

# SKYWORDS

JULY 2006

The Magazine Of The  
Dales Hang Gliding  
and Paragliding Club

BAILDON SOD ACTION

## BAILDON SOD 2006

This years sod was a well attended event, with numerous paragliders turning up to contest for the infamous SOD.

This years eventual winner was Dean Crosby who out glided every one on his first launch. John Ellison was snapping away at his heels but could not quite



match Deans effort, Pete Logan made several attempts, and myself, well I had four attempts and ended up eating BRACKEN every time.

A very enjoyable evening was rounded off with a well deserved beer

and pizza at the Malt Shovel after.

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## COMITTEE

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John Ellison

**Web site officer** – Peter  
Logan



Just sent my wing up for servicing - its just 4 years old & has done 66 hours flying.

I was telephoned by the service company to be told that the wing was now so porous, 2.5% of its impermeability when new, that its virtually unflyable. The wing was tested 2 years ago and was fine at that time. This porosity could affect ground handling, stability and induce parachutal

stalls. I did 20 hrs in the French Alps last summer on what is, in Harry Potter terms, a leaky Cauldron rather than a Nimbus 2000.

Lesson - get it checked annually. At the reserve repack on March 17th Aerofix, who are doing the repack for nothing ( see seperate details) will happily collect wings for service ( their standard check is £48.00). This could save you at the least the cost of postage one way, possibly your life. Think about it - is £50 a year expensive to check your aeroplane ?

Would you fly on a commercial aricraft that had not had an annual service ?

Cheers all.

PS My supplier was shocked and is taking this up with the manufacturer as this wing should

### **Safety Notice - Servicing your wing - A cautionary tale.**

have given an expected 200 hours of service.

PPS Any rumours from me that this is why Zena always topped me out in France are of course entirely unfounded.

PPPS had all the Nikwaxing, WWII dope coating and aluminium scaffolding jokes.

Tony

## Flying with the Birds

### A note to assist access & conservation arrangements for para & hang gliders

by Pete Davies (Chair: Cumbria Raptor Study Group)

& Graham Standring (Ranger: Lake District National Park Authority)

The attached article, 'Access, Conservation and Bird Restrictions', we believe is relevant to para and

hang gliders as well as to the climbers that it was originally written to assist. It is printed in their climbing guides.

Gliders can assist the conservation of species such as the raven and peregrine that they will encounter when taking off from and gaining height at certain of the crag/launch sites in the Lake

District.

Launch sites such as Wolf Crag, Walla Crag, Falcon Crag (1km SSW of Walla Crag) and Carrock are

home to both Ravens and Peregrines and we would advise that the following guidelines be observed:

- After launch leave the crag area ASAP. Do not fly to and fro in front of the crag aiming to gain thermals or height. If indications mean that this is happening or would happen should you launch then please don't.
- Birds flying to meet & greet you – whilst a wonderful experience for the glider is actually a defence mechanism for the bird(s) involved. At nesting time you are a potential threat to their territory and nest & the birds will fly to you & keep themselves between you and their nest until they feel you pose no threat or are outside their immediate nest site/territory. All this takes time away from their 'normal' nest duties of guarding against 'real' nest predators or the task of catching prey for the female or young left at the nest site.
- Consecutive flying days. During the nesting season this adds greatly to the disturbance and distress factors. Some sites such as Carrock the landowners specify that during the breeding

season only certain days must be flown. In the case of Carrock this is Saturday only.

- Dogs are never a good idea during the breeding season—if they must accompany fliers/gliders up to the launch site make sure that they are on leads and another person is responsible for them on the ground after you have launched
- Nesting information: restrictions currently apply for:

Ravens—**from 15th February to end of May.**

Peregrines—**from 1st March to end of June.**

Further information may be obtained from:

Peter Davies 016973 71249 [pete.](mailto:pete.caldbeck@virgin.net)

[caldbeck@virgin.net](mailto:caldbeck@virgin.net) or

Graham Standring 01768 871407 [graham.](mailto:graham.standing@lake-district.gov.uk)  
[standing@lake-district.gov.uk](mailto:standing@lake-district.gov.uk)



## Accident at Nont Sarah

Today Sunday 22nd January 2006 the conditions at Nonts were perfect for a winters day of flying it was clear, cold with a nice southerly breeze.

Unfortunately this brought with it over 30 paragliders all of whom, for obvious reasons were desperate to fly. At times there were in excess of 15 wings in the air and airlaw appeared to have a new rule "every pilot for themselves" Perhaps it was inevitable but a mid air collision took place between two paragliders resulting in both pilots hitting the ground.

A pilot on a Windtech Ambar was flying towards launch with the ridge on his left, he was positioned about 10 metres from the ridge and at a height of approx 50ft ATO. As he did so a second pilot launched on a Gin Zulu, immediately turning right and towards the oncoming Windtech. The Gin was positioned between the ridge, on it's right and the Windtech on it's left.

The Windtech wing was seen to turn slightly to the right and away from the ridge and so away from the Gin. The Gin was then seen to hit a small amount of lift and then turn sharply left, into the path of the Windtech. Both wings collided and fell to the ground on the hillside, fortunately landing between the large boulders. One pilot was walking

wounded but the second (Gin) pilot appeared to be having difficulty breathing, an ambulance was called. Whilst waiting for the ambulance he managed to regain control of his breathing and may have only suffered broken ribs.

It is an understatement to say both pilots were very lucky.

Neither pilots are PSC members and neither are current members of the BHPA. Indeed the pilot on the Gin Zulu only had a week of paragliding tuition in Bulgaria last summer, returned to the UK and bought himself a complete new set up, he has almost no air time. The Windtech pilot is a BHPA member but due to domestic circumstances he has allowed it to lapse.

I do not know the full names etc of either pilot but I'm sure these will be forthcoming. It's an impossible task as a site warden to individually check every pilot on the hill so I think in an effort to minimise these incidents we are going to have to stress that every PSC member is going to have to take an active part in the policing of our sites and keep an eye out for non members. We can then perhaps persuade them to be a little more responsible.

Andy Talbot

Nont's

Dear PSC

It has been brought to my attention that over the last few months, Nont Sarah's has been used inappropriately by Para glider pilots on numerous occasions.

The weekend of the (22-1-06) the lift conditions were very marginal, with approximately 10 Para gliders in the air at once, and nobody gaining lift it was only a matter of time before an accident occurred. 1 midair collision resulting in 1 Para glider pilot being taken to hospital. Then 1 Para glider pilot landing on the bonnet of a car on the front row of the public car park?

As you will agree this is not safe flying practice, endangering the public and there property and with Nont Sarah's being such I public viewed slope it doesn't look good for the sport of Para gliding?

If these Para glider pilots are club members and the lift is at a ceiling, the club should draw up some flight safety procedures to only allow a given number up at once? Therefore eliminating the risk of midair incidents land outs?

On other numerous occasions Para gliders have been observed flying into the Model glider flying zone, and when confronted by modellers there has been strong confrontation which is unacceptable as we all contribute to the National Trust to fly at this site.

As we all share this slope and all want to continue flying at a safe accident free unconfrentational manner it may be a good idea to readdress the flight overview of Nont Sarahs to your club members, and if there are rogue Para gliders turning up at Nonts hoping to fly, these should be pushed into joining your club and adhering to the flight procedures or stopped from flying there.

Please find attached flight overview for Nont Sarah's which has been distributed to ALL model glider pilots so to achieve flying harmony. I trust you will agree the Flight overview speaks for its self and by adhering to the overview we can achieve safe flying at this well liked slope.

Regards

Marsden Moor Soaring Association

### **Nonts - Model Aircraft Zone**

After all the incidents it was decided that the modellers would keep left. I think this has been a gentleman's agreement for the past several years?

It is determined by the reservoir wall, if you look at the res there is a straight wall on the left and this is the imaginary dividing line between the "Zones". The modellers usually set up to the left of the line and the free flyers to the right. In the air it is obviously a little more flexible but that is the guideline.

**Andy Talbot**

## **Nont's reply**

Hi MMSA

With reference to your e-mail dated 7/2/06 and your concern to the growing number of incidents at Nonts Sarahs.

Your facts in that e-mail aren't fully accurate and in fact one is entirely wrong.

As the present Site Warden and a regular Paraglider at Nonts I must whole heartedly agree with your findings and agree that we as a soaring club must endeavour to find a solution to visiting pilots, many of whom are not fully trained or club members. The problem we have as a Club is first we must identify these pilots and even then we can only try to persuade those who are non members to actually become members. We have taken positive steps and issued membership ID tags but the logistical problem of checking everybody is massive, however we as a club are taking steps where possible.

I must point out that Nonts Sarahs is a very public site and you as a Club also suffer a similar problem. There are many incidents of people driving into the car park, getting out a new present and setting up in front of paragliders/Hang gliders as they attempt to launch.

There are also many incidents, some of which are documented of models entering the area in which paragliders are using and in fact hitting paragliders.

There are many incidents of models colliding with each other and also landing heavily on the ground as they come into land, narrowly missing members of the public.

This was in fact observed on the date you mention.

Your comment " On other numerous occasions Para gliders have been observed flying into the Model glider flying zone," is again correct but whenever possible this is avoided by most. However sometimes this cannot be avoided and a pilot may have to enter that area to prevent collision (Airlaw), set up a landing approach or simply to try to avoid a rapid descent.. Trust me when I say that no paraglider would wish to confront a model, after all lives could be lost.

You have identified that we need to use this hill in harmony, this is a must and not a need. Please feel free to ask any pilot if they are a member of the BHPA and PSC and if they are, politely ask to see the current ID tag. If they aren't, politely point out that Nonts is a site officially used by the PSC, the BHPA, yourselves and ask them to either contact us or join the club. Conversely we will encourage our members to do the same with modellers. For that reason please can you tell us what a member of the MMSA will carry to confirm his/her membership and ability level and hopefully we can work with each other to try to minimise these incidents. Many Thanks

**Andy Talbot**

Site Warden for PSC

## Forthcoming Events

This year sees the start of the Homegrown Festival in Mid Wales. The festival is for any pilots who wish to have a good time, do a bit of flying, meet the (rich?) and famous of the free flying world as well as try out different wings and see new products. The festival will take place on the 8-10th of September 2006 at Fforest Fields campsite at the base of Aberedw (a crackin' flying site) GR: SO100532

Tickets can be bought online with extra information at [www.homegrownfestival.com](http://www.homegrownfestival.com)

I hope to see a large Dales contingent there!

Get it down in your diary's.

"So we wanted to go to a flying festival this summer.

Somewhere among lush flying sites with big distance potential. We wanted to try out all the new gliders in a festival during the day, and catch up with our friends, drink and throw silly shapes to local bands until the early hours. Good food, talks and seminars by some the country's best pilots, acro displays by the world's most talented pilots and a trade tent with the latest gear and bargains would top it all off...

Come and join us for the first UK Homegrown Festival, hosted in mid-Wales at the site of the now-legendary Paramania Fly-Ins. Numbers strictly limited."

Folks,  
Ian Curren at Northern Paragliding has very kindly offered to take any CPs wishing to take their pilot exam through the syllabus in three 1½hrs sessions up at Northern Paragliding, Dalefoot, Kirby Stephen. There is no charge for this, Ian's doing it to be nice to the club. The date is unset but a Sunday is preferable. If its flyable he'll fit that in too by moving one of the lectures into the evening.

If you want to attend and have already got most or all of your pilot tasks done give me your name and once there's enough to make it worth it I'll set a date with Ian.

Cheers

Peter Logan

07720 425 146

This year the Blorenges Party returns - once again over August Bank Holiday weekend. And this year we plan to mark the contribution that all your clubs made, plus put a bit of an edge on the flying and add some fun on the ground.

The Blorenges Party was started to celebrate the securing of this important site for all free flyers for all time. Those who were around then will remember it was a time of special excitement and very special co-operation between clubs, the competitions panel and individual across the nation.

So at the party this year we're going to add something extra, specially for members of your clubs. We want to invite you all to join in a little competitiveness: informal, open to all members at the party, with a bit of lunacy added in and a little something for the winners.

Through the three days of the party we'll be running an open-distance mini-league that is only open to members of those clubs who supported the purchase. All you have to do to enter is submit details of flights made by any members attending they party- no other formalities and no designated start point or time. Any flight made from any S.E.W. site over the weekend is eligible and we'll total the longest two pg and two hg flights. And for out and return points we'll add a round on the bungee run, probably after flying on Saturday. AND we'll chuck in a prize of £100 cash to the winning club.

You don't need to enter a team, just get your members to pick up the details available at the site and enter their flight details either as they return to the site or by mobile phone. We'll keep a progress board up so you can check how you're doing and announce the winners on the last afternoon.

And of course there'll be the usual hallmarks of this excellent event: bands on Saturday and Sunday, camping all weekend, beer tent and food available on site, minibuses up Blorenges, trader stalls (nine signed up so far) bouncy castle for little kids and bungee run for big kids and very big kids, dual paraglider flights, the Blorenges Cup or the longest individual flight. And all at the original site at the foot of Blorenges. We're still working on arrangements, so we may add news of more.

For more information, please contact me at this e-mail address or on 01242 232403. Details will be on the SEW website at [www.sewhgpgc.co.uk](http://www.sewhgpgc.co.uk)

Happy Landings

Roger

Roger Bassil

**Club Night**  
**First Thursday**  
**of the month,**  
**held at the**  
**Riverside Hotel**  
**Ilkley**



# WINGS & THINGS

Flying Gear For Sale

My Nova Artax (S)ie 75-100kg for sale on ebay (auction ends 14 April). The wing was bought new in June 2003 and has only been flown by me since (so, that makes it "one lady owner"! )It is a brilliant wing, which I love to bits. It has only done 90 hours, so should have lots of flying in it yet. It is in good condition –with the exception of a few tiny (now patched) holes on its under-surface.

Contact Sara Spillett, 07768 278 300.

Gradient Golden DHV 1/2 size 28 (weight range 90 - 115kg). Red / White. Absolutely superb condition, much less than 1 season old, very, very few hours. (Excellent review in April 2005 Skywings). £1300 ono

Contact Simon Raven, .

Reserve Parachute for sale. Apco Mayday 18 Gore. 5 years old, re-packed twice, last time over 1 year ago so due a re-pack. Never deployed. Offers - bargain awaits.

Contact Tony Pickering, 01943 466632.

Advance Sigma 6, orange, 26. 1 hour use in 'as new' condition. £1800. Edel Atlas, yellow, M, 60 hours. £400 (will have current Aerofix service). Gin Bandit, Blue, M, lots of hours but in good condition. £300 (will provide Aerofix service. Gin Genie harness, yellow/black. a few scuffs £100. Sup Air Evolution harness, M, v. good condition £150. Two Pro Design BSafe reserves, never thrown in good condition. £150 each (repacked) We also have a couple of helmets. Based in the North East. Buyer collects or pays postage. We are open to offers on the above items.

Contact Mark Turner, 01429 836372.

Aeros Stealth KPL3 13m.

Mint green under surface with blue tip. New side wires (on order- not arrived yet). Sail still crispy. £1300

Contact Peter Batey, 01768771456.

advance epsilon 4 85-108 kg. Recently serviced and inspected by the Loft. Low hours and no repairs £750 or ono

Contact Kenny Smith, 01415891991.

FOR SALE

Ideal first glider in very good condition. Weight range in flight 75-95kg, pilot weight 60-80kg. Striking and safe bright yellow. Will be Aerofix serviced at the price.

Contact Paul Gallagher, 01484 683102.

## 'Bewaldeth Buzzard'

Dear Club Contact,

Please have a look at the following regarding some issues affecting CSC sites. We would appreciate it if you could make your members aware of the issues below.

Firstly, as we all know, the 'Bewaldeth Buzzard' has been dive bombing wings both last year and this . Up until now we have all chosen to ignore it and keep flying. However, yesterday it made its first strike on a wing resulting in a number of rips on a leading edge. Whether Aerofix have trained it or not we will never know but, the fact is that, if you choose to fly at Bewaldeth then please be aware of the buzzard and take whatever avoiding action you feel is necessary. My advice would be to lay out on the long slope to the south of the normal take off area, soar that and then move out to onto Binsey thus keeping well away from the buzzard's nest which is in the tree in the gully between take off and hill used by the 'modellers'.

**Secondly, some pilots (apparently visiting Dales pilots) chose yesterday to drive to the top of Bewaldeth without any consent from the land owner. Naturally, he was not too happy when he discovered this. Why these pilots carried out this crazy stunt we will probably never know.**

**It is through irresponsible actions like these that farmers become upset and sites are placed at risk. The CSC would like to appeal to the pilots responsible to take a nice bottle of something to Bewaldeth Farm and apologise and explain their actions. Hopefully this will smooth the situation out.**

Thirdly, will pilots flying at Bewaldeth please try to give the school, and its clients, a lot more room both on the hill and in the air. Recently I had to remind a lot of pilots that the gliders flying have very low air time and inexperienced clients on board and due to the small lift band should be given far more room.

**Finally, it looks like we may be in for a run of SE winds the next few days. Please, if you choose to fly Souther, remember the restrictions: Six gliders max (ten at a real push but definitely no more!) - No bottom landing without an agreed field (you must talk to the farmer at Low Beckside Farm BEFORE YOU FLY) - then mark the agreed field with the CSC windsock. (Please look at the details in the CSC Sites Guide).**

Thank you for taking the time to read this. Fly safe, fly sensibly and most of all please, please, please respect our 'Sites and Site Rules'.

Regards,

Gordie Oliver

Northern Sites Officer

Simon Raven

CSC Club Contact

## 2006 Dales Paragliding League



Pos	Pilot	1	2	3	4	5	6	TOTAL
1	Jake Herbert	59.3	113.7					173
2	Chris Fountain	90.7	55					145.7
3	James Goldsborough	51.2	48.5					99.7
4	Neil Cruikshank	73.6						73.6
5	Kate Maddison	66.4						66.

## 2006 Dales Hang Gliding League



Pos	Pilot	1	2	3	4	5	6	TOTAL
1								

### Sponsors



Thanks to Active Edge for sponsoring the 2006 Dales Paragliding XC League.



Thanks to Flylight for sponsoring the 2006 Dales Hang-gliding XC League.

### Cross Country League Rules

- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between January 1st and December 31st 2006. Pilots must submit their flight details within one calendar month.
- Trophies and prizes will be awarded at the next Dinner Dance.
- Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout. Or the pilot must be competing for the club if the flight is from a non Dales site.
- Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.
- Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.
- Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.
- Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.
- Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.
- All flights must comply with current airspace regulations and restrictions.

# IRISH JOKE

Paddy had been drinking at his local Dublin pub all day and most of the night celebrating St Patrick's Day.

Mick, the bartender says, "You'll not be drinking anymore tonight Paddy. Paddy replies, "OK Mick, I'll be on my way then."

Paddy spins around on his stool and steps off. He falls flat on his face. "Shoite" he says and pulls himself up by the stool and dusts himself off. He takes a step towards the door and falls flat on his face, "Shoite, Shoite!"

He looks to the doorway and thinks to himself that if he can just get to the door and some fresh air he'll be fine. He belly crawls to the door and shim-mies up to the door frame. He sticks his head outside and takes a deep breath of fresh air, feels much better and takes a step out onto the sidewalk and falls flat on his face.

"Bi' Jesus... I'm fockin' focked," he says. He can see his house just a few doors down, and crawls to the door, hauls himself up the door frame, opens the door and sleazes inside.

He takes a look up the stairs and says "No fockin' way".

He crawls up the stairs to his bedroom door and says "I can make it to the bed."

He takes a step into the room and falls flat on his face.

He says "Fock it" and falls into bed.

The next morning, his wife, Jess, comes into the room carrying a cup of coffee and says, "Get up Paddy. Did you have a bit to drink last night?".

Paddy says, "I did Jess. I was fockin' pissed. But how'd you know?"

"Mick phoned, . . . You left your wheelchair at the pub."



**All subs are over due please  
make sure you are up to date.  
Contact John Edmonds**



Catch up with the latest  
club news.

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

## SITES

Please be aware that access to Whernside is sensitive at the moment. Gill Head (the cottage half way up on the left hand side) has a new owner; Dermot Griffins. He is understandably concerned about all the cars driving up and down the Public Bridleway that goes past his house. He works in London most of the time so you may well get away with it during the week, but if you do get challenged then please be polite and explain that you are waiting for me to address his concerns. At least that way I have a chance to negotiate before things get out of hand.

You will see that he has put up a new sign at the start of the bridleway. Strictly speaking we should park before that and walk up.

I'll keep you posted.

Martin Baxter  
Sites (North)

I went to whernside ages ago and spoke to a guy who was concerned about cars up the bridleway. I presume it was him. He said the track is actually private and that he was concerned by cars parking at the top end by Ellerbeck farm. After i told him that i knew Frank Brennand at Ellerbeck farm he seemed ok and allowed me to continue. Perhaps we could negotiate somewhere to park through the gate leading to Ellerbeck house??? Frank seemed like a top bloke at the Dales dinner bash, doesn't seem to mind our flying activities and actually invited me to fly whernside. Its a

f\*\*\*\*\* long way to walk from the road!

Alex.

Many thanks for your comments. Unfortunately Frank doesn't own any of the land suitable for parking and it is all, erm, a bit complicated. The previous owner, who lived in South Africa, died recently and ownership is now being argued in the courts. The land was being managed on the previous owner's behalf by the Scalesmore Stockholders Association, of which Frank and the previous owner of Gill Head were members. They only meet once per year and we haven't heard from them since my predecessor fended them off 7 years ago. To further complicate the situation English Heritage have an SSSI on Whernside and the Yorkshire Dales National Park Authority also has a vested interest.

Access (for cars) along the bridleway is more of an issue at the moment. Whilst Frank is very much on side he also has a loyalty to his new neighbour. I haven't had a response from Dermot Griffins yet.

Martin Baxter



## SITES and CHOICE OF LANDING FIELDS

We are at a transition stage of the year with regards usage of fields in the valleys of the Lake District. Lambing is over and livestock is being moved out onto the fells. Fields are now being left empty of stock ready for growth into crops - mainly silage.

So please, if you have to land in the valley bottoms DO NOT land in fields which look dark green as these have growing grass in them and farmers hate it being trampled down by us. Choose fields which have a light green appearance and have shit patches in them, these have probably just had the livestock taken out. As a last resort go for fields with live stock in and minimise your disturbance.

We have recently had more problems with the landing fields at Clough Head. Despite the Club and I trying many times to make everybody aware of the system of asking at High Farm for a landing field and paying £1 for it in advance of flying, a large number of pilots have recently been landing without the consent of the farmer and then bugging off without paying for the privilege. To top it off, all the landing fields are in crop and, as you may guess, the farmer at High Farm is non to happy at the situation.

To resolve this matter, and to keep the farmer happy, we are closing all the bottom landing fields at Clough for the immediate future.

Under no circumstances is any pilot to land in any of the bottom landing fields at Clough Head. if you choose to you will be putting the future of the site in grave danger.

If you where one of the 10 or so pilots who chose to land in the bottom landing fields at Clough at the weekend, or during the last week, then the Club would like you to pay the farmer a visit and apologise for your actions and to pay your £1 landing fees - I would also recommend a bottle of something as-well.

Please please guys, start taking responsibility for your own actions. It is every pilot's individual duty to make sure they have the correct consent for the actions they intend to make. It is not the case that just because some other pilot has done something then its OK for you to follow and repeat the same mistakes so escalating any problems they may have been created. In other words, STOP BEING LEMMINGS!!!!!!! by blindly following each other. Make your own decisions and make sure you are 100% sure of your actions.

I hope and pray that this will be the last time the Club has to make this appeal for pilots to be responsible, as if it is not then we could be looking at access to our sites, for which we are 'Spoilt for Choice' becoming much more delicate with the potential of losing some in the future.....think on it!!!

Regards,

Gordie Oliver (North Sites Officer)

Simon Raven (CSC Sec.)

And the members of the CSC Committee

## **BCC Scores - Lakes Round ( 3<sup>rd</sup> June 06)**

**Site:** Clough Head

**Conditions:** 8/8 sun, warm light to mod WNW. Inversion at 2500'

**Task:** Race to goal (Grasmere - 12K) with optional further goal at (Troutbeck - 27K)

Scored by Club with the handicap system taken into account. Pro rate'd to 1000.

These may differ from the BCC entry as they take account of Pennine and one Cumbria score which was entered into BCC with a higher pilot rating; affected score.

### **Cumbria SC**

Tony Thompson 968

Ian Ferguson 952

Paul Gannon 928

Ed Cleasby 871

**Team Total 3719 (1000)**

### **Derbyshire SC**

Will Cove 968

Ed Highfield 968

V.M Riepula 968

Jon Bielby 784

**Team Total 3688 (991)**

### **Dales HPC**

Sean 968

Mark Elliott 871

Kevin McLoughin 871

Richard Cardwell 871

**Team Total 3581 (962)**

### **Pennine SC**

Phil Wallbank 1000

Richard Crossley 742

Glen Brooks 571

**Team Total 2313 (622)**