ... but I hadn't checked. A few seconds is all it would have taken. Luckily (again) it's wasn't a windy day and I was able to sort it out when I spotted it.

Twice I have popped the wing up above my head ready

to turn and take off only to realise I didn't have my leg straps connected. Again, luckily, it was a simple matter to drop the wing and connect the straps but how is it possible I would find myself in such a situation you might ask? Good question and there's no good answer. Once was due to an interruption and I didn't start my checks again from the beginning. The other was a really hot day, nil wind. I had tried a few times to take off but only got a few metres down the hill before landing and walking back up again. I was tired and thirsty so I sat down, unclipped my leg straps (you see where this is going), pulled out a sandwich and water and waited for a better opportunity. 20 minutes later a puff of wind came through, I jumped up, popped the wing above my head and ... oh oh. Once again, luck was on my side.

Most recently, I had a strange situation where I managed to slide my legs into the loop of my speedbar as I sat back in the harness just after takeoff. Normally the speed bar would run along beneath my legs but this time when I straightened my legs the loop rode up and over my thighs, a bit like putting on a tight pair of trousers!!! I have no idea how it happened but it left me without speedbar and a trickier than usual landing as I couldn't move my legs so much. Could this have been avoided had I checked better before launch? Perhaps – I really don't know. But I will be checking it better from now on for sure.

Controls

Are they in the right hands? Are they twisted around the rear riser? Easy to get wrong – it's not uncommon that I take off and I find one control or another is wrapped around the rear riser. Often this happens when I abort a take off and the wing falls in a mess, or over my head – the process of bunching it up can result in the lines being a bit of a mess as I lay out again. But of course, a better preflight check would avoid it in the first place.

Note: If this happens, don't worry – the control will work just fine. Don't go trying to unwrap it straight away – best to fly out, get some height and then sort it out. Controls in the wrong hands? Oops this is a bit more serious but the wing is still probably perfectly flyable (only the controls are opposite which adds an element of confusion) but it may still be best to get stable, some height from the ground before sorting.

But in both cases, a better preflight check would have removed the problem.

All Clear

Common sense really, check that it's all clear to launch.

Not just to the front but also to the left and right, above, behind and below. There may be others about to launch or coming in to land, or a wing about to pop into view from below the ridge line. There's no excuse for launching into the path of another pilot.

Turn

I take this to mean two things: if you are reverse launching make sure you will turn in the right direction based on how your risers will be crossed one on top of the other. Turn the wrong way and you may find yourself in the air with twisted risers. If this does happen, don't panic, fly the wing out from the hill, get some height and then let yourself naturally untwist. More than likely though you'll find yourself untwisting as soon as your feet leave the ground which will be a bit disconcerting and result in your harness swinging a bit – just concentrate on flying the wing.

Turning the wrong way hasn't happened to me for a number of years as I always set up now for a clockwise turn, right riser above left.

So that's the preflight check – it only takes a minute or so and most of the time you won't spot any issues. But if you cut the corners then sooner or later you'll be caught out ... then luck will play a bigger part in the outcome than you might like.

Apart from the specific mistakes I have made, lessons hopefully learned and promises to myself not to repeat, I continue to do so: some new, some not so new. The biggest thing I take from it is that I am not immune from 'pilot error'. It won't matter the reason or that it could have been avoidable if only I had done this or that, in the end a mistake is a mistake. There'll be no consideration that I might have gotten it right 99 times out of 100, or 999 times out of a 1,000 – the one time it goes wrong I'll be calling on Lady Luck a little more than I would like.

How about if I get it down to 9,999 times out a 10,000 ... will that be ok?

As far as preflight checks go, I think we should be aiming for a 100% success ratio.

Safe flying

David May

DHPC Safety Officer

BP Cup - Derbyshire Round

Reports by Kevin McLaughlin and Ed Cleasby

*The DHPC had a significant presence
at the Derbyshire round of the BP Cup.*

*Club stalwarts Kev McLaughlin and Ed
Cleasby provide some insights.*

Full details available at:

www.bpcup.co.uk

The second and final round of the BP Cup 2017 was held earlier this month in the Peak District.

Based in the heart of the Peaks, at the Lancashire and Derbyshire Gliding club near Bradwell. The Gliding club allowed us full use of all facilities, including hot showers, breakfast service, briefing rooms and Bar etc.. It really is a good base for the Comp.

The first task was set early to be on the hill ready, before the wind as forecast got too strong, so off we went to Stanage Edge, new site to me so useful to see the site and get the briefing. As we got ready on top it was already blowing a little strong. As the task was set, a ridge run, and the window opened I was ready, in the best take-off area all set to go, and then fluffed the launch! A few got off after but the wind ever increasing forced the task to be canned.

Second task saw us on Bradwell, much nicer day and less wind.

16k task set window open and we were all off in a short



space of time, the climbs off the ridge were not great but drifting back and climbing slowly seemed to work. I left with a gaggle, a rare event for me as I often seem to go XC on my own. Up over the moor behind Bradwell there seemed to be a difference of opinion on which was the best route. I think Ed and Fred carried on downwind, whilst others headed off on track towards goal. I was still over the moor in lift pondering (ok so just staying where it was lifty) and saw the "on track" group getting low. Ed and Fred had disappeared into the distance, and I had now drifted further downwind.

It was after looking at my GPS arrow, the on track direction for me was Stanage Edge, ah been there before, so off on glide with a little speed bar, and arrived very low thinking of landing at the car park, the 50ft I had I used as a last chance trip along the bottom of the ridge, and it worked, I started going up!

Two or three times up and down the ridge saw me above the top, and soaring with two other gliders. I later realised this was Tony and Brad, both of whom made it to goal.

Try as I might I could not get a decent climb out of Stanage, Tony and Brad had somehow drifted off and climbed out to make Goal, but I was stuck. I gave it a go in a semi-thermal that dumped me on the moor behind Stanage

Then came the big day.

Forecast was excellent it's going to be a 100k Day!

All back to Bradwell for a 66K flight to goal task via 2 turn-points. The first the start turn-point was just in front of take-off and the second at Bolsover 30k or so away.

The launch just needed a little wait for the cycles to start coming through and then everyone was off spread out along the ridge. As it was getting better all the time I tagged the start turn point whilst climbing all the way out, and back to the ridge, where I climbed out, again I was in a gaggle going up over the moor behind Bradwell. Watching other gliders around you really does make choosing the best lines easier.

Climb glide, Climb glide, this is how it's supposed to work right?

Found myself hanging back a little in weak lift to gain height whilst others were braver, shooting off to find better climbs, anyway I was still in the air, still in the running.

Got a climb over Chesterfield, slow climb, I remember a nice looking roundabout below, so it was roundabout sewage works, roundabout sewage works, roundabout sewage works, for ages but I was back up high and ready to glide across the motorway.



On arriving at the turn point I got the best climb of the day, screaming up this thermal was easy compared to the searcher ones before, tagged the turn point cylinder set the next waypoint in the GPS and adjusted course just as I hit base. Big ears were required, to clear the cloud then a longish glide to Mansfield.

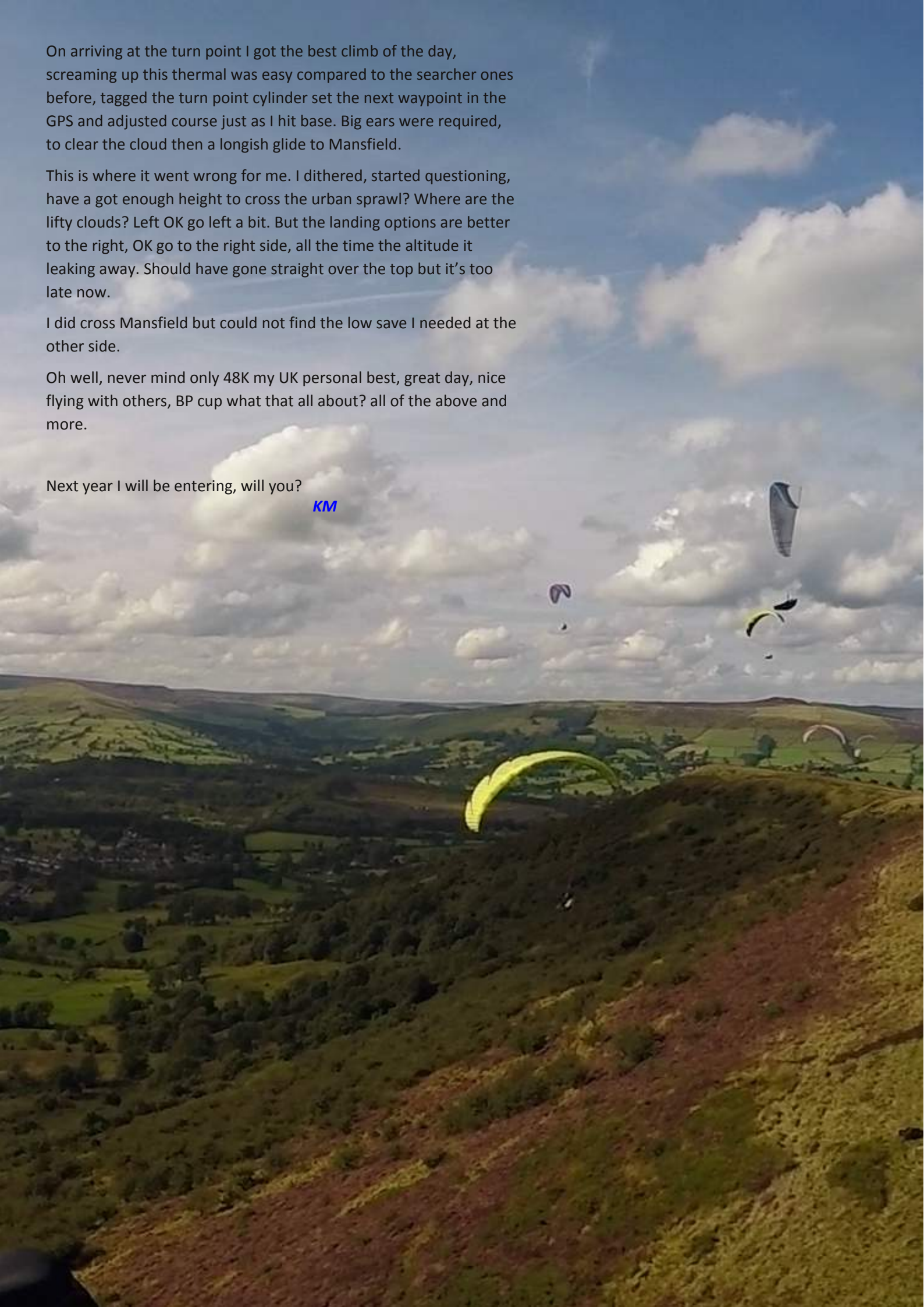
This is where it went wrong for me. I dithered, started questioning, have a got enough height to cross the urban sprawl? Where are the lify clouds? Left OK go left a bit. But the landing options are better to the right, OK go to the right side, all the time the altitude it leaking away. Should have gone straight over the top but it's too late now.

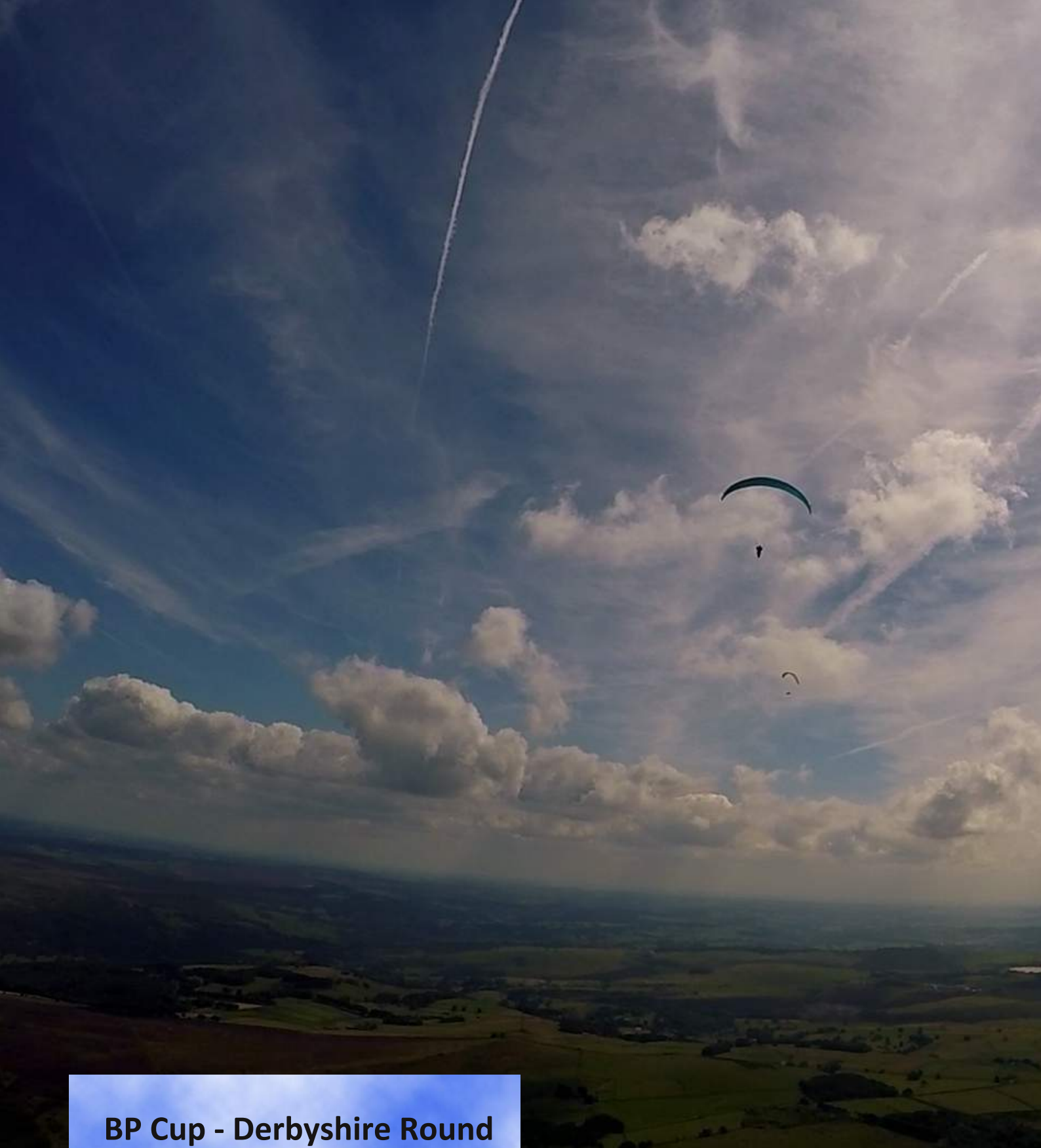
I did cross Mansfield but could not find the low save I needed at the other side.

Oh well, never mind only 48K my UK personal best, great day, nice flying with others, BP cup what that all about? all of the above and more.

Next year I will be entering, will you?

KM





BP Cup - Derbyshire Round Ed Cleasby

We had our usual bout of indifferent, August weather almost a week of it. However, it was also a lot of fun, with a group of great people in a superb venue. Flying then becomes a bonus, and we did have some flying not lots, but enough to maintain the interest and with one very good day.

6/8/2017 (Sunday) - Stanage.

The winds were forecast to increase, but we gave it a go, arriving early to try and get a ridge based task in. Rush as we might the wind still beat us, although a few managed to brave the daunting, rocky take off. I'm glad I wasn't one of them is all I can say it didn't look inviting. Most agreed and we pack up and headed off with Tuesday on our minds - it looked promising.



8/8/2017 (Tuesday) Bradwell.

Not a bad looking day, a bit less wind and a modest base of around 3500'. Given the luke-warm thermals an elapsed time task was set, 16k to the outskirts of Sheffield. It looked easy. NEVER say something looks easy it was anything but for most of the field. Task setter Gareth, Tony and Brad did make it however, Full of the confidence of 'only' 16k I climbed out to about

3000'+ and started off downwind with a small gaggle one more decent climb and the drift will do the rest I thought. When the lift died the gaggle, such as it was, broke up and scattered - so from this point I was on my own. Ahead a distant Fred was my marker - scratching Millstone Edge but starting to circle in something weak. Mid glide I got a climb - weak, broken, but going up - Yeh, only an easy 9k to go still a nothing distance.

What could go wrong?

Well, for starters the climb decided to give up the ghost- and I wasn't so high I could afford to get too cocky. I glided off to Fred who now decided to stop circling as I came towards him. Whilst he glided off I hung around Millstones searching for his elusive residuals but he had left nothing. Next try was the moors, at least following the road for comfort but as the ground rose my spirits and attitude conspired to provide only sink. As the moors fell away to green fields I simply stretched it and eventually gravity brought me into a pleasant field by a bus stop.

A meagre 11k who said a 16k task would be easy. Oh, that would be me.

13/8/2017 (Thursday) Bradwell

The big day the one we had pinned our hopes on. In the days leading up we had begged, pleaded and silently prayed it wouldn't get snatched away. It held - so it was a happy bunch that gathered for the en route, walk photo.

Task setting is notoriously difficult, but give Gareth his due, he set a good one - a 66k race to goal at the edge of the Trent, not mega but a good test for the field and the day. He even managed to set goal (by accident?) next to an excellent, river-side pub.

Bradwell was busy! However, given the light winds and regular cycles it was never that busy in the air. A short wait for a few to show something was coming through and I was away and climbing with no single beat required to gain height, enough to head forward for the start cylinder. The climb out was straightforward with scattered traffic downwind to indicate the next moves. Today base was 4500', rising later to 5000' ... and once in the flats to 5,500'.

Passing south of Sheffield I glanced down at Tuesday's goal, a mere spec that had caused so much trouble two days prior. For much of the flight it was just me and a few gliders (Olly and Toby mainly) that I kept joining up with. Both excellent pilots and a great help. At times the lift got a bit meagre and then, finding myself slightly off track to the south of the TP cylinder and getting lower and lower, and lower. Soon it was getting time to plead a little with the Lord. A long, sinky and prolonged glide ahead, I'd seen Toby climb out from a

small patch of cleared ground in an area of woodland. It worked for me too. The name of the immediate game changed to staying up and getting high again the upwind trek back to the TP at Bolsover would have to wait.

Once high we both headed back to the TP cylinder, my line a bit better than Toby's so I arrived a few hundred feet higher. Once tagged Toby hung back for a climb whilst I set off for Mansfield - it was en-route to goal and I'd always had luck there before. Again, it was a long glide with little happening, but Mansfield appeared beneath with a few gliders circling low and wide. So there was lift, but judging by the thermaling going on below it was weak and scrappy.

Once again Olly, Toby and I worked the unconvincing lift and gradually gained height. Downwind of the town seemed the place to be and first one, then the other would explore that way. It paid off and we were rewarded by solid climbs to the increasing higher base. Goal now seemed a thermal away and pretty much

along the edge of a street that lead that way. Toby's next move puzzled me. He headed off across a blue slot to a second street. Thinking I had missed something I followed, until, at the midpoint I thought this is not right and it's probably my last chance to turn back. In hindsight - it was the final

point as getting back to the original street took a long time and considerable height loss. Gliding back I was able to enviously eye Olly at great height sailing along the street.

Approaching the street I came again under its influence and got a decent climb - just enough to make goal. Then from being pretty much on my own, a glider appeared 400' below and to my right and overtook me by 100m. Goal was a little touch and go according to my glide, but forced into race mode for position I had to go. I'd have liked a little more height, but if this Aspen 6 can do it then a Peak 4 with more height can't let the side down. Using half bar I caught up until level - it struck me that Mr Aspen 6 (Brad as it turned out) was forced into max glide to make it. Hence little or no speed bar was being used. Still I had my own concerns as I'd also set a 400m cylinder (goal was 1K) to use as a declared for the League. (Actually I had it in a non C record tablet so it was irrelevant).

**..a great week -
great base, great
company and super
organisation**



Photo: Ges Hey



The long glide in took a while, but it was a decent line. A few k short Brad's Aspen started a 360 to gain a little height to be sure. Now in pole position I shot ahead sure to make the ESS first. 500m short and mindful of my (irrelevant 400m cylinder) I also turned in a weak climb only to see Brad come past beneath. Cunning! Back on bar we raced for the line we seemed level and it was touch and go. Brad just managed it by 4 secs. Sometime you can get just too cocky for your own good. Nice competitive finish though.

10 minutes later Olly came in followed an hour later by Alastair Tytler. Four in goal and a fun task. We all decamped to the Unicorn and celebrated with two pints by the riverside and awaited our taxi back to base. Sweet.

A great week, I really enjoyed it and all thanks to a great base, great company and super organisation.

Big thanks to Viv and Gareth.

EC

Dales Members Results

Ed Cleasby - 4th
Toby Briggs - 6th
Gerald Hey - 7th
Kevin McLoughlin - 9th
Fred Winstanley - 23rd
Joseph Edmonds - 24

(Apologies if I've left someone out! Tam

Ed's blog is available at xcflight.com

Alan Watts

Instant Weather Forecasting

Alto cumulus and cirro cumulus

So, what's it going to do?



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We received permission to use 6 examples of clouds from Alan Watt's book. This is the 6th and final example.

Your morning sky looks like this. Do you:

- a) Get onto faceache complaining about the crap flying weather again;
- b) Curse last night's forecast and the extra beer you had. It's going to be a brilliant day.
- c) Get your kit together to get to the hill early and use the good weather now - it may be wet later

Actual Major Inference: Cirro cumulus and alto cumulus sheets indicate a generally unstable tendency associated with air layers that are being lifted- maybe by a front or by rising air from ground warming. "mackerel sky, mackerel sky, not long wet, not long dry"

If the two layers of cloud are going in different directions, the weather will deteriorate and there could be heavy rain spells. In this case, the layers are in the same direction, and in the same direction as the surface wind. No great change expected for some hours at least.



We are grateful for the kind permission to use this material from Alan Watt's book, *Instant Weather Forecasting (5th Edition)*, which is available from the club library

Club Coaches

Dales Hang Gliding and Paragliding Club - Coaches List (Aug 2017)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kgay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Richard Meek	PG	Preston	7446445157	richard.meek64@gmail.com	Various
Minhaj Minhaj	PG	Leeds		minhaj.minhaj@googlemail.com	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	jantemp3@btinternet.com	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. 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
August 2017

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

Please note:

- Please check the list and let me know any detail changes/corrections/additions..
- That you have been added if you feel you should be. Some people did the coaching course but said (sometimes verbally only) that they didn't wish to be added as a DHPC coach. I'm unsure in some cases who they were.
- I have no mugshots to put on the website for Fred Winstanley, Steve Mann, Kevin Gay, Rob Burtenshaw, Jan Tempest or check the coaches list against what appears on the coaching page of the website. I can trawl google for your handsome/beautiful faces but you may not like what I find. Up to you..
- A reminder that to renew your coach rating you DO NOT need to send me your renewal forms, simply email me a request to renew and I email the BHPA office and it's filed against your name for renewal.



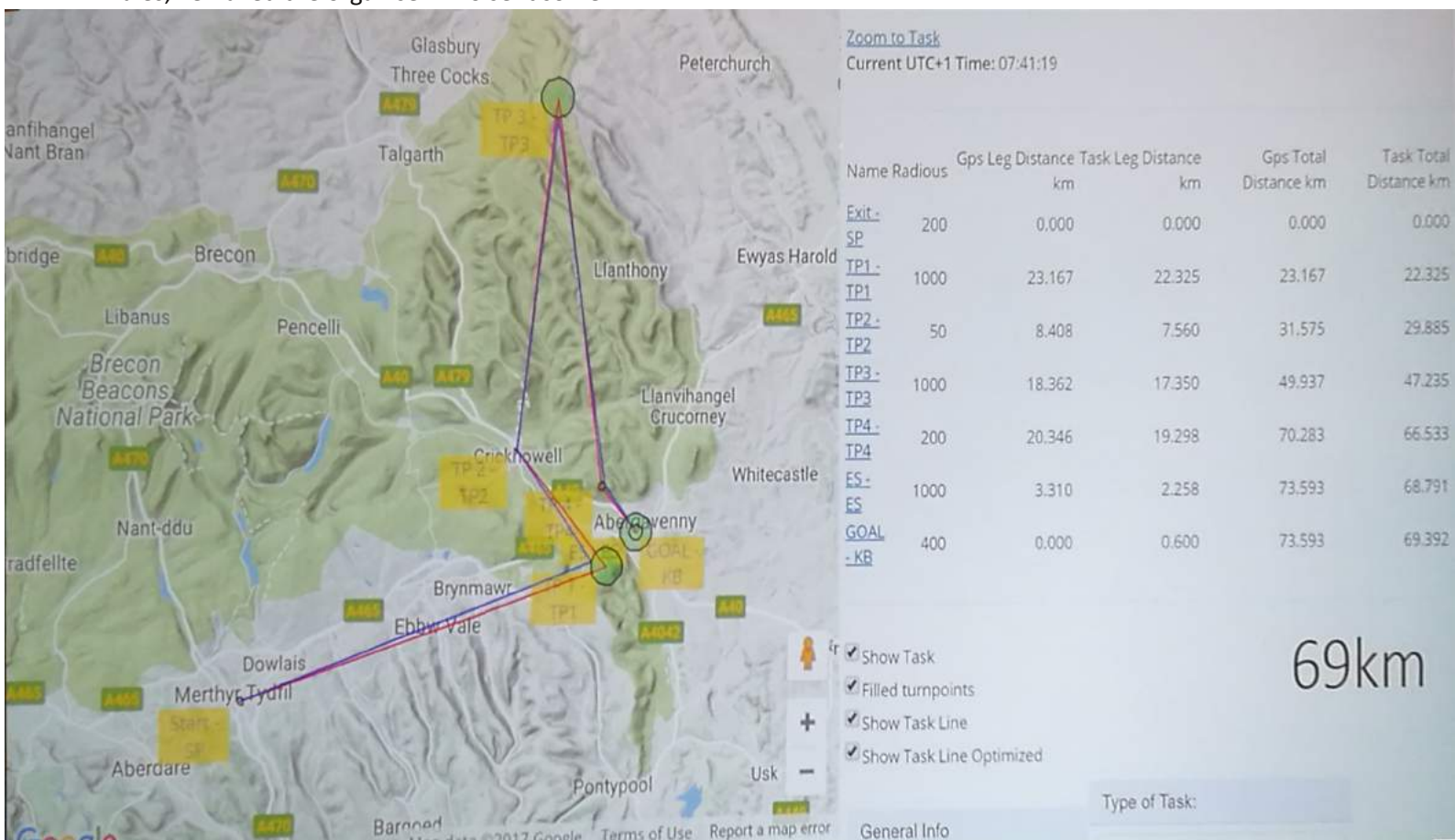
Andy Smith Dragon Hike and Fly

As I've mentioned in previous articles ever since I started paragliding 4 years ago I have wanted to get involved in hike and fly type events, after chatting with Steve Nash at the Nova festival some years ago it seemed like the only chance to do this was to go abroad as the British weather was so unpredictable that no one wanted to organise any event in this country.

Fast forward a few years and I stumbled across a small article in Skywings advertising an event in South East Wales, I emailed the organiser who sent some

..it seemed like the only chance to do this was abroad...

with some good flying on Sunday. With this in mind we had quite a few more pilots pull out, I'd met a few and heard of others and my thinking is they didn't fancy that much hiking!!



information and after reading through I signed up. For the first couple of months entries were still in single figures but Alistair (the organiser) was sure that closer to the event with a good Looking forecast they would swell, he was right and by a few weeks before the event he had 19 entries out of a possible 40. A week or so before the event we had one pilot pull out but it was still looking good, as the weekend drew near the forecast looked a little iffy with it looking like a big hike on the Saturday

So Friday morning saw me driving to Skipton on Swale to pick up my assistant Paul Foster. He's a very good pilot with a lot of weather knowledge as he's been flying some sort of aircraft since he was around 6 or 7. We have flown together a bit and seem to get on quite well

..the briefing was just that, brief..

but this would be a good test of a new team going into the unknown. It took a while to get to the briefing venue in Abergavenny but we got there in plenty of time to get our accommodation set up before heading off to the briefing, some of the pilots from the London area were stuck in traffic so the briefing was put back a bit which gave us all a chance to have a chat and get to know the other pilots, supporters and organisers.

The briefing was just that, pretty brief with a run through the no go areas (Black Hills – no flying and no walking on A40/A465), onto the schedule for the weekend and communication and finally the route. We would start from Tesco Merthyr Tydfil at 8am on Saturday and the following turnpoints had to be tagged on foot or in the air: The Bloreng, The Bear pub Crickhowell, Hay Bluff, Sugar Loaf and goal at Castle Meadows Abergavenny. We had to stop at 8.30pm Saturday, start again from 7am Sunday and stop at 4pm.

..I decided it would be a good idea to tag along with him..

shoot held us up) we were all on our way apart from one guy who had dropped his phone that he was using for navigation and had to wait for the phone shop to open to get a new one! Anyway up the steep hill out of Merthyr I think most of us were following whoever was in front, by the top we'd split up a bit and I found myself in a nice little group with the one and only Greg Hammerton! In genuine sporting fashion I decided it would be a good idea to tag along with him as he's done a few of these things and seems to know what he's doing, anyway for anyone who hasn't met him I can honestly say he's a really nice bloke, easy to chat to and a wealth of information on hike and fly/vol biv stuff. The

Hiking with Greg



There was a bit of drama with a few people struggling to put the way points into their various navigational instruments but eventually we were all happy so Paul and I headed off for food before trying to get some rest. Saturday started at 6am with me getting some breakfast, showered and ready to go by 7 for the drive to Merthyr, we were the first ones there which gave us a bit of time to try and think of a plan. To be honest it didn't work and shortly after 8 (the obligatory photo

group in front were moving along the course pretty quick and obviously thinking today would be a foot race, Greg had other ideas and lead us to a small hill he was sure would be flyable. To cut a long story short he proved it was flyable (on an END wing with a vast amount of experience and knowledge) the rest of us had varying success with 2 getting a short hop over the back whilst myself and another guy were just happy to be on the ground after getting caught out in wave that was



obviously going in and out of phase with the hill we were trying to fly.

After packing I set off walking down to Rhymney then back up over the tops towards Tredegar where I met Matt who I'd been flying with earlier, a brief chat with Paul as he was parked up then on to meet up with Matt's mate Alex who had got a short hop earlier. We agreed to go have a look up the road above Abertysswg but after walking a short distance and having a look at the weather it was still going to be top end so I turned round and headed down into Tredegar, up the very steep road out of town and down into Ewwb Vale where I gave Paul a call and we had a quick catch up. It was good to stop and have a bit of a chat about things, I'd had a bit of a scare and still believed it was too windy

but surely we could fly at some point today. After some refreshment and a chat I got going again with the plan being to see about the next hill after Ewwb Vale or if not surely the one out of Nantyglo, a bit of tricky navigation saw me on the next hill which seemed ideal apart from all the power lines so I was forced to carry on past the golf course and down into Nantyglo. I was feeling a bit deflated at this point and luckily found a shop to get a sandwich and well known energy drink which at least kept me moving if nothing else. A bit more tricky navigation saw me on what seemed like a half decent launch (for this kind of thing anyway!) as usual the moment my gear was out and set up the wind started howling, nothing to do but sit it out and hope. Paul gave me a call as he was parked by the road lower down and thought I looked like the loneliest man on the planet, we had a bit of a chat about the wind and I was happy to sit it out. About an hour went by and I saw 2 familiar figures making their way to where I was Alex and Matt had tried flying earlier with no success so had come up with a similar idea to me. A few minutes after they turned up the wind dropped to a manageable level and we all got in the air for a short hop over the back, the air was pretty thermic with strong wind pushing us slightly in a direction we didn't want to go so after gaining height I crabbed along trying to not get blown off course too much. A good landing and catch up with Paul saw my spirits rise again so I was marching off to the Blorengge for the first turnpoint.

A fairly speedy march saw me near the turnpoint on the Blorengge with about an hour and a half of the day left, my plan was to launch and tag the turnpoint then fly as far down the valley to the next turnpoint as possible.



...ideal, apart from all the power lines



Robin Houghton had done a lot of running and was well out in front.

After getting set up I brought the wing up and really struggled to move forward whilst still on my feet. Eventually I got a couple of feet in the air before landing in amongst some big rocks, a few more tries and I gave up, the slope in front was only shallow but with the wind strength I was sure I could get airborne. After walking a bit with the wing posey'd I stuffed it in the bag and made for the Bloreng TP on foot eventually tagging the cylinder and glad of my new Flymaster Nav (thanks Dean) that meant I didn't need to walk too far to get inside the 1km cylinder! I gave Paul a call and told him to meet me at the car park; the day was about over and at least I could drive up tomorrow and have a fly down into the valley. We gave Matt a lift back to the campsite as he was a bit further behind but had no intention of going back up in the morning, time for a quick shower and change before an Indian in Abergavenny (only place still serving at around 10!).

I had a decent sleep and we woke to the sound of the leaders getting ready and setting off for the 7am start, Greg had spent the night out on the course and was in the top 5 but Robin Houghton had done a lot of running and was well out in front. The rest of us were scattered

around the course in reality going back to just before TP1. I had breakfast then we packed all our gear as we wouldn't be going back to the campsite. Off up to the Bloreng to find a very light Southerly/South Easterly wind, this was going to make for an interesting take off! (Where we needed to launch from was facing NW). I got Paul to walk round to take off for a bit of guidance and moral support and after finding a decent spot to launch we watched Robin fly down from the Sugar Loaf to win the event. Following a couple of warm up attempts I was flying down into the valley, a good landing and quick pack up then saw me trying to get myself and gear over a





Matt and Alex





rather large gate with spikes on the top! After that drama I was faced with another problem in getting to TP2 as I was sure we weren't allowed on the A40. I had a chat to Paul who said he would investigate and get back to me. Luckily on my way I found a solution so when Paul called to confirm I was right I was able to reassure him I would see him at the pub in about an hour and not break any rules doing it.

I was a pretty happy bunny on my arrival at the Bear, after a brief refreshment stop it was off up into the hills behind Crickhowell to fly off the Magic Mountain. On my way up I could see wings laid out and people trying and eventually a bit further up the track lots of gliders in the air, I needed to get up there quick. When I finally did get to the take off they had all disappeared, unsure as to where they had gone as I had had my head down charging up the mountain I called Paul who thought most of them had pushed out and landed in front of the hill. The sky had clouded over and seemed to have shut down and no one had appeared to go over the back towards Hay Bluff, I decided to walk as high as I could get then take off and maybe get lucky. Well I took off ok but couldn't find anything despite looking all over the hill, my first thought was to fly out and land in front, meet up with Paul and drive to the finish. Then it dawned on me I could fly off the side of the hill and glide into the valley and continue walking

I was a pretty happy bunny on my arrival at the Bear

until the cut off, this seemed a much better plan so after a short glide I was back on my feet for an hour and a half walk. By this time the sky had changed again and was probably working well but it was too late to climb back up again now so when 4pm came I sent the telegram message and tried to get in touch with Paul, the problem was I had no signal, my phone was nearly flat as was my backup battery and Paul wasn't entirely sure where I was! A little walk to get a signal and I directed him along the right road and we eventually met up and after I'd showered and changed it was off to the prize giving and BBQ.

On returning to the finish I was congratulated by Ali who told me my effort had moved me from 12th to 6th as the pilots in front of me had flown out front and realistically back tracked along the course (in reality I think I had gone from maybe 9th to 6th as I had gone back to where I stopped on Saturday unlike a few of the others at the back), I was pretty chuffed with this and ended up with a nice Cross Country t shirt for my effort. A lot of the pilots had already set off home by this point but it was great to catch up with those that had stayed and hear some great stories about their races. The BBQ was fantastic and the prize giving was a great way of rewarding some amazing efforts, overall it was a fantastic event well put together with the minimum of hassle and stress. Hopefully it's the shape of things to come and the start of more British hike and fly events.

Results: 1st Robin Houghton, 2nd Dan Starsmore, 3rd Greg Hammerton, 4th Nick Somerville, 5th Scott Thornhill, 6th Andy Smith joint 7th Paul Jiggins, Martin McGahon, Matt Canning, Alex Buck, William Clive.

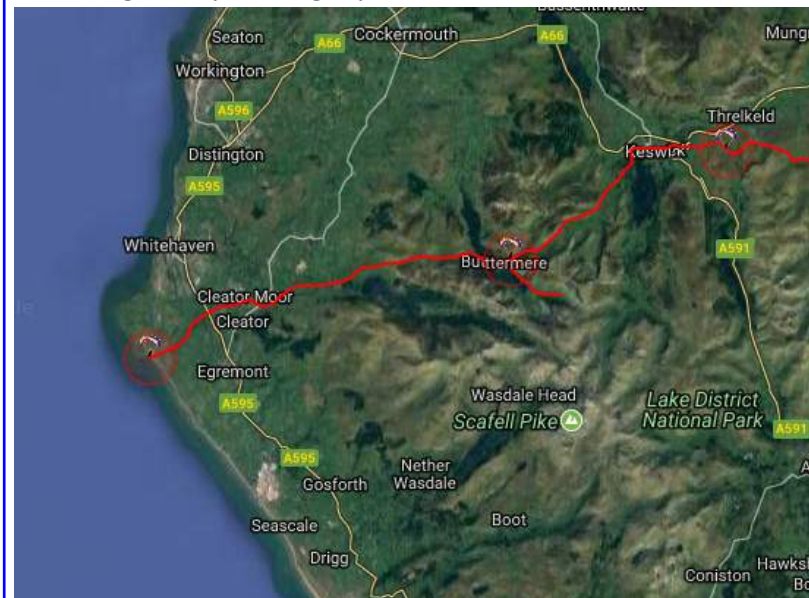
AS

Hopefully it's the shape of things to come and the start of more British hike and fly events.

Cass' Coast to Coast Hike and Fly



The omens looked good for Glyn Cassidy when he arrived in StBees for the start of his Coast to Coast Hike and fly (top, opposite) on August 20th, with the start on the 21st. At the time of publication he is still going - you can follow him on Livertrack24. Early progress was all the hiking variety, but slightly better forecasts are a





round as he approaches the Dales. Keep your eyes peeled for him and wish him well. An ex soldier who's had a quadruple heart bypass Cass is fund raising for 2 charities - Help for Heros and The British Heart Foundation There will be a write up from him in a future *Skywords*.





Simon Tomlinson & Dennis Marston
Sites Officers - North
Stags Fell - FINAL WARNING



DON'T LOSE US THIS SITE!

As all DHPC members should be aware Stags Fell is a members only site (our only members only site) and as described in the site guide is a very sensitive site with moorland carefully managed by Stags Fell Ltd, and with who's permission we are permitted to fly. Unfortunately there are those who feel their own desires should come before all else and have put the future of this much valued DHPC flying site in jeopardy.

In the light of recent events which involved the site rules being ignored, the most recent of which occurred on the 31 May 2017 there were a number of pilots who ignored a number of the rules, and one of these breaches, landing on the moorland was observed by the gamekeeper who was rightly not happy. This incident alone, which was reported to Stags Fell management was sufficient to have put the future of the site in question.

Clearly DHPC is in discussion with Stags Fell Ltd to try to show them that this was an isolated event, but it doesn't help when we are then told of an earlier incident where a pilot had landed in a very sensitive part of the moorland and when challenged refused to give his name and was quite offensive with his comments. It did not help our case..... However there were other rules ignored on the 31st

1. Landing on the moorland.....as described above
2. Not having the required minimum of 1000ft above take off before going over back
3. Soaring the top cliffs.....circa 7 pilots observed, one a committee member!
4. Taking off from the top cliffs.....ignoring a challenge not to launch
5. No low flying over moorland

Being referred to in a sarcastic manner (not said as a bit of banter) as watch out 'The DHPC police are here' by two member who were about to launch from the high cliff line is neither respectful nor helpful and certainly does not recognise that as sites officers we are trying to ensure the future of the sites for them and the benefit of all the members and in this case for one of them, knowing the rule to then ignore it and launch makes it impossible to have any confidence that there will not be recurrences.

Somehow we need to get across to the whole membership that these incidents are having a serious impact on what has previously been a very good relationship with the land owners/managers. The moorland is more often than not being tended by the gamekeepers and this will particularly be the case when the weather is suitable for flying, and it is highly likely that any infringement of the site rules WILL BE noticed.

Whilst Simon and I are hopeful that we can regain the owners trust and that we will be able to continue to fly the site without additional restrictions, this is not a done deal yet, and we should consider that we are on our **FINAL warning !!!**

ST

Situation Update, August 20th

After discussions with The Stags Fell owners/management over the past weeks we are pleased to be able to confirm that they have agreed to our continued use of the site for our paragliding and hang gliding activities.

In our discussions we have agreed to replace the flimsy A4 sized site rules sign, which was in the past fixed to the post of the barrier at the bottom of the access track, with a large permanent sign which will be fixed under the Stags Fell Ltd sign already in place at the bottom of the access track. Their sign reads 'No unauthorised vehicular access beyond this point', and the new DHPC sign will be fixed under this containing all the site rules. Please take time to refresh your memory, we have found that not only did pilots not even notice the original A4 sign but many were unaware of one or more of the site rules.

Please also note that the site rules have NOT changed, nor are there any added, what you see on the new sign are the rules which have always been in place and written into the DHPC handbook and shown on the Forum under 'sites'.

The new sign will read as follows:-

DHPC members only site

Maximum of 12 pilots in the air at any time

All pilots and visitors must stay off the open moorland

No XC flights between August and December

XC flights permitted between January and July but
pilots must have at least 1000ft above take off

No low flying over, or landing on the moorland
under any circumstances

Launching from and soaring of the top cliffs
is STRICTLY PROHIBITED

By kind permission of Buttertubs Estates Ltd

There is a slight change to the wording of the first rule which is to our benefit, rather than reading 'Maximum of 12 pilots on the hill at any time' it now reads 'Maximum of 12 pilots in the air at any time'

The company name of the owners/management has also changed from 'Stags Fell Ltd' to Buttertubs Estates Ltd'

That all said let,s look forward to some good flying and thanks to all for taking the time to read this update.

Dennis and Simon

Sites Officers North

We should all be aware but please be mindful that we are now in the shooting season, as from the 12 August, and it is likely that there will be shoots taking place on many of the moorland areas which we cross when flying XC. There is obviously a safety issue here, but also potential disruption of a shoot which may well be persued by the shoot organisers in terms of their possible financial losses.

..the weather - a little
challenging at times

S L O V

..a focussed xc event
without being in
competition

..someone else can sort
the meteo



Jan Tempest

Fly Further Camp

*The DHPC's own roving reporter and
blagger-in-chief turns up in all sorts of
places. In her latest escapade Jan reports
from a new XC Camp run by Brett Janaway
of xTc-paragliding in Tolmin, Slovenia*



The inaugural 777 Fly Further XC Camp was held in Tolmin in the beautiful Soca valley, NE Slovenia in mid June.

Guess who decided to turn up and just hop on the bus to launch and listen in to the seminars.

Organised by Brett Janaway of xTc and generously sponsored by 777 it boasted an array of stellar "assistants" - Nicole Fidele (World Champion and 7 x World Record Holder), Bernie Hertz (Swiss guide extraordinaire and meteo guru) and our own Sports Coach, PWC Pilot, British Team member and all round good egg Pat Dower.

Around 35 pilots showed up for the 6 day training event in which we were encouraged to extend our personal limits and certainly our knowledge with mentoring in the air plus highly

ENIA

"It's banging guv'nor.."

"I flew my best distance"

∴ "lots of nuggets of wisdom"

"..opened up my bandwidth"



informative lectures. A kaleidoscope of nations were represented – mostly Brits but Ukraines, Danes, Germans, Cloggies and a sprinkling of colonials!

Brett was cool with me joining in and I was pretty happy to be in Pat's group.

Brett explained his philosophy behind the Camp – he insists it's not a comp, nor is it a clinic. He wants to offer a focussed x/c event without the pressure of being in competition. Obviously some pilots were more competitive than others but there was a lot of cooperation and help within the groups, particularly for newbies or those unfamiliar with the area.

He set the limit at 40 in order to offer personal attention rather than the 120 pilots who participate in such comps as the Gin Wide Open which have a similar format with briefings and lectures but are competitive. The lower numbers also allowed Brett the opportunity to free fly,

floating about keeping an eye on everyone and checking conditions from the air, as well as enjoying the 777 Queen 2 prototype.

Tolmin is a beautiful arena, easy to fly but can be made challenging depending on the route. Not quite Alps-lite but easier than the scary mountains.

To help us get the most from the event we were split into 3 groups following short interviews discussing our goals for the week. Not too sure about the nomenclature - Alpha Males (led by the Uber Alpha female Nicole), Bumbling Bravos and Right Charlies!! The classification was flexible and a few pilots swapped groups over the course of the week. Apparently this modification caused minor problems with the Live Trackers but thanks to the hard work of back room boy Robbo it was sorted.



The weather was mostly kind though a little challenging at times.

Day 1 was orientation for those pilots new to the area, although a number had been here for the Gin Wide Open in 2015, including, I believe, Ed, Dave Brown who won the glider and Simon.

The North Foehn had been plaguing the Alps for the past couple of weeks and was still exerting its influence though weather was forecast to come in from the west so we had a short mid afternoon window and it was good to be in the air, landing back at the Camp Gabrije HQ, an easy 7 km glide from the Kobala take off.

Day 2 dawned too strong but we put the time to good

use with lectures – Pat discussing Instruments and bringing in the McReady theory - he recommends a modified version, Brett on Flight Theory (I'm now getting my lines checked as the potential shrinkage is scary and something as simple as a service can dramatically improve performance) and Thermalling. Not quite as simple as Burkhardt Martens makes out!!

A special guest was trotted out– Mads Syndergaard, author of Flying Rags for Glory and a consultant for 777 as well as UP. He covered comp flying from the psychological angle, explaining that the conscious mind can take in 10 or 11 items at a time whereas the subconscious is juggling about 2 million. The more things



we can do on auto pilot the more bandwidth we have spare to deal with the unexpected. It's important when stressed to breathe deeply and let the subconscious take over. So I'm now going into my Happy Room and singing cheesy songs!! It helps.

A ground handling session was offered – I had the personal attention of Pat!! and as I was packing away it was decided that conditions had calmed enough for an evening flight. Flying over the azure Soca on a sunny evening in convergence is one of life's pleasures.

A lot of anticipation as **Day 3's** briefing promised good conditions and challenging tasks. Bernie Hertz is fantastic on meteo. It was also interesting to hear Brett explaining









were headed to Stol about 25km down the valley and then returning via various detours. However the weather gods decided differently. Near the start was pretty rock n roll. I set off too low but made it to the main ridge where I scratched along before bombing. To my surprise a fair few others had done the same.

I was so annoyed I went back up for another go.

the extremely complex weather system in this relatively small area. The only reason I do events like this is so someone else can sort the meteo.

The As and Bs were sent off cat's cradling the valley with the Cs set a more modest task out to the ski ramp in front of Krn. One advantage of this non comp camp is that the task can be changed immediately if the leader feels conditions are becoming dangerous in a certain area. There is also the option for pilots to skip turnpoints or extend their flights or even go round twice if they like. This was the first real task and there were lots of big grins in the bar that night.

There had been mutterings of World Record attempts and **Day 4** brought an apparently rare conjunction of conditions allowing Sorica to be flown. According to Brett this happens 5 or 6 times a year. A difficult site needing a committed launch and no bombout options. The privileged A pilots left before the rest of us were up to try their luck on the 110 km trip to Lake Bohinj.

Brett packed his tandem for an attempt at a British record .

All pilots made it to Bohinj after an heroic effort and then a train ride which saw them back in base at 10pm.

Brett hadn't managed the tandem record due to strong easterlies hindering his return down the valley but a jubilant Yosh Pasha set an Indonesian record for 100km on a 777 King.

For those of us flying Kobala life was interesting. We

The take off at Kobala faces both east and west with a southerly lump on the end

Unusually in the morning we'd started west with an element of south.

By 5pm I had to go from the east in nil to twitchy tail wind so time to dig out the old alpine techniques. It turned into a lovely flight with lots of lift in the valley and air smooth as silk. Pat picked me up on the tracker and offered advice – my own personal guru!!!

I was so annoyed I went back up for another go

Day 5 was the one we'd been waiting for. Take off was a bit rowdy and we had a long wait whilst the tasks were decided. In the meantime the Valic Brothers and owners of 777 turned up with the in development CCC and we all crowded round oohing and aahing. This area is their playground and they wasted no time in exhibiting the skills that made them such successful PWC pilots. We had the CCC and 2 brand new Knights cutting through the air above take off. A couple of years ago I saw 3 prototype 2-liners flying in formation to the Tolmin landing and I've loved them ever since. Can't wait to try the Knight in September.

According to Urban Valic they are in no rush to compete with the CCC. They prefer to tweak it to perfection before introducing it to the market. They follow through

on this philosophy with all their wings resulting in some lovely well made, handleable wings, amongst the best in their class.

As a PS he brought the next King to the Italian Nationals in Gemona and flew the pants off the Enzo 3s.

Brett took the prototype Queen 2 up to show us a few major wingovers before disappearing over the horizon. When he reappeared a few hours later he'd had an adventuresome trip with collapses and seriously rough air but he had claimed the new British 100km out and back increasing the speed from 28kph to 32.89 touching 77 kph which is pretty impressive when flying in such crud.

...such high calibre guides/mentors

For the **final day** we piled into the buses and set off for Lijak about an hour south and one of my favourite sites. Seems like every other pilot in Slovenia had the same idea and take off was pretty busy.

The German and Swiss students seemed to get the best of it with good lift all the way out. Starting a bit later we had to struggle to get along the ridge – not helped by the fact that it was like 3D dodgems. I left the start cylinder and found a decent thermal and couldn't believe my luck that I had it to myself. Unfortunately my tendency to leave early and beetle round the valley kicked in and I hit the deck but it was a lovely flight, landing in a lavender field.

Again, quite a few others had landed out– we weren't overly sorry as we watched some big cauliflower clouds developing and moving from the north over to the task route. In fact the task was shortened and everyone gathered at the restaurant where we were booked for the final evening's meal. We enjoyed the sight of Nicole pulling Big Ears on a 2 liner. Due to the early end to the flying even more beer than usual was consumed.

777 had laid on demo gliders and many pilots took the chance to try out the Kings and I believe a few took new ones home.

Wing Co Tommy Abdy Collins was so eager to get his hands on a Rook 2 that he went to the extreme of shredding his Base in a tree (pre event) just so they'd lend him one.

I spent the week demoing a wing (thanks Gasper) and now have young Fred the Anti Gravity machine – a shiny

new Kibo. He's lovely – and well behaved.

It was a well organised, highly professional week. We were so lucky to have such a high calibre of guides/mentors as well as all the back up staff. Using live trackers enabled very fast retrieves though landing at base meant we were closer to the beer.

I heard only positive comments;

"I learned a lot. It was challenging, yet I wasn't too far out of my comfort zone. My Rook 2 is fantastic but would love to win the Queen" Sean

"The organisation is very good. Yesterday I activated my tracker and was picked up 30 seconds later" Daniel

"I flew my best distance. 10/10. Highly recommended" Martin

"It's very well organised. There are lots of nuggets of wisdom and it's opened up my bandwidth" Hamish

"It's bangin' guv'nor. A spiffing time was had by all. We flew far then returned for tea and medals" A Pearce Esq (aka King of the Jungle)

Brett has said he wants to restrict the event to 40 people and considering how many of the original participants wish to return it will be like the Gin and massively oversubscribed.

You should get yourselves there.

JT





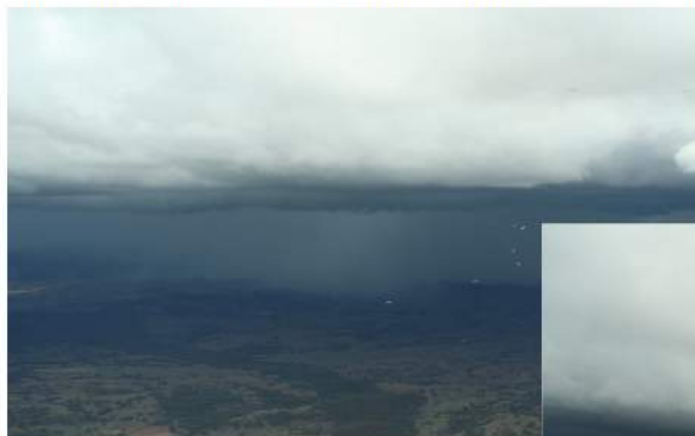
The Past March 2007

A great read is March 2007 Skywords, and a difficult choice on what to feature here. I've included this Chairman's chat, as a few newer members may indeed not have heard of Ewa Wisnierska's flight, and the associated lessons are timeless. I could just as easily chosen the article on Yves Rossy's first "jet man" horizontal flight, a detailed article on flying in New Zealand, a report on a trip to the Aravis, or an account of taking part in the 4th Paragliding World Accuracy Champs. Or how about Alex Colbeck's review of the Niviuk Hook, or details on how to use the new fangled "Shout Box" on the website!? As I say, a great read, and a difficult choice. Trev of course was always going to feature on the cover!



As the weather in the UK starts to hint at the arrival of spring and the start of the flying season in the UK my thoughts have been about flying conditions. Previously I have written about the lucky people traveling down under for the World Championships in Manilla, Australia. There cannot be many of you who have not heard the story of Ewa Wisnierska, 35, who spent 40 minutes unconscious while being carried to a height of about 9,946 metres, where she was pounded by hail, narrowly avoided lightning and was covered in ice.

Basically it appears that there were a group of pilots practicing for the World Championships flying in weather that was obviously dangerous – see the photos.



Manila 1.

So, what is dangerous?

There are various types of 'dangerous' conditions but they mainly fall into 2 types – wind and overdevelopment.



Manila 2

When conditions are windy there are many dangerous things that occur. Wind on take off being too strong to safely take off resulting in pilots getting dragged or blown backwards. Wind causing rotor. Wind causing turbulence as it passes over and around the terrain. Wind also increases turbulence – turbulence increases with the square of wind speed!

How do we judge when it is too windy?

That's a tricky one – I find it hard to judge after a period of not flying and have found my personal method is to clip in and see how the glider reacts on the ground. Can I hold the glider easily on the brakes? Do I have to pull on the 'D' riser to keep the glider on the floor? Does the wing try to thrash around? If In doubt, I walk round the side of the wing, grab a wing tip, unclip and chill out for a while and watch the conditions.

Other methods are observation, watching other people – are they having a hard time, are they all pointing into wind and not turning? Are they soaring around easily? The purchase of a wind meter may be a good thing! What we see as dangerous also depends on our skill levels. Practice ground handling to a high standard and it becomes easier to launch in stronger conditions.

When conditions overdevelop there are problems associated with this. Massive updrafts sucking pilots into clouds and to fatal altitudes, massive down drafts – gust fronts – causing all the problems as previously mentioned, rain, hail etc.. How do we judge when conditions are likely to overdevelop?

The first thing I do is to check all the weather forecasts for any indication of rain possible that day. Then it is back to the old favorite of observation. The tell tale signs are the shapes of the clouds. Triangles are good, Marge's are bad! A Marge is a cloud that looks like Marge Simpsons hair!



Marge

Look out for very shiny, crisp bright white clouds like cauliflowers. Another sign is when the lift is too easy, beware! Also, just in case I practice rapid descent methods, B-line stalls and spiral dives which enable me to get down out of the sky if necessary. Full on spiral may give me up to 20 meters per second (4000' per min!).



Potential Marge

Best avoided.....cu nim



John Ellison



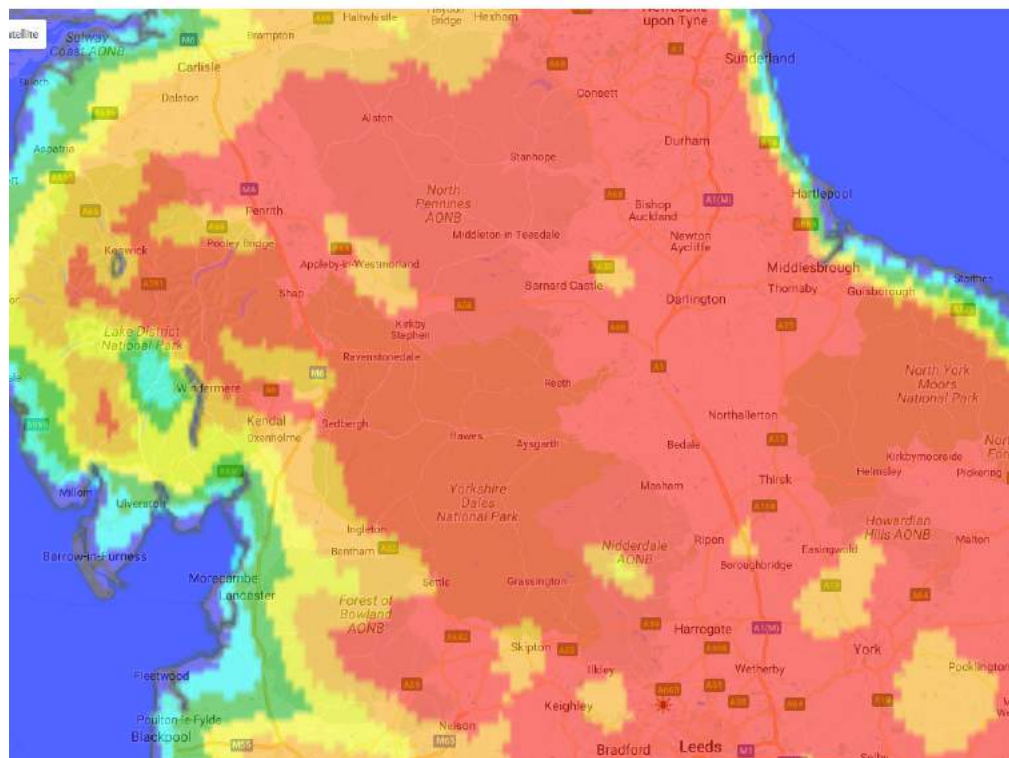
Friendlylies.....take the day off!

RASP Lessons

August's lessons for all free flyers:

1. It's only a forecast - reality could be different
2. This could work both ways!
3. 5 star days don't mean that getting away will be easy.
4. If you get to fly at all, be happy - lots of people don't get the chance.
5. er - you'll have to think of some more for yourself!

Star Rating - FL
Valid 1300 BST (1200Z) SUN 13 Aug 2017 [18hrFcst@0256z]
DrJack BLIPMAP from RASP 2.0km GFSA-initiated WRF-ARW model



Active Edge Brazil Trips 2018

Dean's trips to Brazil have been very popular in recent years - see past editions of Skywords for details - eg Andy Smith's report from June 2015. 2018 will be no different - dates are below.

"Paraglide in Brazil with Active Edge & XCBrazil. Escape the European winter and hone your flying skills for the forthcoming XC season.

You will be guided and coached by the Dales' own Dean Crosby, CFI of Active Edge, and Steve Barton, who lives and flies in Brazil.

Below are details of the pre-set tours:

Tour 1: 20-Jan-18 to 03-Feb-18 - Alfredo Chaves, Castelo and Governador Valadares.

Tour 2 17-Feb-18 to 03-Mar-18 - Castelo, Governador Valadares, Baixo Guandu.

Tour 3: 17-Mar-18 to 31-Mar-18 - Castelo, Governador Valadares and Baixo Guandu.

For more info, prices and booking, please see WWW.XCBRAZIL.COM

Club Sites

Dennis Marston	Simon Tomlinson	Northern Sites	
		Dennis 07968 380829 dennisandmargaretm @yahoo.co.uk	Addleborough Semer Water Bishopdale Stags Fell Brant Side Tailbridge Dodd Fell & Grove Hd Wether Fell Nappa Scar Whernside
		Simon 07759 138971 sigma7man @gmail.com	
	Toby Briggs		Southern Sites
		tobybriggs@btopenworld.com 07582 156471	Addingham Hawswick Baildon Ilkley Moor Cow Close Fell Kettlewell Cowling and Sutton Kilnsey Great Whernside Windbank



www.paraglidespain.com

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

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.

Dales photos August 2017



Ed struggles with a declared triangle, but succeeds with the camera! Flight from Dodd Fell, August 13th



Far Whitestones. Aug 20th. Photo: Dennis Marston

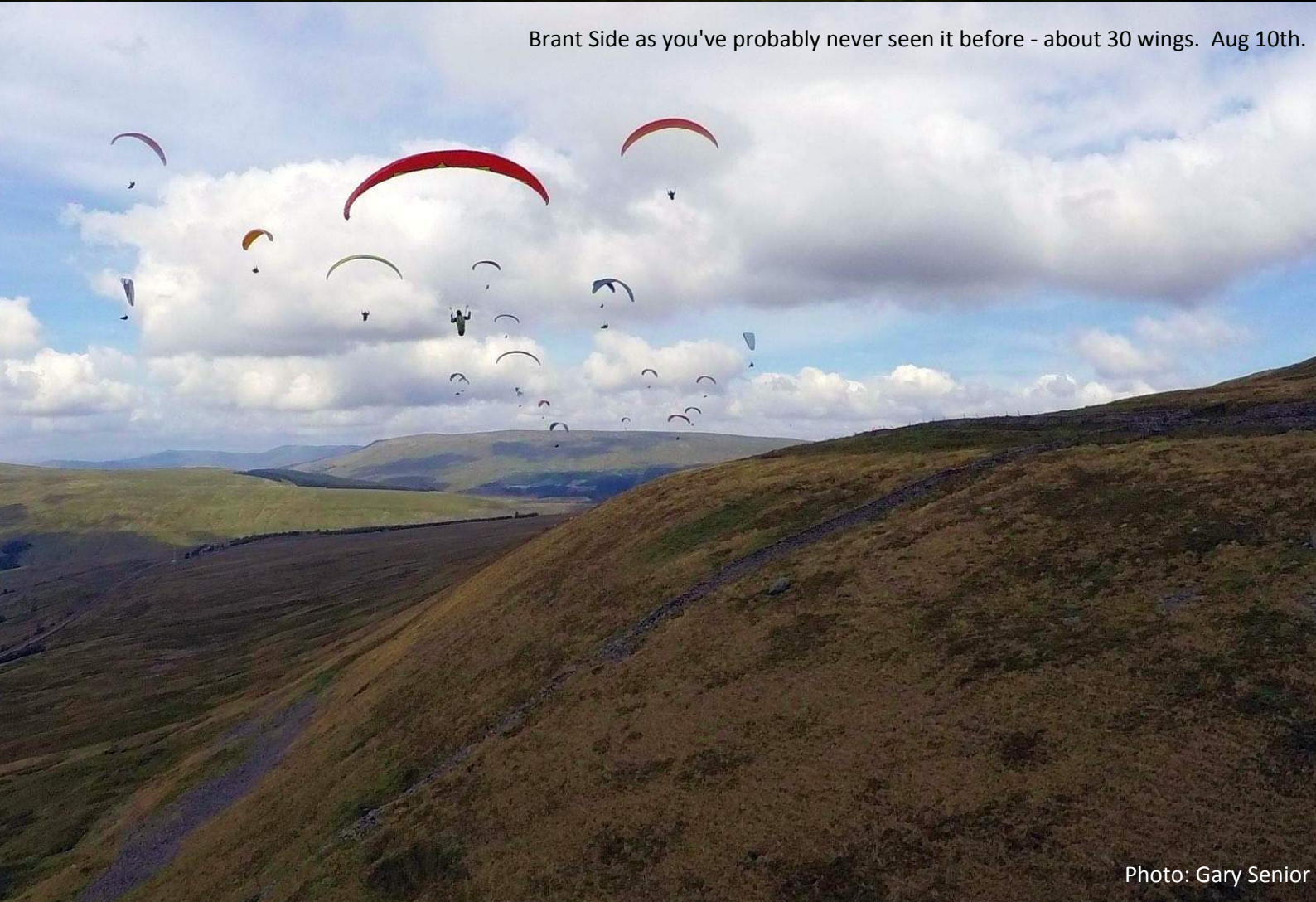


Photo: *Martin Underdown*





Brant Side as you've probably never seen it before - about 30 wings. Aug 10th.





They won't be doing that
here when it's
Leeds Bradford Airspace



..with apologies to JMW Turner, from whom no permission was sought
to LBA, who might as well apply for airspace over the Rhine and the Mosel if they think they need a base of 3,500 ft over the Dales



It seems I'm living the dream life.

Flew in the Gin Wide Open last year in France and actually wasn't last even though I did fly one task back to front.

However, this year I didn't see much point in a)wasting the entry fee and b) depriving a more deserving pilot of a place.

As my flying hasn't been fabulous this year the intention was to head down to Krushevo a couple of weeks early and fly 2 or 3 times a day since take off is 5 minutes from the hotel and lifts back up are really easy.

Except the weather gods stymied that by sending loads of wind. The Macedonian Open only managed to run 2 tasks.

So – when Andrew Craig was unable to attend Brett Janaway decided, in his infinite wisdom, to appoint me Official Blogger. He obviously likes the fact that I can blether on forever about utter nonsense!!

Hey – I get lifts up the hill, retrieves, included in outings. What's not to like?

Actually, it is very interesting to see what goes on behind the scenes. The staff are a very professional bunch who work jolly hard.

I've been filling in wherever needed – helping with registration, dishing out sandwiches, holding down recalcitrant wings on launch and even acting as Wind Dummy (how appropriate). I had my first ever real collapse near the hill and when young Fred appeared beneath my feet I got a bit spooked and went off to report conditions at the bomb out field. Not fantastically helpful -though other pilots soon joined me there.

So – for those of you not following the GWO Facebook pages here are a few of my posts:

Jan continues her jaunt around Europe, turning being in the right place at the right time into an art form.

Photos: courtesy of the GWO photo comp

Photo Comp: In the Air



Jan Tempest
The Gin Wide Open
FB diary

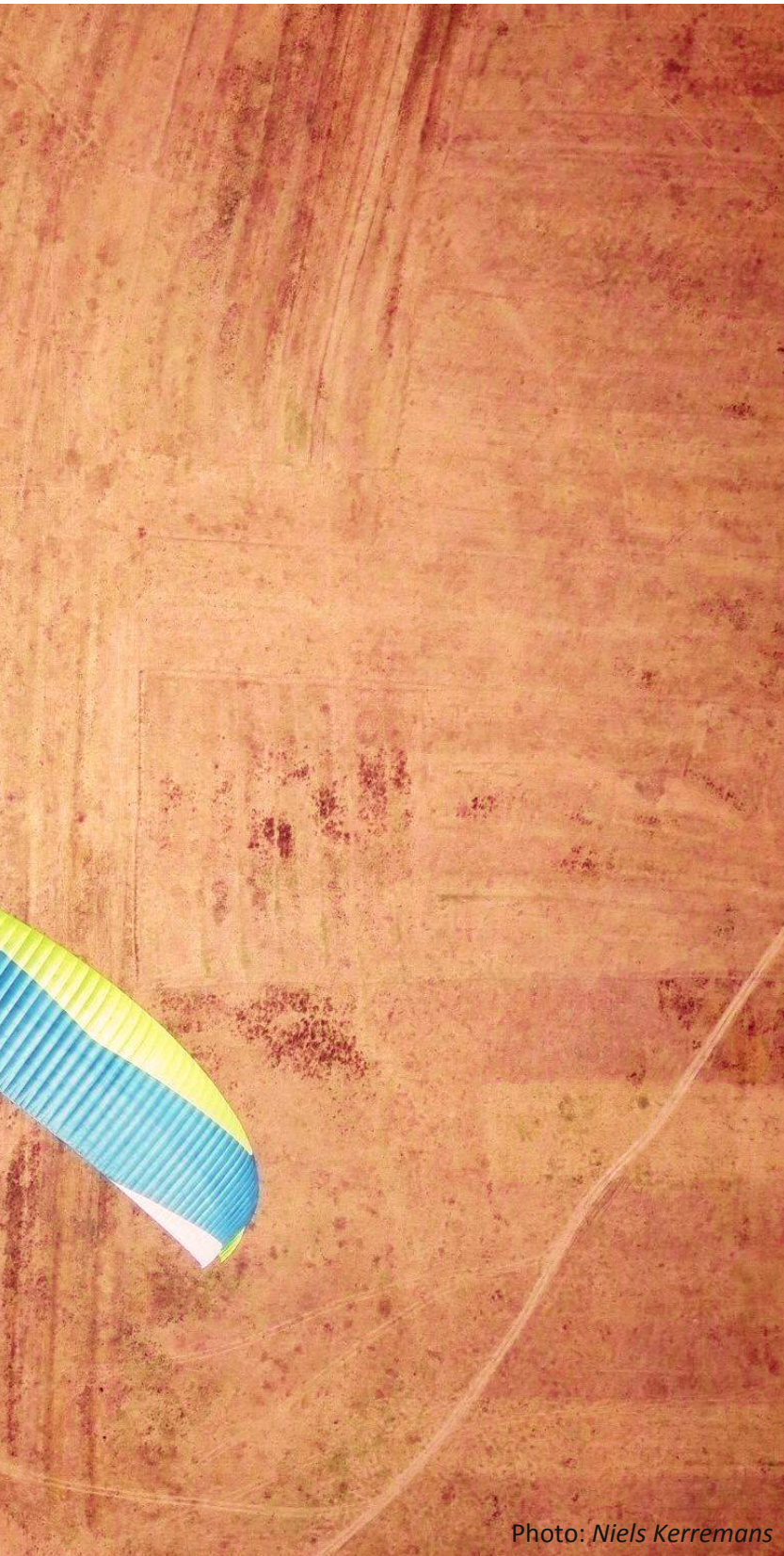


Photo: *Niels Kerremans*

GIN Wide Open

Published by Jan Tempest · 6 August at 19:16 ·

Last year in Macedonia the weather gods were benign beardies with gentle if unpredictable thermals. This year we have a bunch of hooligans who huff and puff the minute the comp launch window opens and enjoy turning

wings inside out. Makes life interesting and all the 'novices' today made a much better job of t/o than last week's sky gods on their Enzos and Zenos

Andrew Williams That's cause comp wings are made of straw and novice wings are made of bricks

Was having a jolly, if bouncy, time today when I was flushed down the Krushevo road at 4.5m/sec. For curiosity I worked out the speed in real money and it was 16,000kph. Possibly a missing decimal point?

Good to see safety is taken so seriously. About half way through the task weather started coming in from the north, the location of Turnpoint 1 where many of the slower, less experienced pilots were headed although the later part of the course was fine. When thunder was reported Brett quickly stopped the task. Kudos

When asked to comment on his flight yesterday Wing Co Abdy Collins replied " I was going up, I was going down. When I was going backwards faster than I was going forwards I decided I'd rather land and have a picnic"

THE FULL MOON PARTY:

41.3735, 21.2459

Krusevo Odaja

Buses at 8:30pm

Those bloomin' weather gods are getting uppity again. They're throwing the pots and pans around and the task has had to be stopped. The sky gods who are almost at goal on their skinny wings will doubtless be rather upset

BREAKING NEWS FROM YOUR INTREPID REPORTER

How the mighty stumble

Last Saturday Uncle Ernie sent me 5000 pennies, (NOT £££s alas), I was presented with a bottle of v decent Macedonian Red for helping/hindering on launch for the Krushevo/Slovakian Open and had a lift back to HQ from the hotel owner in his rather swish car.

Today I sat on my best sunglasses, took off as Wind Dummy (the second part of that phrase is apposite) and about 200m out from t/o was just rounding a small hillock when young Fred who is normally a little poppet decided he'd play to the gallery and



Photo: Alan McNab

turned into an acro wing. One side turned corkscrews, he shot off behind me and just as I was thinking there really wasn't time to throw my reserve he appeared beneath my feet then a bit more bashing about and normal flight was resumed. To cap it all I lost my normal specs on the landing.

Talk about from hero to zero

[Your Raving Reporter has this to report:](#)

Day 3 and things here are settling into a routine.

At the morning briefings magnificent prizes are being awarded for the photo comp and assorted heroic deeds and misdemeanours.

Sergiu Enea selflessly gave his t shirt to Lee Knight as he reckoned his gurning face tipped the balance. Or maybe purple's not Sergiu's colour.

Emily Charnell was awarded earplugs to save her from the 181st hearing of husband Gus' daring deeds to win yesterday's task. He was seen donning his new t shirt and grinning and prancing like a loon.

Meteo guru and all round brilliant pilot Bernie Hertz is now the owner of a keyring windsock and a year's sub to Naviter SeeYou after he took out the Naviter windsock on launch. The thing is so large Nasa reported seeing it from outer space. I suspect he's training to fly the dragon at the Coupe Icare.

Wing Co Tommy's Biggles training showed when he reported a thrown reserve. His clipped tones described the exact location, rate of descent, wind speed and colour of the pilot's eyes. For this he was awarded a Gin rucksack in which to pack his picnic.

And then we have to listen to blether about the weather. Hey ho

[Jan your GWO reporter:](#)

That's it. I'm getting a paramotor so I don't have to bother my pretty little head with pesky thermals.

Actually today they were fine- it's just that everyone else insists on jumping into them.

While we're at it - why aren't they coloured from pale pink to red, then life would be so much easier?

Caroline Williams Aren't we supposed to love thermals?! I'll happily swap with you if you want to come and work my desk job for the week!

Then you'd have to write all this nonsense that I've been churning out!! And really I have the best job in the world

[More news from Macedonia -GWO News Agency](#)

A bunch of us bombed out today and were collected up at the stork village where there's a small supermarket.

As women were unfortunately in the majority we took the opportunity to do the weekly shop stocking up on

washing powder, woolly mammoth steaks and berries to feed our hungry brave menfolk who were out hunting and slaying thermals!!

[Your GWO reporter has her party frock on.](#)

Let the fun begin!!

First up the winners collect their lovely trophies and gurn for the camera.

Then the highlight of the evening as the new wing, harness, holidays, instruments all find new homes. Drawn from a hat.

Wonder if I can bribe the organisers with a pint of shandy or a free massage

[Congratulations to all the worthy winners.](#)

As Mr Average Max Khan walked away with an armful of loot.

Helina now has a Pink Gin to match her pink hair.

Off to drink and dance – hic



Photo: Helina Nieminen





Photo: Antonio Catalin Burian

AND NOW FOR THE LATE NEWS

A great week at the Gin Wide Open.

6 days flown - 5 tasks scored, 2 great parties, 120+ happy pilots, several exhausted admin staff.

The PWC at Disentis managed 2 tasks - Viva Krushevo!!

Petra Slivova showed why she's a champion by smashing the Zenos on her Gin Explorer but as a team pilot was hors concours.

For full results go to the Fly Wide Open page.

14 pilots made goal for the first time.

22 of the 120 pilots were women - a fantastic result and there could be a whole new discussion as to why a low level comp attracts so many females

At the final party a number of people were very slightly inebriated, a lady pilot was seen applying enthusiastic mouth to mouth resuscitation to a willing recipient, a bunch of pilots crashed the posh wedding and dived into the Macedonian hokey kokey with more verve than skill.

Some of us wandered off to watch the Perseid Shower and as we were standing in the middle of the road the cops showed up .

"Where is your motorbike?"

"At home"

"Why"

"Because I'm too tipsy to ride him"

"Okay. Have a good night"

I love the locals here, so warm and welcoming.

JT



Photo: Erica Caro

Next month Jan moves on to the Naviter Open



Photo: Erica Caro

Club Contacts

Contacts details for the new committee are given here.



Martin Baxter - Chairman
chairman@dhpc.org.uk



Ed Cleasby - Chief Coach
coaching@dhpc.org.uk



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



Tim Rogers - Librarian
library@dhpc.org.uk



Neil Plant - Membership Sec
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Rosie Darwood - Social Sec
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Pete Darwood - Paragliding Comps
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Safety Officer
safety@dhpc.org.uk



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



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



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



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



Toby Briggs - 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 Thursday 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). 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,

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

Date	Event	Website
Sep 2 -9	British Open 2. St Andre, France	www.pgcomps.org.uk
Sept 2 - 9	PWC, Pico do Bavião, Brazil	www.pwca.org
Sept 22	Everest NE Rdige. Mytholmroyd	https://www.optimizefitness.co.uk/booking
Sept 22 - Oct 5th	Icarus Trophy, USA	www.icarustrophy.com
Sept 29	Simon Yates - My mountain life. Otley	www.mountaindream.co.uk/the-wild-within
Sep 30-Oct1	DHV HG meeting, Buching, Germany	www.dhv.de
Oct 17-22	Oludeniz AirGames	http://babadag.com/babadag/
Oct 28 - Nov 4	PWC, Guayaquil, Ecuador	www.pwca.org
Nov 16 - 19	Kendal Mountain Festival	www.mountainfest.co.uk

2018

Olympic Council of Asia has included paragliding in 18th Asian Games (32 Olympic + 8 non-Olympic sports)

Jan 9 - 21	2017 PG World Cup Superfinal, Roldanillo, Colombia	www.pwca.org
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 10th	Farmers' Dinner	Boar's Head, Long Preston
May	Kossen Super Festival	
June	777 Fly Further	
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal



Good Luck in the National Champs to all Dales Pilots!

EYE CANDY FOR CLOUD LOVERS

Shelf Cloud - Black River, Uruguay
Photo: Rodrigo Alves via Severe Weather Europe



Parabollox - or Wikifact

Wuthering Heights by Emily Bronte is based on real life events in Dentdale?

There are dark secrets in Dentdale - it's a Wikifact!

<http://www.yorkshirepost.co.uk/what-s-on/cinema/heathcliff-and-the-ghosts-of-slavery-1-3939973>

<http://www.academicroom.com/article/yorkshire-slavery-wuthering-heights>