

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



# Skyywords

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

June 2016

**The 3 Peaks conquered by Hang Glider**



## Martin Baxter

### CHAIRMAN'S CHAT – June 2016

Denis Walker, Chairman of the Derbyshire Soaring Club, and I went to an airspace meeting at RAF Leeming a couple of weeks ago. There were 2 items on the agenda that you might be interested in: the Airspace Change Proposal (ACP) around Leeds/Bradford Airport (LBA), and my attempt to educate them about our sport.

The presentation on the LBA ACP was reduced to 5 mins because it hasn't yet been agreed by NATS (National Air Traffic Service). We didn't get many more details. It was indicated that it isn't much different to the plan circulated 2 years ago, although there was a hint that there may be a small reduction in airspace to the north, but an increase in the east. They plan to go to formal consultation, which lasts 14 weeks, in Dec 16 with a view to full implementation from Winter 17/18. We hope to send a representative to an 'informal' presentation in the next couple of months. It was interesting to hear that Doncaster is currently trying to fight off a proposal to reduce their current airspace, so the LBA proposal is by no means a done deal.

I delivered a presentation on Hang gliding, Paragliding and the Civil Aircraft Notification Procedure (CANP). The audience was predominantly RAF and I was deliberately provocative in an attempt to alert them about our activities. As foot launched aircraft, we are de-regulated by the CAA. So whilst any pilot should comply with the ANO, Rules of the Air Regulations and the UK AIP; they don't need a licence (unless flying tandem or instructing). In theory any idiot can buy a glider off eBay, and then leap off the nearest hill, or get his mate to tow him behind a car, without any formal training. But, as Charles Darwin explained, the 'intelligent gene' is the one that tends to get passed on, and pilots that want the best chance of survival join the BHPA. It's a responsible organisation offering a robust Pilot Rating System. I also explained that most pilots do not abide by the specified VRF minima for separation from cloud, and will often climb right to cloud base (oh yes you do!).

I then talked about suitable weather conditions, pointing them in the direction of RASP, and the glider numbers that they might encounter on a good day; both at the site and downwind. I emphasised that we are often at low level: the majority of civilian aircraft don't fly below 2,000' AGL and I wanted to shatter any illusion that low flying is exclusive to the military. We talked about the principle of 'see and avoid' in class G airspace, and also

that power should give way to gliders. But as we discussed at the club's GASCo safety evening, the jets are too fast to first acquire and then avoid us, and we are too slow to get out of the way. We talked about light weight transponders and their limitations. So, other than throwing in a couple of steep turns to catch their eye when you see or hear them coming; what can we do?

I talked at length about [CANP](#), its limitations, and why some pilots refuse to use it (largely a repeat of my article in Skywings about 2 years ago). As I had hoped this generated some consternation amongst the audience, and I hope that it will re-energise support from the RAF to either improve it, or find an alternative. In the meantime don't be frightened to book more than one site, tell them that there will be at least 5 of us, and don't cancel the booking if you have published it on social media.

There were so many questions that we had to break for lunch, and then return to the unanswered ones. There were a number of suggestions to improve our conspicuity: brighter canopies (they already are); helmet mounted strobes (distracting for us); tinsel type streamers or smoke (safety hazards themselves). Many sailplanes are now fitted with [FLARM](#); a transponder that can (apparently) weigh as little as 42g. But power requirements, line of sight constraints, clutter, and the need for additional ground stations in places like the Dales would appear to make it impractical for us. There was even one suggestion that when a site was active we take out some sort of ground based beacon/transponder to alert other users. But if pilots can't be bothered to use the simple CANP it is unlikely that they would make the effort to purchase, store, deliver, transport, set-up and recover this kind of device. Permission would also be required from the landowner and the risk of vandalism and theft warrants consideration.

Addressing the risk of a mid-air collision is the RAF's top priority and so my presentation raised a few eyebrows. But it seemed to do the trick - I have already been asked to do a repeat performance for the benefit of pilots at RAF Linton-on-Ouse.

Please take advantage of your 'intelligent gene' and use CANP if you are flying during the working week.

Fly safely, Martin Baxter, Chairman.

# Noticeboard

## Library

The library budget is underspent! Tim is desperate to spend his allowance unless it is clawed back to either fill the UK trade deficit or the NHS overspend.

If you have any ideas on items you would like to have in the library: books, DVDs, or anything else please use the library section of the forum or contact Tim directly to make a suggestion.

## Baildon Sod

The Baildon Sod is the Club's World renowned gliding competition. It is an annual competition, and is held on Baildon Moor (one of the original training sites). It is usually held in late summer, when the bracken is a formidable obstacle, as a light hearted get together followed by a beer or two at the local pub. The competition requires an easterly wind, and simply involves trying to glide as far as possible out over the bracken and hopefully onto the golf course (public land!). It hasn't been held for a couple of years, partly due to the erstwhile organiser and Baildon resident Pete Logan giving up the sport, and partly due to the recent lack of light Easterlies in late summer.

We are really keen to hold the competition if possible. So, rather than waiting to late summer we will call the competition at any ooint from now on. We will give as much notice as possible, via the shout box—ie something like "we will try to hold the Baildon Sod in the next week whilst consistent Easterlies are forecast", followed by an call that the comp is definitely on, on the morning of the comp. On a weekday the comp will be in the evening. At the week end, it could be during the day.

## NATS VFR Chart Update




As of 21 July, Danger areas D117, D138, D138A and D406 will be activated by NOTAM. Change solid ma-

genta outlines to pecked magenta outlines.

## Before you fly



Our arrangements with land owners can be very fluid, particularly on certain sites. Not adhering to agreements could carry serious consequences, such as losing the site for the club, and everyone else. Before you fly, always check the site status on the club website, no matter how familiar you are with the site. On the DHPC site there is a traffic light coding system:

-  Green: No current restrictions
-  Amber: Restriction in place—check the details
-  Red: No flying

### Additional Note

If you are visiting neighbouring clubs' sites you must check for the current status of the site, restrictions, guidance etc.

## RAF Dishforth Update

The Army helicopter squadron that was based there has moved to Yeovil in Somerset, where Westland was or is based.

The Dishforth airfield is not leaving use by the military but is going to be used for non-flying purposes in the shape of a squadron being removed from Germany, back to the UK.

The MATZ is already removed from airspace and the ATZ is going to be removed on the 23rd June 2016.

## The Grand Tour

Club member Jan Tempest is on an extended European tour, taking in many flying comps this summer. She will be providing a monthly update on her activities! Further details elsewhere in this month's mag.



# CLUB COACHES



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

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

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

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

Ed Cleasby  
DHPC Chief Coach/Senior Coach  
January 2016

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

There is more detail on coaching within the club on the website.

Coaching days are always announced on the web site homepage and shout-box



**Dales Hang Gliding & Paragliding Club**

[www.dhpc.org.uk](http://www.dhpc.org.uk)  
143.850MHz



WEATHER PROSPECTS



### May 2016 : Cool start, warmer from mid month

Issued : Apr 25 2016

#### Forecast

High pressure to the Northwest of the UK will be difficult to budge for the first half of the month and a continuation of cooler, showery weather is likely for the first half of the month.

The change happens mid month when high pressure becomes dominant across the UK drawing in weather from the South with a distinct...

#### Result

Turned briefly warmer for first half of the month however high pressure rarely took hold leading to a very showery month. Not a great forecast this one, sorry peeps!



No update has been provided for June—they may be redoing their modelling!

May 2016 Forecast



[www.paraglidespain.com](http://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.  
Includes in price mountain bike guiding and bird watching days  
\*Based on group of 4

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

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if you are on a guided week. We specialise in small groups of around 4 to

5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.



## Tony Fillingham The 3 Peaks Challenge

It was whilst driving to a club meeting this winter that Trevor Birkbeck mentioned to me that there was a Three Peaks Challenge, which had never been done on a hang glider. The previous year I had flown home from Wether Fell to near Settle, via Ribbleshead and Inglebrough, and I felt it was possible. I had explored the peaks on my Mosquito power unit taking every chance to power-down and thermal in any lift. I have also climbed all three on several occasions and look at them every day from my home, so I guess I know them well.

### Attempt 1 – 31/3/2016

The day started bright and cool as all the best thermalling days do don't they? We were in an arctic air

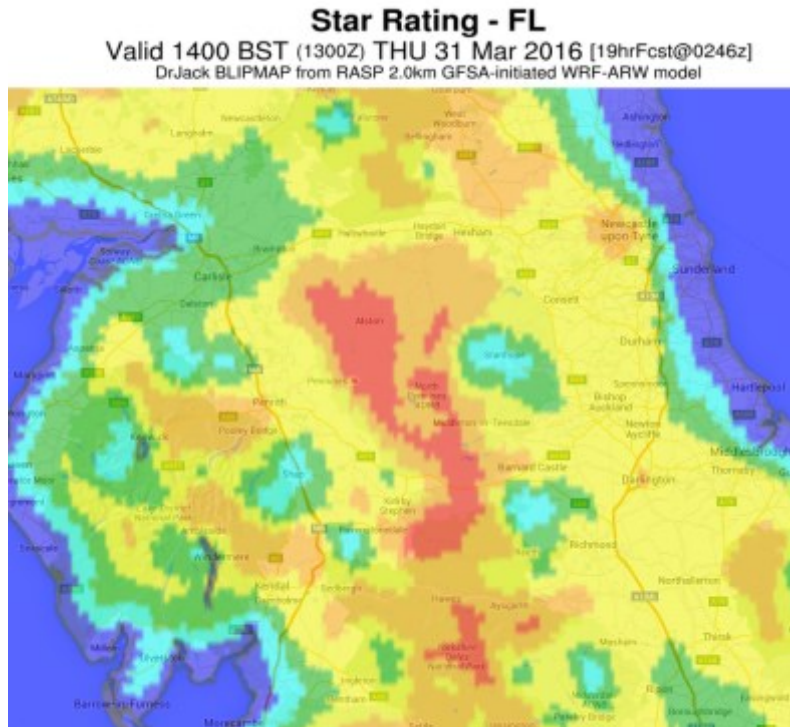


Photo: Alison Jones





Photo: Alison Jones

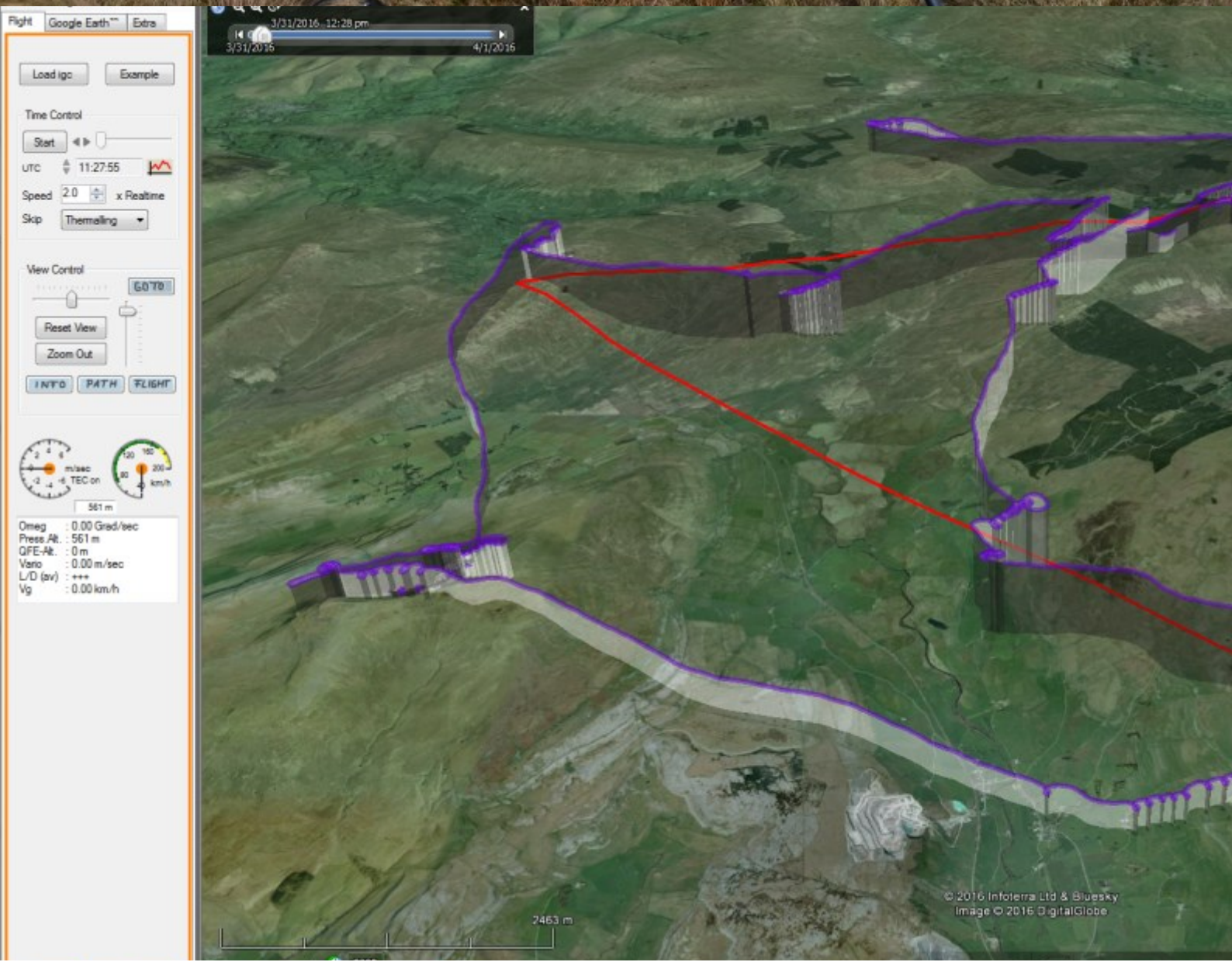
mass and RASP was forecasting very light wind, high cloud base and very good thermal strength for the time of year.

On arriving at Wether the wind was blowing pleasantly 6-8mph on the face and I rigged with anticipation, as small cumulus of about the right size for the time of day started to form. By lunchtime the sky looked good, I launched the Atos and soon found a good climb to cloud base to the right of the take-off, topping out at around 4600ft. Gliding forward to Dodd was no problem and I reached it with plenty of height and continued forwards to Gt Knoutberry Fell and Widdle Tarn, with the intention of going crosswind to Brantside and onto Wherside. To the left of me, towards Wherside, was a huge blue hole which looked uncrossable so I milled around waiting for the sky to develop before eventually giving up and scurrying down wind back to Dodd. This time I followed the high ground at the end of Dodd which always seems to work, it gave me a run onto the hill behind Wherside and in front of Gearstones, this was also working and I had an easy glide under clouds on to Wherside where I could see some

paragliders below. Now on a mission, I didn't hang about here, and after going around the trig point I set off on a glide to Ingleborough in pretty sinking air. I underestimated the width of the valley and by the time I got there I was below the summit chatting to hikers while milling up and down the ridge with two paragliders, Dennis Marston and Simon Tomlinson I think? I wanted to get around the corner onto the steep west face above Ingleton, where I could see it working, this took some effort as the westerly was whistling around the steep corner.

“There are two types of triangle flight for me, the ones where you push upwind but always have enough height to get back and those that take you right out of your territory and comfort zone, this was certainly the latter.”

Besides my Flytec 6030 I also use the I-Glide app on my basebar mounted phone which is linked to a Sensbox via Bluetooth. This was saying my required glide angle to get back to take-off was infinity, not ideal, I normally look for 14:1 as a banker down-wind in sink.



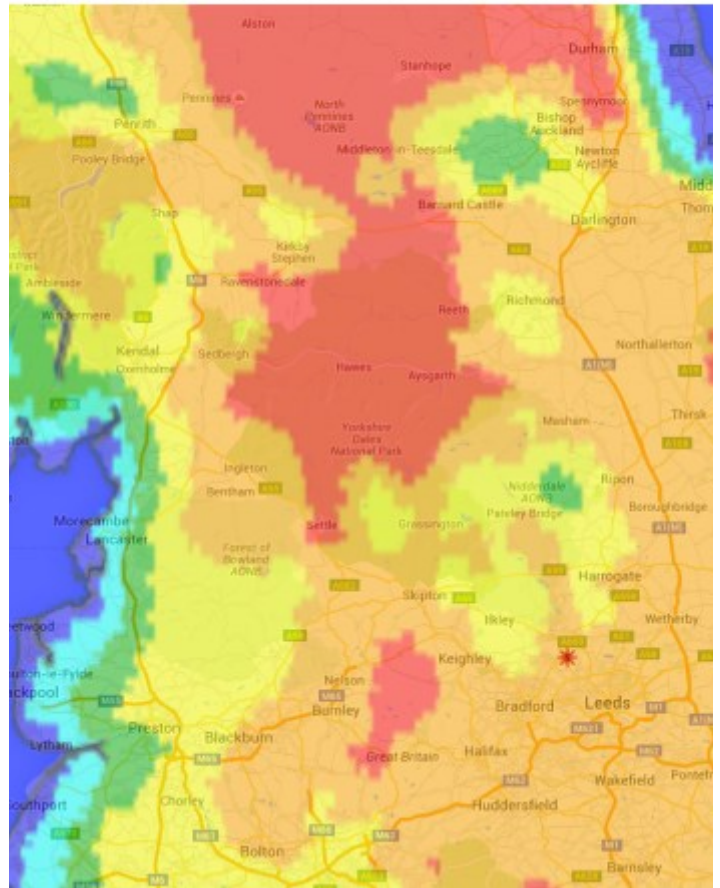


## Star Rating - FL

lid 1400 BST (1300Z) TUE 19 Apr 2016 [19hrFcst@  
DrJack BLIPMAP from RASP 2.0km GFSA-initiated WRF-ARW mo

Finally, I managed to hook one to get to the west face where I drifted in weak lift without getting to base and went on glide following the terrain and some beautiful limestone pavement towards Horton-in-Ribblesdale quarry. Down, down, down until it reached rising ground at Pen-y-ghent. This was really working and I climbed out easily over the back of Pen-y-ghent with a cloud street stretching over Fountains Fell and into the distance (very tempting). Once around the back of Pen-y-ghent I pushed out into the valley in buoyant air and started on my way back to Dodd with Andrew Lumb instructing me on the radio. I soon hit the magic 14:1 mark and I knew I'd made it, flaps off and 70mph back to Wether. I landed elated at 15.40 and was met by Andy who took my photo, cold and tired.

We examined my flight later in the Fountain at Hawes, Andy announced that I hadn't gone around the Ingleborough trig point, only past it. A small dampener to say the least.



### Attempt 2 – 19/4/2016

Once again the RASP forecast was good but the wind on Wether was nil and with the sun hitting the back first a large static cumulus developed above us blocking the sun from the face for most of the day.

I stood rigged and clipped in on take-off for 11/2 hrs waiting for a bird or something to show a sign in the valley – nothing – the sky looked epic but even the odd bird we saw flapped as they flew straight overhead without stopping. Eventually, a tiny bit of breeze came up the face and a few paragliders took off, some going down and a few going up. I made a run for it at 13.35pm and after a few beats up the ridge flew out into the valley to the back of Dodd and joined some paragliders in a lovely nil wind thermal. Once a few hundred feet up it was a doddle, with large well-formed thermals and a 5,000ft cloud base. I made quick progress forwards and joined Dean Crosby and Dave Smart over Widdale. They continued up to the Howgills and completed superb triangles. I headed for Wherside and beyond toward Gregareth, turned and glided easily to Ingleborough. I made sure I closed the loop around the summit this time! However, I then found myself scratching again in the same spot as be-

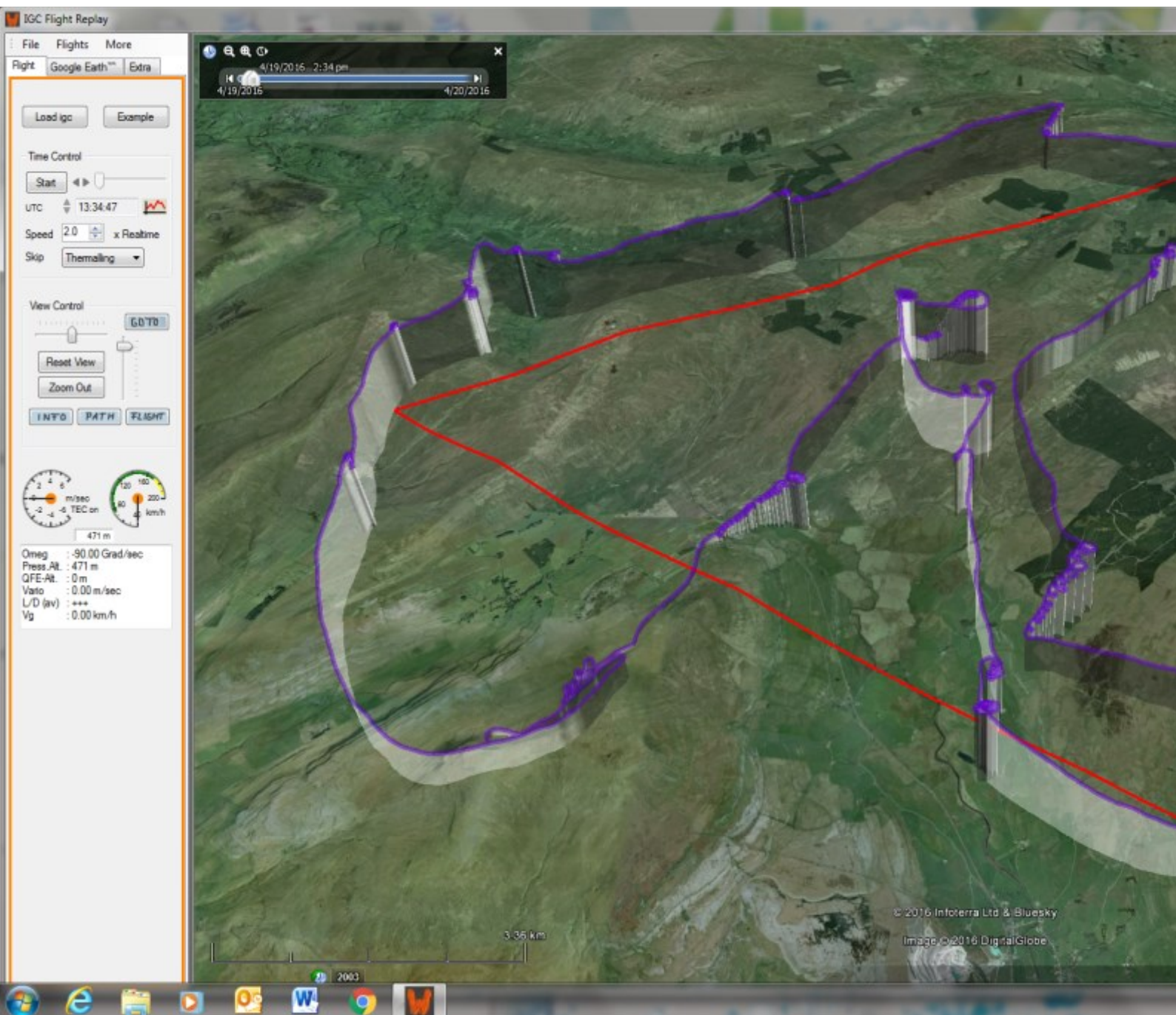
fore, with blue sky above. Getting lower and lower, clinging foolishly to the ridge, before I decided to head into the middle of the valley where the clouds were and glided low towards the viaduct. Harness unzipped ready to land with several tea sipping hikers watching I flew low over the quarry with about 150 ft to spare and hit a peach, my legs had tensed up like tree trunks while I was low and I could feel them slowly relaxing as I climbed out. At this point I decided to cut my losses and head back to Wether but as I reached cloud base in the middle of the valley I looked back to Pen-y-ghent to see the previously blue sky now looking very inviting indeed. With the reassuring voice of Andy Hetherington on the radio, offering a pick-up, I headed back down a very bubbly valley and arrived at Pen-y-ghent

with plenty of height and closed the loop behind the trig point. The small ridge in front, out in the valley, was kicking off thermals well and I was soon on my way back to the safety of Dodd's high ground. It was after 5pm now and still working well, so I had a little run down Wensleydale and came into land not realising just how little wind there was I overshot! The two Andy's stood on the edge willing me down as I scratched and sweated for 15 minutes before just getting enough height to sneak in – Thanks lads.

Probably one of the best nil wind thermalling days in the Dales I can remember and driving home in the setting sun through the valleys and hills I had just flown certainly felt sweet.

Hang gliding, what a sport!

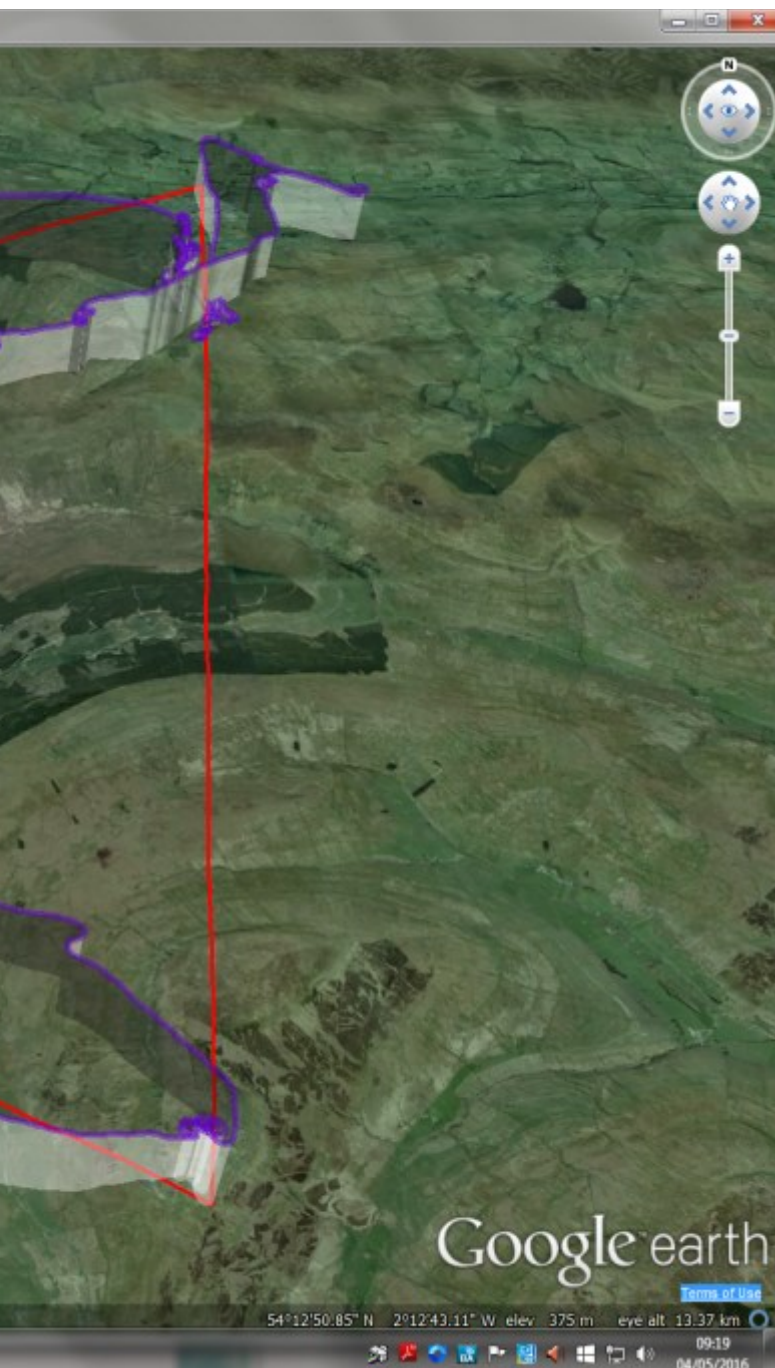
TF



**Congratulations to Tony—a stunning come-back year, already!**

**Tony collects £300 as the declared prize money for being the first Hang Glider pilot to achieve the Dales 3 peaks, matching Dave Smart's feat on a paraglider in 2012.**

The cover photo is of Tony's flight on March 31st, and is taken from Dennis Marston's video: <https://www.youtube.com/watch?v=bgoTSKQOeL8>



Situations Vacant

Professor of the

**DARK ARTS**

required



Tony Pickering is hanging up his abacus at the end of this year. We therefore need someone to take up the role of Club Treasurer. So, if you feel that you can add up (mainly), subtract (a little), and pull the wool over the rest of the committees' eyes, you'll be a shoe in.

Tony is leaving the accounts in a healthy state. The duties are clearly important, though not massively onerous. If you would like to know more, or demonstrate some interest, contact either:

Martin Baxter (Chairman)  
mrbaxter@hotmail.co.uk , or

anthonypaulpickering@hotmail.com

for an informal chat about what will be required.



# Ed's Coaching Column

## Stags Fell

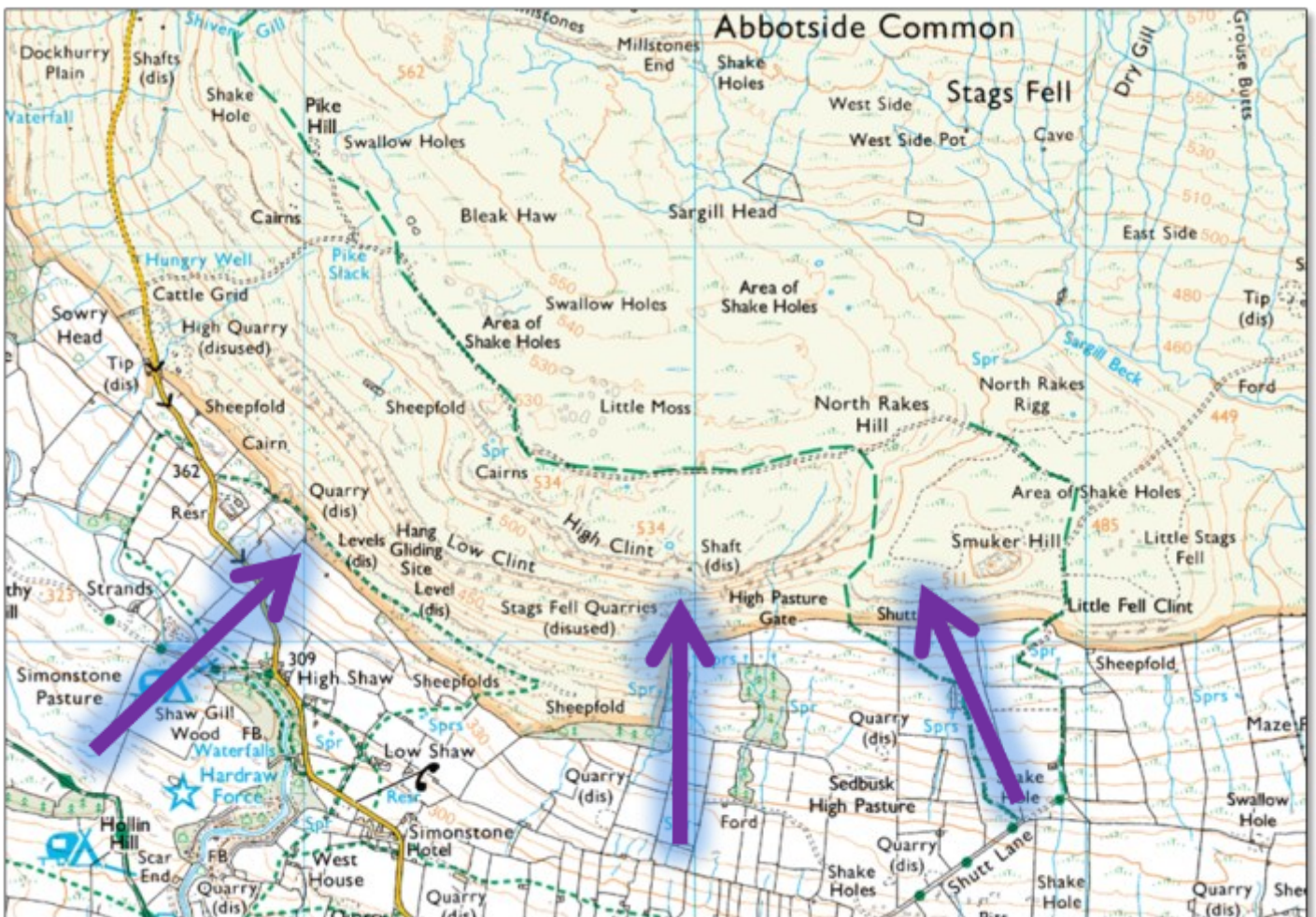
### A Site for All Seasons and Tastes

This is the first in a series of site briefings.

*Please note, this is a flying guide and not a substitute for the site guide or an 'on the day' live briefing as rules can change as can conditions.*

Please check first.

Usually abbreviated to simply, **Stags** this is the DHPC's sole 'members only' site with additional restrictions in terms of numbers, pilot experience level and xc. Despite that it is a popular site and the restrictions rarely bite too hard.



In terms of wind direction Stags is roughly speaking a southerly, which makes it fairly unique as there aren't that many true southerly facing sites around in the

north, let alone the Dales – but what singles it out is its starting location for long xc's for the A team plus it offers lots of potential to cut your xc teeth without too



much hassle or hazard without even leaving the valley. Flying due north leads you straight onto the high Pennines, an area, remote in parts, but where the thermals really boom and where all manner of convergence can be found. Stags is **the** site that can lead you onto the spine of England, over the wall and towards Berwick with little encumbrance from airspace (a weave over the forests around Otterburn D area – you have to like trees) although no doubt the sea breeze around the Cheviots will have a say at the about the 130k mark. If you're one of the elite and almost 200k no longer satisfies the rat then further south is Parlick – but that adds a whole new level of difficulty to the first 50k of your flight. So much for the top guns, those distant members who join the club with Stags lust, or the 24 hrs before a stonking rasp. What about the rest of us?

I love Stags – it's one of my favourite sites. A ten minute drive from a Hawes café and a 10 minute easy walk up to a nice grassy take off. What's not to like? If you're low airtime, not practiced at scratching or can't appreciate the risks of a rocky edge or boulder strewn slopes, then as the guide suggests it's best to go elsewhere as it's no place for rusty soaring skills. The usual take off is a clean grassy, mostly flat area that you reach as soon as the edge proper starts. This is also the best landing

place offering plenty of space and being rotor free. Pilots do occasionally walk further along in search of the wind .... or if it's more SSE. It's no problem other than the take off become more awkward as the wing sits increasingly in dead air behind the sharp ridge edge. Rocks abound below take off, but lower again is the first step, a broad grassy and tussocky flat area that provides plenty of space to set down .... above all it's soft! If you're reduced to scratchy below the top only the most competent and desperate stay with it ..... best to just go down another 100', land and accept the walk up.

#### So what can Stags offer the competent club pilot?

First of all the ridge lift is usually good, it's not the biggest hill in the land but it works well, both in terms of dynamic lift and, when conditions are suitable, it thermals well. This isn't generally a site famed for ratty thermals with the odd good one appearing every hour. I've always found thermals here to be well formed, rarely rough and often going all the way to base (once to 6800'!). Again, it's not got a long beat length – probably about 1k end to end, but it offers scope and challenges well beyond its size. The usual one is to get high and head west - across to Humesett – the last part draining increasing amounts of height as indecision creeps in. Will I make it? Do I turn back? If you get there

Humesett (an ex DHPC site) works well and a little SSW helps ..... getting back is a lot easier than going as it's slightly downwind. But why come back? The next push forward, crossing Cotterdale onto Cotterside is easier – and it is a great ridge, worth flying for the experience alone. Go along to the far end and the worst that can happen is you go down outside the Moorcock Inn. Good beer and almost worth landing there and being collected later merry, but happy. If you're a wine drinker it's probably best to turn and head back – usually a straightforward but enjoyable 9k float.

Heading east also provides options too in SSW to SSE (Stags is fairly lenient and often ends the day working well in a SW as the sea breeze comes in ... usually quite late). With a little thermal help the south facing slopes of Wensleydale, mostly quite gentle, lead towards Nappa Scar, another DHPC site taking the same direction as Stags, but far less popular. Nappa is a good site, but off most pilots radar as Stags draws the attention. It's quite possible to make a direct beeline for Nappa (Ellerkin Scar) but without height a small edge called High Scar provides a midpoint top up. Getting back is harder as the wind always seems to have a westerly component and the longer you leave it the worse it gets. As it's a really easy retrieve then it's worth carrying on to Caperby (good pub) or even Leyburn (several good pubs plus a bus pass ride back to Hawes every hour). You may note I have an extensive pub/café guide in my head ..... now added to by bus pass times and routes. My flying routes and goals tend to be influenced by them. You could do much worse.

Stags offers lots to do just staying in Wensleydale, but if you prefer to go 'over the back' then putting aside the 1000' + site rule during the shooting season you do need good height anyhow and a reliable thermal. The usual experience is to find the thermal going up nicely as the ground steadily rises to the aptly named, Lovely Hill. At this point it drops away steeply into Swaledale and if your thermal was fairly weak it now departs to be replaced by lots of sink. What follows is a desperate lunge across to the hills on the north side of the valley. They can work . . . . but they may not, the idea is to get high and try to overfly the problem. From that point on the moors usually work with only the Tan Hill Inn as consolation if they don't ..... before beginning the awkward retrieve back. The consolation is most of it is downhill!

Anyone new to Stags should get a briefing on the hill before flying. Aside from the rocks it doesn't have many vices. There are however a couple of things I'll mention. The landing area is usually just over the grid above the cars. Rarely is the wind anything but coming up the road (from the SW) ..... A windsock may be useful as an aid. It does slope slightly towards the road and it can be lifting a little at times so a patient careful approach helps – I tend to lose height below the road and then drift into land. The landing height is not more than 300' below take off ..... don't leave it too late or you may end up looking for (non-negotiated) fields to slink into. Be wary if you see signs of wave, it can have wave in a stiff southerly and isn't generally that pleasant. If light don't be tempted to go to the higher second ridge, it's generally no better but it's off limits. And .....

Unless you know what you are doing . . . **DON'T SCRATCH!!**

Unidentified pilot scratching Stags ..... note all the waiting boulders. Video for educational purpose only.

<https://www.youtube.com/watch?v=du5f3XGVBQR>

*I'll do another similar site briefing next month. If anyone suggests one to me that's great ..... otherwise You may get a site you know really well .... and that would be boring!*

## COACHING NEWS

To start on the bad news. Trying to get a weekend day to coincide with my availability and suitable coaching weather is a nightmare. As I write this I only have one weekend before the 12 June. I will still try to get a weekend ..... just if nothing else as a get-together. If you REALLY want coaching there is a long list of willing pilots on the website and in this Skywords that you can call and join up with. My recent and temporary retirement means weekdays are usually possible for me. So feel free to use me. The initiative has in the first place to come from you however.

A compromise idea of mine was to run a theory morning (weekend) and if possible a flying/GH afternoon. This had six takers but three said they would only attend if the morning was unflyable. Sorry, but I can't work on that basis as it involves not just the prepara-

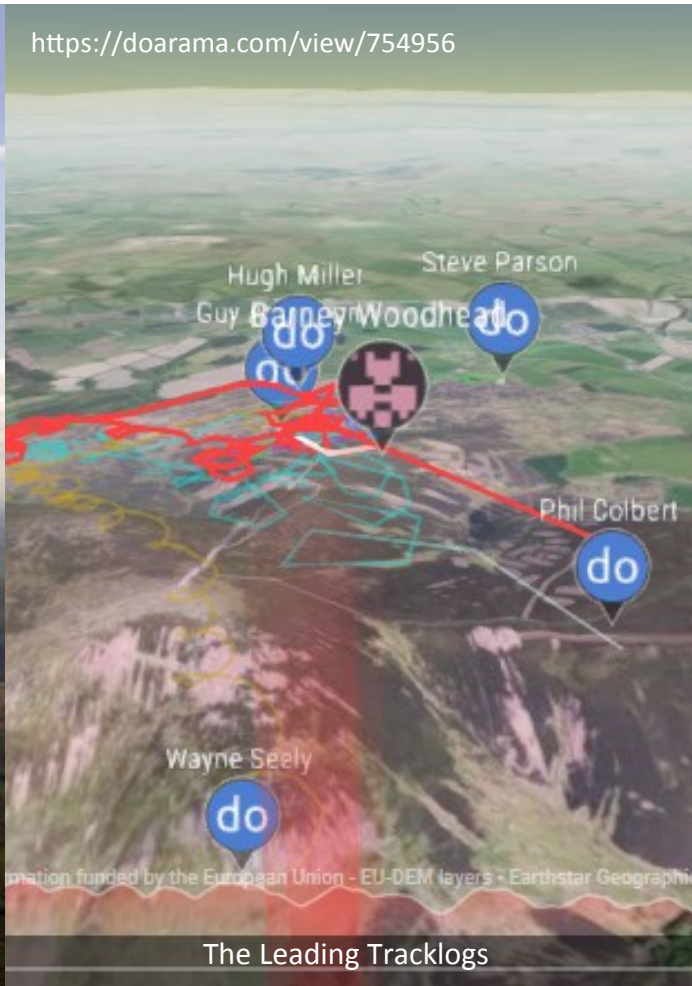
tion, but hiring a venue that I can't cancel and get a refund for if it's flyable. I do understand that flying weather is to be grabbed at ..... I'm not much different in wanting my cake and eating it. So ..... I'll have a word with Rosie and see if we can't use the Thursday clubnight slots during the summer to do some indoor coaching. Again ..... Topics from you are welcome; I can do whatever you wish.

Good news on the exam front ..... with (to my knowledge) several pilots gaining their Pilot rating. Helen and Phil with me and Rosie (elsewhere) ..... I think there may be one other. Could any coaches that invigilate an exam drop me a line please so I'm in the loop – as CC I don't get BHPA notification, just the invigilator. It would be nice to drop it on the forum too please so we all know.

So far we have had a middling, but safe Spring. Come on weather – be a bit more reliable or I'll start believing in global warming.

## The North South Cup Tinto—Skipton!

The North South Cup on 14th May made a late decision to launch from Tinto. With epic conditions forecast, a UK competition record goal was set, at 211Km—finishing in Dales Club territory at the Skipton roundabout. 10 pilots made it! Full accounts of the day will no doubt surface elsewhere—to tide you over, here a few photos to give you a flavour of this awesome day. *(Permission has been requested to use the photos!)*



Approaching the Howgills  
North South Cup  
14 May 2016







*Photo: Barney Woodhead*



Sea Breeze Front

Photo: Barney Woodhead



Pen-Y-Ghent

Photo: Wayne Seeley



Final Glide

Photo: Wayne Seeley

The North South Cup  
Malham

Photo: Wayne Seeley



The North South Cup  
Goal!

Photo: Wayne Seeley



# EYE CANDY FOR CLOUD LOVERS

“Every one’s a fluffy one”, as someone once said



## DHPC Site Officers

### Northern Sites



David Brown

[d.brown208@btinternet.com](mailto:d.brown208@btinternet.com)

07757 333480

01524 242192

Addleborough  
Bishopdale  
Brant Side  
Dodd Fell & Grove Hd  
Nappa Scar

Semer Water  
Stags Fell  
Tailbridge  
Wether Fell  
Whernside

### Southern Sites



Toby Briggs

[tobybriggs@btopenworld.com](mailto:tobybriggs@btopenworld.com)

07582 156471

Addingham  
Baildon  
Cow Close Fell  
Cowling and Sutton  
Great Whernside

Hawswick  
Ilkley Moor  
Kettlewell  
Kilnsey  
Windbank



# CLUB NIGHTS

Club Nights take place on the first Thursday of the month. These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what's been going on, and making plans etc. For this reason, this year the club nights **WILL CONTINUE THROUGHOUT THE SUMMER**. Same time, same place.

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

**This will simply be a social meeting. Time to catch up with people, have a chat and a pint, and of course, hatching plans for the coming weeks of fantastic flying weather!**

Our current home for Club Nights is the Horse and Farrier, in Otley, with a 7.30pm for 8pm start. Quite few members like to meet for a sociable meal beforehand (6.30pm), all welcome.



7 Bridge Street  
Otley LS21 1BQ  
Telephone : 01943 468400

## Jan Tempest The Grand Tour

How to combine a dream job with a dream lifestyle!!

As a moderately keen but inept pilot who loathes UK weather I decided last year to head to Europe and bumble round the Alps. As I'm also a sports therapist it made sense to pack my equipment and see if it came in useful.

I happened into Greifenburg where a fellow shuttle passenger mentioned there was a German Newcomers Comp and promptly introduced me to the organisers. I achieved my first xc's of 12, 14 and 19km. The upshot was that I was invited to join the team in Tolmin, Slovenia for the German Open as Comp Masseur.

Made some money, flew with top pilots and generally had a great time.

Hence this year I've approached various comp organisers and have a reasonable programme in hand. Started 17 May back at Greifenburg and had some of my best flying, completing some of the tasks and pushing my comfort zone. Got caught in wind shear when coming to land, shot up like a cork and had to descend 600m on big ears, bar and tight turns.

And when not performing involuntary acro I made enough to live for the week.

Now down in Gemona with Brett Jannaway having an easy week before the British Open kicks off followed by a PWC which I have to admit I'm rather excited about. Today I was watching the British Youth Squad training. A bunch of 17 and 18 year olds pinging through the skies on Enzos with great aplomb.

See next month for an update and pics.

# Skywords Index—Jan 2012—Present

## Safety

Flying with other aircraft	July 2013
Collision Avoidance on the ridge. Nigel Page	Jan 2014
Second Chance, Toby Colombe	Feb 2014
Dales Emergency Action Card	Feb 2014
Following on the ridge. Nigel Page	Mar 2014
Crowding. NP	Apr 2014
Venturi, Rotor and turbulence behind the ridge. NP	May 2014
Thermalling with others - joining thermals. NP	Jun 2014
Strong Winds Up top. NP	July 2014
Thermal Wind mixing. NP	Sept 2014
Cool landings in hot places. NP	Oct 2014
Deep Stall. NP	Nov 2014
Slope Crosswinds. NP	Dec 2014
Throwing your washing. Judith Mole	Jan 2015
Skills – why keep a log book? JM	Feb 2015
Reserves. Kate Rawlinson	Feb 2015
Skills – flying with others. JM	Mar 2015
NOTAMs. KR	Mar 2015
Accidents and how to avoid them (1). JM	Apr 2015
CAN Procedure	Apr 2015
Accidents and how to avoid them (2). JM	May 2015
GA Alliance calls for new airspace policy	May 2015
Flying with RC models	May 2015
Speed Bars. KR	June 2015
Happy Landings. NP	July 2015
Safety Reminders (especially) for experienced pilots	Oct 2015
UK Airprox Board – Have Wings, will travel	Jan 2016
Role of the Safety Officer. David May	Feb 2016
Gasco safety night write up	Mar 2016
Airprox board – Craven Herald Paraglider airprox report	Apr 2016

Spring Thermals – Beware	Apr 2016
Stance (Flybubble article)	Apr 2016
Active Flying	May 2016

## Sites News

Lambing Season	May 2012
Stags Fell Sign system	Sept 2012
Windbank / Hawkswick access and restrictions	Dec 2012
“The glorious 12 <sup>th</sup> ”	Aug 2013
Pen y ghent	Aug 2013
Fremington Edge	Sept 2013
Barbon Low Fell (Johnny Barns)	Oct 2013
Windbank new stile	Oct 2013
Stags Fell	Feb 2014
Stags Fell	May 2014
Windbank – rebuilding the wall	
Stags / Brant side	Jan 2015
Addleborough, Nappa Scar, Semer Water (North Face)	Feb 2015
Nappa Scar	Apr 2015
Bishopdale	July 2015
Nont Sarahs fence	Dec 2015
Parking at Whernside	Feb 2016
School Sites	Mar 2013

## Coaching (All Ed!)

Flying equipment thoughts for the new season	Feb 2012
Spring Deserves special respect	Mar 2012
Flying with crowds	May 2012
Develop your flying	Jun 2012
The Art of Out landing	Aug 2012
Reviewing the year	Sept 2012
Thank You Mr Kagayama (packing /caring for your wing!)	Nov 2012
Guide to Wave flying	Dec 2012
Pilot Ratings / Club Membership	Jan 2013
Various / Website Coaching Section / DEFINED FLYING CHALLENGES	Feb 2013
Early Season Rustiness	Mar 2013

## Skywords Index—Jan 2012—Present

Flying Scenarios to Avoid (1)	Apr 2013
Flying Scenarios to Avoid (2)	May 2013
Flying in turbulence	July 2013
Flying by numbers	Aug 2013
Anatomy of an XC	Sept 2013
From CP to AP	Oct 2013
When the wind blows	Nov 2013
Holding your own (brakes grips)	Dec 2013
Crossed (cross wind/slope launch)	Jan 2014
Retrieval (the art of getting back)	Feb 2014
Coaching and the DHPC coaching structure	Mar 2014
Response to FSC on proposed changes to training syllabus	Apr 2014
Milking Sniffing and Scratching ..the art of staying up	Apr 2014
When? (to take off)	June 2014
Reflecting on your season	Oct 2014
Brass Monkeys!	Dec 2014
Winter Flying	Dec 2014
Transitions	Feb 2015
A new season beckons	Mar 2015
Big Brother (Live tracking)	Apr 2015
The need for speed	Oct 2015
How to avoid Skidmarks	Jan 2016
Pilot Development – Achieving Ratings	Feb 2016
Loose Ends	Apr 2016
Stags Fell—A site for all seasons and tastes	Jun 2016

## Foreign Trips Reports

Destination	Author	Date
Ager	David Hedley	Jan 2012
La Palma, Canary Islands	Dawn Westrum	Apr 2012
Algodonales	Kate Rawlinson	May 2012
Zillertal, Austria	Simon Goodman	June 2012
Pennine Parafest Report	Simon Goodman	Aug 2012
The Dolomites Flying Circus	Simon Goodman	Jan 2013



Dales Do Bassano – Italy with Kelly Farina Kate Rawlinson		Oct 2013
Algodonales	Kate Rawlinson	Dec 2013
Last of the Summer vino (Alicante)	Sean Hodgson (Ogi)	Jan 2014
Coupe Icare write up	Jan Tempest	Nov 2014
Morocco (1)	Tam	Dec 2014
Morocco (2)	Tam	Jan 2015
Chile in November	Ian Brindle	Feb 2015
Sierras Sortie	Tim Rogers	Mar 2015
Flying in the land down under	Rosie and Pete Darwood	Apr 2015
50 shades of Dales	David May	May 2015
XC in GV	Andy Smith	June 2015
Escape to Brazil	Pete Darwood	Sep 2015
No passport required. Slovenia	David May	Oct 2015
Escape to Al Andalus (Algo)	Minhaj	Dec 2015
Chile	Richard Meek	Jan 2016
Flying Around Roldanillo, Colombia	Rosie Darwood	Apr 2016
Bir	Minhaj	May 2016

## UK Flying reports

God Given Day	Kevin Gay	Mar 2014
Valentine's Day	Kevin Gay	Apr 2014
LCC write up	Jan Tempest	July 2014
Pennine Parafest write up	Jan Tempest	Oct 2014
Saltburn to Whitby	Kerim Jaspersen	Nov 2015

## Photos

### Clouds

Lenticulars over Oxenhope		Jan 2012
Condo Wave Clouds		Mar 2012
Wow! Ancona, Italy		Aug 2012
Pyrocumulus		Feb 2015
Chamonix		Apr 2015
Cumulous Upyours		May 2015
Lenticular clouds, Chamonix		Nov 2015
Kelvin Helmholtz, Breckenridge		Dec 2015
Lenticular, Chamonix. Pyrocumulus Mt Etna		Jan 2016
Sunrise, Col de Miage		Feb 2016

## Skywords Index—Jan 2012—Present

Mammatus, York	May 2016
? Dunno, but beautiful!	Mar 2016
Everyone one's a fluffy one	Jun 2016
North South Cup Dales Photos	Jun 2016

### Library (Book/Video) review

Security in Flight, Jocky Sanderson.	DVD	Jan 2012
Performance Flying, Jocky Sanderson.	DVD	Feb 2012
Dynamic Decisions International, NOVA.	DVD	Mar 2012
EN Certification.	DVD	Apr 2012
The Spirit of Flying, Gregor Subic	DVD	May 2012
Flying the Holy Land	DVD	Jun 2012
And The World Could Fly, Noel Whittal	Book	Jul 2012
The Cloudspotter's Guide	Book	Aug 2012
The Race	DVD	Sept 2012
Scottish Paragliding	Book	Sept 2012
Red Bull X Alps 2005	DVD	Nov 2012
The Journey, Greg Hamerton	DVD	Dec 2012
Manilla Sky (2007 World Champs)	DVD	Jan 2013
Security in Flight 2, Jocky Sanderson	DVD	Feb 2013
Weather Watching	Book	Mar 2013
From Beginner to Cross Country	Book	Apr 2013
Wide Boyz (Rock Climbing)	DVD	May 2013
Hanging in there, Jon Chambers	Book	July 2013
Flying with Eagles	DVD	Sept 2013
Ozone Future Style	DVD	Nov 2013
Never Ending Thermal, Sean White	DVD	Dec 2013
Understanding flying weather	Book	Feb 2014
Instant Wind Forecasting	Book	Mar 2014
Clouds and weather	Book	Apr 2014
The Friend from Mexico	Book	May 2014

### Competitions

How to register flights on XC league	Feb 2012
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LCC/Buttermere Bash Report	Jul 2012
Inter county cup report	Aug 2012
The BOS Club Class	Sept 2012
Around the Dales Three Peaks – Dave Smart	Jan 2013
Competition Report, War of the Roses	May 2013
Competition – Photo comp results	June 2013
Competition – new PG distance record 412km	July 2013
Chabre Open report	Aug 2013
Baildon Sod report	Aug 2013
Pennine Triangle completed	Sep 2013
Competition Round up	Dec 2013
PWC scandal!	Mar 2014
Competitions – Dodd Fell Challenge	Mar 2014
Trophy night!	May 2014
Photo comp results	June 2014
Mike Cav, Uks 1 <sup>st</sup> 100k declared triangle (facebook post!)	June 2014
North South Cup	June 2014
Dean Crosby 216km flight	Sept 2014
Competition round up	Dec 2014
Competitions – the 3 Peaks Challenge	Feb 2015
Copetitions – a valuable learning environment	Feb 2015
Club Trophy Board 2014	Apr 2015
Club Mugs 2014	Apr 2015
Competitons – DeanCrosby 206km declared triangle	Jun 2015
Competitions – Dales round of British Open Series (HG)	July 2015
Preparing for the X Alps in the Himalaya. Nick Neynen	Sept 2015
Competitions – Jake Herbert and Dave Smart success in BP Champs	Oct 2015
Competition. How we nearly made it to Manaco (Steve Nash XAlps review)	Mar 2016
Club Mugs 2015	Apr 2016
Club Trophies 2015	Apr 2016
The 3 Peaks Challenge—Hang Glider. Tony Fillingham	Jun 2016

## Other

EN D development stopped. “No one knows what they should be flying”	Jan 2012
Test and certification EN D wings	Feb 2012
Farmers Dinner report	Apr 2012

## Skywords Index—Jan 2012—Present

Wendy Problems	Apr 2012
National Park Consultation (DHPC Response)	May 2012
Wendy Overhaul, Wether Fell	May 2012
“It’s Dodd, stupid!”	June 2012
POD Harnesses Questioned by DHV	Jul 2012
Stunning Wave on Wether Fell	Sept 2012
The Economist, on Hang Gliding	Dec 2012
Ratho Repack Report	Feb 2013
Iain Fairbrother Cross found	Sep 2013
Brummel Hooks (poem!)	June 2014
Tour de France NOTAM	June 2014
Ed Cleasby – Royal Aero Club award	July 2014
Hughie McGovern – a great loss	Jan 2015
Paradiction Crossword	Sept 2015
Pat Dower review of 2015	Oct 2015
Hang Gliding Sites in the UK – 1970s	Oct 2015
Dales Sites word search	Dec 2015
Individual member memories of 2015	Dec 2015
My paragliding addiction – Toby Briggs	Jan 2016
Back Flying after 30 years!	Apr 2016
Mystery of Missing Hen Harriers	Feb 2015
Honorary Life Membership for Noel Whittal	Mar 2015
Improve your flying with individual goal setting	Mar 2015
Upper Wharfedale Fell Rescue Association	May 2015
The Pennine Posse – Barny Woodhead club night talk	Apr 2016
Flying Twisted—Intro to acro—Alex Colbeck	May 2016

## Trophies

Cockcroft Trophy	Feb 2016
Iain Fairbrother trophy	Mar 2016
The Mark Sellen Trophy	Apr 2016

If you spot any errors or omissions, please just let me know: [markanddpat@sky.com](mailto:markanddpat@sky.com)

# DIARY DATES 2016

June 3—5th	Parafest, North Wales	<a href="http://www.parafest.co.uk/">http://www.parafest.co.uk/</a>
June 4th	Buttermere Bash, Cumbria	
June 4—11	Paragliding World Cup, Italy, Gemona	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
June 11 –12	Nova Festival, Derbs and Lancs Gliding Club	<a href="https://www.facebook.com/events/739738942834221/">https://www.facebook.com/events/739738942834221/</a>
June 18 –25	Gin Wide Open, France, St Jean.	<a href="https://flywideopen.org/">https://flywideopen.org/</a>
June 19—25th	British Nationals 2016, Laragne	<a href="http://www.bhgcomps.uk/">http://www.bhgcomps.uk/</a>
Jun 25th—28th	British Open Paramotoring Competition	<a href="http://www.ppgcomps.co.uk/">http://www.ppgcomps.co.uk/</a>
Jul 2 –Jul 8th	Ozone Chabre Open, France, Laragne	<a href="http://www.flylaragne.com/">http://www.flylaragne.com/</a>
July 2—9	Paragliding World Cup, Portugal	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
July 9 –16th	British Paragliding Championship Round 2. Manteigas, Portugal	British Paragliding Championship Round 1. Gemona, Italy
July 15—18th	Lakes Charity Classic, Grasmere	<a href="http://www.cumbriasoaringclub.co.uk/lcc/CSC_LCCMain.php">http://www.cumbriasoaringclub.co.uk/lcc/CSC_LCCMain.php</a>
Jul 16—30th	European Hang Gliding Champs, Krushevo	<a href="http://www.fai.org/events/events-calendar-and-results?id=34877&amp;amp%3BEventCalendarId=10520#fragment-1">http://www.fai.org/events/events-calendar-and-results?id=34877&amp;amp%3BEventCalendarId=10520#fragment-1</a>
Jul 30th	Ingleton Overground Underground festival (includes best of Kendal Film Festival 2015)	<a href="http://www.ogug.co.uk/about/">http://www.ogug.co.uk/about/</a>
Aug 7th—Aug 13th	BP Cup, 2nd Round, Peak District	<a href="https://www.bpcup.co.uk/cms/">https://www.bpcup.co.uk/cms/</a>
Aug 19—23rd	BOS Round 3, Mid Wales	<a href="http://www.bos.bhgcomps.uk/content/bos3-mid-wales">http://www.bos.bhgcomps.uk/content/bos3-mid-wales</a>
Sept 2—4th	Penninefest	<a href="https://www.facebook.com/events/1558912111088294/">https://www.facebook.com/events/1558912111088294/</a>
Sept 3rd—10th	Paragliding World Cup, France. St Andre	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Jan 17—28 2017	Paragliding World Cup Superfinal, Brazil. GV	<a href="http://pwca.org/view/tour">http://pwca.org/view/tour</a>
Nov 17 –20	Kendal Mountain Festival	<a href="http://www.mountainfest.co.uk/">http://www.mountainfest.co.uk/</a>

## New set of swear words required

At some point in May, I realised that the available swear words in the English language are no longer sufficient to convey the frustration that comes with having free flying as a passion. Yet another wet and windy weekend, a perfect forecast that turns out to be unflyable etc etc et bloody cetera. I think we need a new set of swear words that aren't completely worn out and can adequately express the outrage felt at our awful predicament of having such a sport at our disposal, on our door steps that is then refused to us by the combined fates of nature and geography. Answer on the forum, or postcard to: Tam, Effing Bing bloody ley.