

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



# Skywords

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

June 2014

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## Chairman's Chat - June 2014

A round up of what was discussed at last week's committee meeting I think.

Neil Plant is down to his half dozen hard copies of the club handbook/site guide, for issue to new members and visiting pilots. I've done a quick amendment to the pdf in order to allow him to get another 30 copies printed off; enough to keep us going for a year, so that we can do a proper re-write over the winter months.

The club has been approached by a representative of the model glider fraternity seeking to use Dales' sites for their competitions. We spent a long time discussing how this might impinge on our activity, but we won't know much more until David Brown has had a face to face meeting with them. More to follow no doubt.

I'm delighted to report that Jan Tempest has been co-opted to join the committee. She will take on responsibility for Trophies allowing Richard Boyle to step up to the vacant Social Secretary post. For the first time in a while I'm optimistic that we will have a comprehensive programme of club nights over the winter months.

Noel Whittall has finally hung up his flying boots and I'm delighted to announce that the committee unanimously agreed to award him with the title of honorary membership. Next year we are hoping to present our annual awards (to those that can make it) at the Farmers' Dinner.

Dean Crosby's flight of 18 Apr generated a lot of discussion. Did it qualify for the Three Peaks Challenge and what constitutes a turnpoint? One thing that we all agreed upon was that we need to clarify the rules and publish them on the website. Poor Simon Goodman picked up the job of unravelling that one.

I hope that you were able to get out and enjoy some of the decent weather whilst it lasted.

Fly safely,

Martin Baxter

Chairman

P.S. I got £87 for my old reserve: amazing what people will buy on eBay!

# Noticeboard



## Club Nights

Club nights resume in September!

Get out there and fly!!

### Friends in High Places

Life is pretty good in the Spillett household at present. Sara not only features strongly in the club photo competition, but almost as exciting, Pete and Sara attended a Royal Garden Party down at Buck House in May. Rumours that they tried to give apologies because it was fly-able that day have not yet been confirmed, though Pete was overheard asking ER if she fancied a go in his kama sutra harness. The Duke of Edinburgh's interjection is not printable



Some interesting topics for you to consider and discuss whilst parawaiting this summer!

How big is the site fund /  
fancy owning your own  
"hill" —

[Blencathra for sale!](#)

Discuss the relative merits

**STILES**  
**WALLS**

[Flying is like an iceberg](#)

Brummel Hooks

Are there any hang gliders /  
paragliders visible in flight  
on Google Earth?



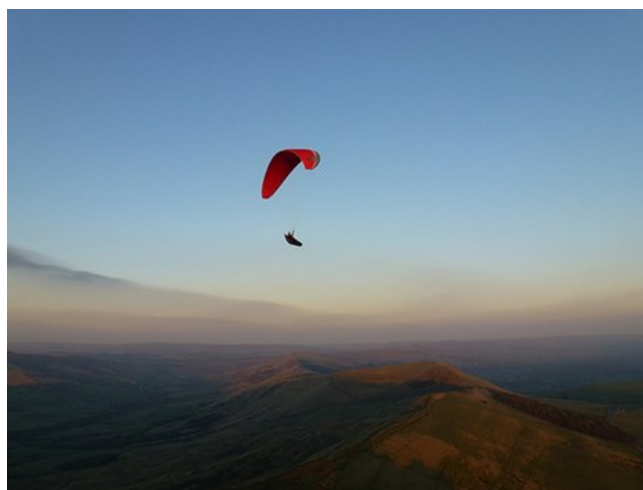
## Simon Goodman - Competition Corner

### Photo Competition 2014

Many great entries covering different aspects of free flight were submitted for the annual photo & video competition. The original entries and voting results can be viewed here: <http://www.dhpc.org.uk/forum/viewtopic.php?f=11&t=1126>, and the winners are below.

Sara Spillett's beautiful atmospheric picture of a sunset flight at Piedrahita wins first place, and is the front cover photo in this month's Skywords. Sara wins a years free DHPC membership **plus** a DHPC mug, while the runners up win a rare and valuable DHPC mug.

2<sup>nd</sup> Place 11% Simon Goodman – Wing overs from Buttermere Moss.



3<sup>rd</sup> 7% each – Simon Tomlinson (both pictures), Evening flight on Rushup (left), and Moving thermal at Brantside (right).

# Safety First - Thermalling With Others—Joining Thermals

This is the fifth of Nigel Page's safety articles from his website <http://www.50k-or-bust.com>. Nigel is a senior paragliding coach, and has been a member of the national team. We are indebted for his permission to reproduce his articles in Skywords. They originally appeared in the Derbyshire Soaring Club Magazine.

Nigel prefaces his articles as follows:

These articles are my best shot at covering some of the safety issues which seem to be poorly understood by some pilots. Most were written in response to serious accidents or incidents. I am conscious that they are only my own view of issues I have been able to identify. They do not constitute a comprehensive safety manual.

Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs to be stated.

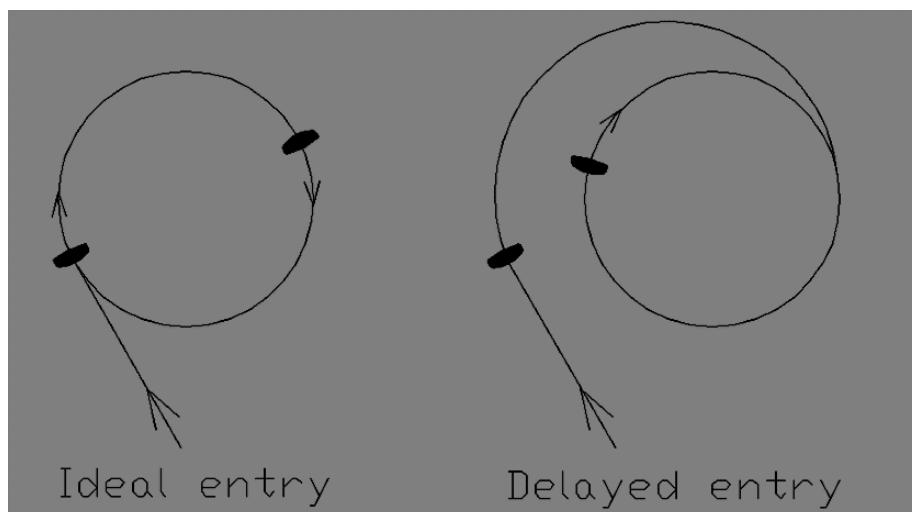
## Thermalling With Others—Joining Thermals

Nobody owns a thermal. As well as considerations of safety, when joining one located by another pilot we have at least a moral responsibility not to jeopardise his use of it. Considerate use of a thermal by one pilot located by another should enhance its value to both.

### Joining Thermals

Clearly the first thing is to thermal in the same direction as the other pilot. This helps even if thermalling a nearby core because the cores will often converge. This may not seem important if there is a large vertical separation, but it will become a problem if the lower pilot catches the other up or if a third pilot wants to join. Being able to thermal in both directions is an essential skill we must learn.

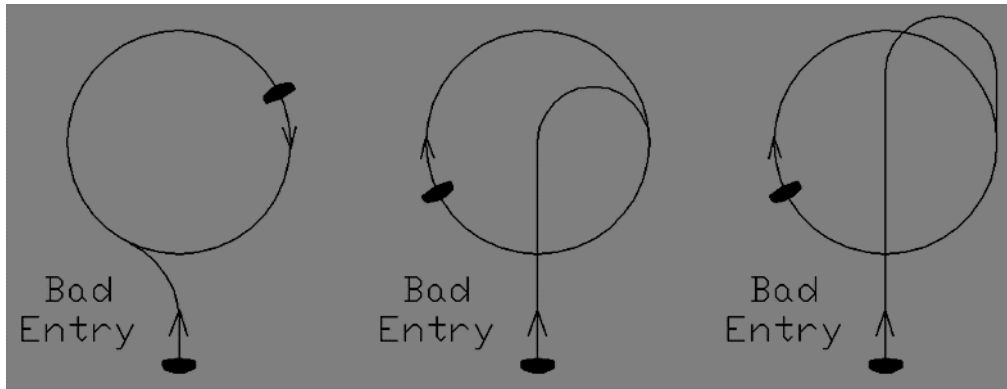
Secondly we have to decide which part of the circle to join. If the vertical separation between the joining and thermalling pilots is poor it is vital that the joining pilot takes great care. We should aim to arrive at a tangent to the circle at a point opposite the thermalling pilot. To achieve this it may be necessary to delay entering the thermal by bearing away from it and allowing the thermalling pilot to get ahead. This may seem wasteful but there is more to be gained from delay followed by co-operation than by conflict followed by distrust.



# Safety First - Thermalling With Others—Joining Thermals (Cont)

Try to avoid sharp turns which are inefficient, disorienting and which will probably unnerve the thermalling pilot.

Do not aim for the centre of the thermal or you will have to either weave about or cross in front of the other pilot and turn tightly to get onto his track.



If we cannot join with another pilot cleanly it is better to let him climb above us, join below, and sort it out from there.

## Maintaining Contact

Often other pilots in a thermal are better than a variometer for staying with a core. If you watch a large group of seagulls thermalling you will see they sometimes stay close together and sometimes spread to look for better lift. Most thermals waver about as they climb and continual re-centring is needed. When flying opposite another pilot this is usually accomplished by noting if he climbs relative to us at one part of the circle. We then move the centre of our circle towards that area by straightening our turn for a short period at the appropriate part of the circle. The other pilot should have seen that he was outclimbing you at that time and adjust his circle accordingly.

## Thermalling With Hang-Gliders

Similar principles apply to thermalling with hang-gliders but they are faster than paragliders and may have to fly a larger radius turn in order to keep on the opposite side of a core to a paraglider. In a small fast core they may turn very tightly like a dog chasing its tail. If we encounter a hang-glider thermalling this way we will have to join either well above or below it.

In a steeply banked turn hang-glider pilots flying prone cannot readily see the space that they are turning into. You may observe and experienced hang glider pilot briefly bank away from a thermal to peep under the wing.

None of us are perfect and the fickle nature of thermals is such that conflicts will occasionally occur. Despite this it is great fun to thermal with a considerate pilot and the benefits of group flying make co-operation well worthwhile.



Pete Johnson

SOUTH SITES NEWS

Windbank



The start of a long hard day dry stone walling

This site continues to be by far the most sensitive site that we fly in the South Dales and because of a very few irresponsible paraglider pilots it has recently become even more so.

The reason for this is that a couple of sections of the dry stone wall above the wooden stile have been knocked down by paraglider pilots climbing over them. I have recently, with lots of help and guidance from Chris Kay rebuilt the sections that were knocked over. Both Chris and I have actually seen pilots climbing over this wall.

But, more worrying for us as a Club, is that the gamekeeper Graham Whitaker has also seen pilots climbing over this and apparently other walls in the Windbank area. Graham has the shooting rights for Windbank and I am sure that if it was only up to him we would not be given permission to fly there at all. Therefore, **please** do not give him any more ammunition to be able to use against us.

On a more positive note I have recently spoken to Mr Dibbs the landowner at Windbank. Even though he is upset that we have been seen climbing over walls he is very much on our side and is aware that we have been flying here for years, and this is the first time we have had this problem.

It was decided that we should go back to using the route up that we have been for years, as we did not seem to have too many problems by using that route.

The route is walking up the side of the plantation, across and up the field to the re-enforced wall and then over the metal gate. However, if you want a bit more exercise and feel like a slightly longer walk, then use the new stile and follow the now repaired section of wall for about 300 metres until you reach the next stile on the public foot-path, then over the wall to the take off area.

## Pete Johnson South Sites News—Windbank

Even though Mr Dibbs is happy for us to take the route up that we have been using for years, he did say, that if Mr Whitaker is about it is probably better to take the slightly longer route, so as not to upset him. The gamekeeper is quite easy to recognise as he will be dressed in full camouflage kit and be carrying a shooting rifle.

Contrary to what some members have been told, the new stile was put up by Natural England. This was to try and encourage walkers to take the footpath from the Kettlewell road up to the footpath just behind take off, and not purely for us to use.

Once again please try and not do anything at this site that you think may upset the gamekeeper. Hopefully, later this year I am going to have a meeting with him and try and get him to relax the winter restrictions that he imposes on us.

Thank you in anticipation.

Pete Johnson

Sites South



The end of a long hard day dry stone walling



Editors Note: A massive thank you is due to Pete for undertaking this work, not only rebuilding the wall, but starting to rebuild the reputation of the club with the landowner. What amazed me was the speed of the degradation of the wall once people started to use the partially broken down bit. The photo opposite of the same piece of wall was taken a mere 2 weeks before Pete rebuilt the wall. Once you start using these “holes” you are weakening what’s left and accelerating the degradation.





## Ed's Coaching Column

### When?

This month I'm going to address a question raised by Dennis Marston on the forum. Put simply it concerns the question of WHEN is the right moment to take off ..... especially when it seems too light to stay up. I don't find that easy to explain – but I'll give it a try.

I would estimate that about 50% of my take-off's are in conditions that are light or borderline light, when dynamic lift alone won't keep you up. I enjoy these conditions, because when flying a low speed wing like a paraglider it means you can travel around the sky a lot more, and it opens up possibilities for closed circuit flights. However, it wasn't always the case, and certainly in my hang gliding past it could spoil your day if you lost in the light wind lottery. For most low airtime/less experienced pilots (and we've all been there) the wind rules over the sun and other factors. If a nice breeze blows up a slope then you are pretty much guaranteed to stay aloft and it does make life easier. Unfortunately, light/nil wind parawaiting is very much part of the flying experience so it's useful to have some idea in terms of knowing what to look for and how to best increase your chances of going up rather than slowly down.

#### **It's a percentages game.**

What follows are some tips. There are no sure fire guarantees ..... you learn by doing and lots of times it still doesn't work out ..... but paraglider's are very good at allowing you several bites of the cherry – you can usually slope land. One thing is for sure – if you sit waiting for the perfect moment, you'll wait a long time and you'll never know what's possible - or learn. You have to be prepared to gamble a bit.

#### **The sun is your friend.**

It not only warms your back, but the ground too. It drives what is going on ..... and that means primarily the wind. The rise and fall, switches of direction and light gusts of the wind are all indicators of solar heating and the release of, and low level creeping and sucking of thermals. Looking at a typical good day there are principally two cycles at work – one is the day cycle which can be up to several hours long (especially when the



*Photo: Tam scratching the Gragareth ridge on a light day – but the sky shows lots of life.*

## Ed's Coaching Column—When? (Cont)

higher wind is too light to break up an overdeveloped sky). It might typically provide only a single window of opportunity per day, but generally two. You'll often hear xc pilots talk of the shut-down period – usually mid-afternoon when they may have to progress more cautiously. The other is the shorter thermal cycle which can be in the region of 15 minutes to an hour. With the former, RASP can give a good indication of the over-development potential. If you wonder where that superb 5 star day (at 1200 and 1300 hrs ) went by 1400hrs – that could be what it's trying to tell you; there are other indicators too and even the BBC weather will often provide clues to the day cycle.

### Using the thermal cycle.

It's not easy to explain something that is to also a large extent instinctive. There are periods where you just feel the air is dead, even the birds and insects seem to sit it out and only the odd impatient pilot takes off to prove it. At this time it's useful to observe the cloud development, the areas that are in sunlight, the type of ground being warmed and possible triggers. Try to gain an understanding of what is happening and likely to happen – it's often not clear cut.

Then – out of this doldrum the air starts to spring to life, it takes on an energy, gliders rattle, birds (not just the soarers, but also the small ones chasing insects) take an interest. As a rule the stronger the thermal, the stronger the entrainment wind – the trick is to go early rather than wait for confirmation. If you wait then whilst you may have plenty of wind you are likely to be heading into the back of the thermal and doomed to go down. So .... be decisive and have the conviction of convection. (Aarrh! ....sorry about that). There will be other, often better pilots (there's always plenty better than you) and they will be springing into action. Again .... let someone else do the hard work and be ready to go if they start going up and more so if they start circling. During the dead period it may be worth positioning yourself so others can't clutter your launch and if possible being 50' higher can make all the difference in these conditions.

### The wing's the thing.

Your wing is a very sensitive membrane. If conditions are enough to get the wing overhead – before you commit you can feel the energy (or lack of) through the wing. It's pretty good at telling you it wants to fly – or not quite yet, wait a second. Once in the air at least have a sort of plan in terms of where to try – if you feel lift you need to slow right down and any turn needs to be flat and in the direction you assess is your best option (same as others if you aren't in your own space). The first minutes are crucial, if you start going up then every turn that gains height eases the pressure – if too low to turn wide and flat (turns increase sink rate) – then flat S turns will suffice until you can start to take it fully round. Probably one of the biggest tests of precise glider control skills is working weak lift low down when every foot gained (or lost) is to be valued and every hint of lift treasured and held on to. Only if you see someone or something (birds) doing better should you consider moving.

### The bigger the better – and facing the right way

The size of the hill and its orientation towards the sun and with good thermal terrain out front helps a lot. Small southern hills (?) much be desperate to get up from in very light wind – I wouldn't know. We are blessed with big (ish) hills, the Lakes bigger hills and Scotland has its mountains. In the Alps you'd not even give a thought to taking off from a high mountain in very light winds .... you just know you're very likely to catch some lift. So ... the bigger the better and the easier it becomes - pretty obvious. Depending on the time of day you need the sun on your flying slope, or out front for things to work. As the day progresses the sun will move and have an effect on your flying , it should also play a part in our choice of site ..... give yourself

## Ed's Coaching Column—When? (Cont)

yourself the best chance. (It's why the Langdales, Yoke and Blease are popular Lakes choices on light wind days). If it seems inverted get as high as possible for your launch point.

This short article was not about flying the ridge in an efficient manner when it's light (see previous Sky-words). It was focusing just on how to decide that moment to launch, the preparation and study beforehand and the 5 – 10 minutes after take-off. Every day and site is different but some general rules apply to give you a chance of taking off at the best times – and hopefully staying up and maybe climbing skyward.

These may be summed up as:

- Observe the sky and understand what it's telling you
- Observe ALL other things that fly or get pulled around – dust, smoke, etc
- Time the thermal cycles – lively period to lively period
- Take a lead from better pilots, you'll see when they start to show interest
- Position yourself on the hill for max advantage
- Get the site choice right – light wind means far more options.
- Be decisive .... hesitation loses the game
- Take off with some sort of plan but be flexible. That includes Plan B for going down.
- Develop precise glider skills
- It can involve intense concentration to work weak lift – get in the zone.
- Be confident – think up!

### British Paragliding Cup (BPC – 2014)

This was posted recently by Laurie Gavaghan (photo) who is the event Director. It is not as grand as it sounds and is ideal for finding your way into comps and very relaxed. An extra this year is the offer to CP+ pilots and great value for a full week (9 days) in the Peak District. Give it some thought. It is based at the Gliding club near Bradwell edge.

Peak District 9 days 2 - 10 Aug

Once you have registered please either pay online using the details in the finance section or post a cheque to Viv at the address in the finance section of the Bp Cup website [www.bpcup.co.uk](http://www.bpcup.co.uk)  
There will be a minibus for this years round.

Also we are offering 10 places for CP+10 rated pilots to gain experience and work towards their Pilot rating. We will run a smaller competition within the main competition to give you competition experience. At the end of the week you will have the opportunity to take your Pilot exam if you want to.

There will be talks covering the syllabus for the pilot exam, how to use your GPS for a competition, tactics etc.



## Ed's Coaching Column—When? (Cont)

The cost will be the same as the main competition £75.00 and you will have to pay the BHPA pilot exam fee. Course notes will be emailed out prior to the week so that you can study beforehand.

Entry for 2014 is open now

£75 for the nine day Peaks event.

Please note:

We need payment for the Peaks round by the end of June 2014. If you pay after this time there will be a £10.00 surcharge and if you pay at the event there will be a £15.00 surcharge.

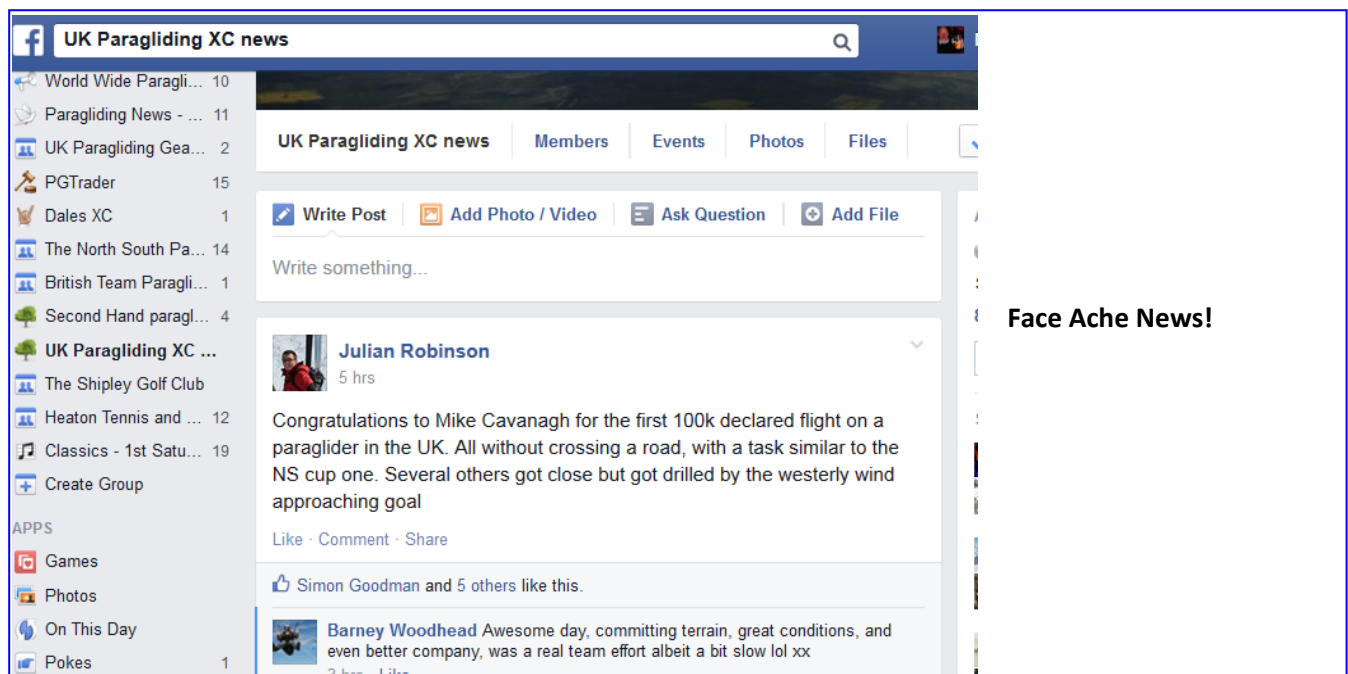
We need payment in advance to ensure that we have enough funds to cover the costs of the event.

Link to some photos of a BPC task day – Bradwell Edge, Peaks

<http://aeros.smugmug.com/Flying-2012/BPCup-Derbyshire-task-2-Aug/>

### Coaching News:

We have been blighted by the weather and coaching days beyond the occasional one on one, have been zero. We shall keep trying for good weekend days is the best I can say. I did post on the forum about doing an introduction to the Dales club, sites and flying conditions (including early xc tips) for those who may find it useful. I don't mind putting that together and sorting a venue for say a half day session – flying is on the agenda too if it's possible. But .... the response was too low to make it viable; maybe three or four pilots expressed interest when I'm looking at 10 plus. Have a think if this would help you – the DHPC will cover most of the cost but there may be a small charge to supplement this.



**UK Paragliding XC news**

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**UK Paragliding XC news** | Members | Events | Photos | Files

Write Post | Add Photo / Video | Ask Question | Add File

Write something...

**Julian Robinson**  
5 hrs

Congratulations to Mike Cavanagh for the first 100k declared flight on a paraglider in the UK. All without crossing a road, with a task similar to the NS cup one. Several others got close but got drilled by the westerly wind approaching goal

Like · Comment · Share

Simon Goodman and 5 others like this.

**Barney Woodhead** Awesome day, committing terrain, great conditions, and even better company, was a real team effort albeit a bit slow lol xx  
3 hrs · 1 like

**Face Ache News!**



## Simon Goodman - Competition Corner

May 2014

### XC news

May has seen more great XC conditions with some excellent flights across the country. Dales pilot Alex Colbeck flew this impressive 136k declared flight to goal, scoring 182.4 points from Eyam Edge in the Peak District to Scarborough on 17<sup>th</sup> May. Many of the North's top XC hounds flew similar flights the same day, but landing in Filey. The flights were particular impressive given the day was largely blue with few clouds to show the way.

#### Flight to Goal on a Paraglider

Club Dales  
 Glider [Niviuk Artik 3](#)  
 Date 17th May 2014  
 Start 13:02  
 Finish 17:16  
 Duration 4hrs 14mins  
 Takeoff Eyam  
 Landing Scarborough

Coords

#### Distance and Score

Distance 135.93k  
 Deductions 0.80k (cylinders)  
 Total 135.13k  
 Multiplier x 1.35  
 Score **182.4**

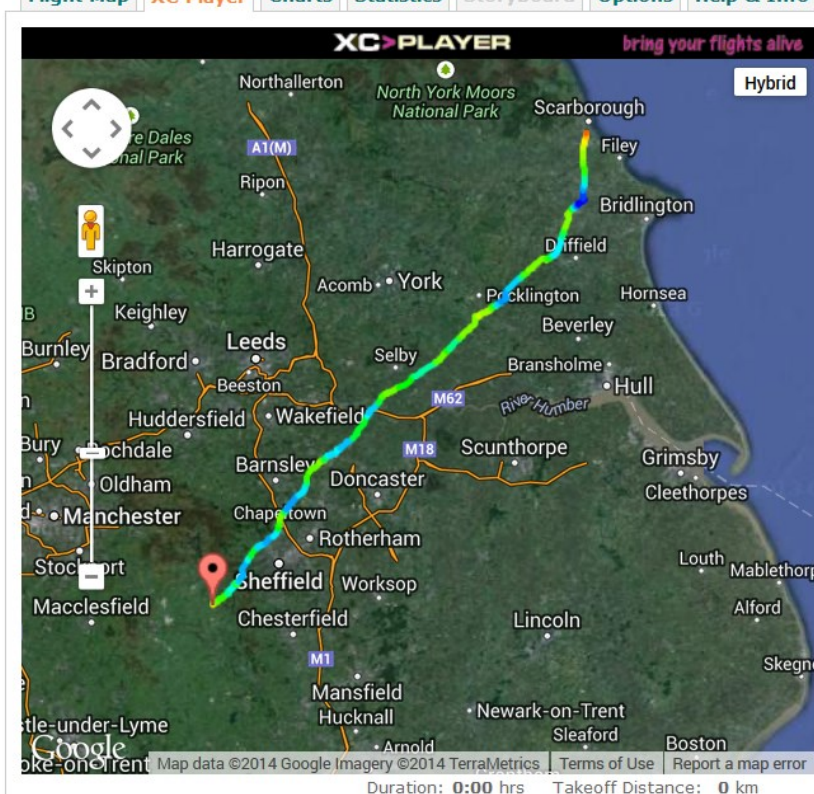
#### Open Distance

Total 136.9k

Tracklog

Admin

[Flight Map](#) [XC Player](#) [Charts](#) [Statistics](#) [Storyboard](#) [Options](#) [Help & Info](#)



Cumbria's Mike Cavanagh is back at the top of the National XC league with 903 pts, after flying a 62k declared FAI triangle scoring 205.1 points (<http://www.xcleague.com/xc/flights/20141253.html>) in the Peak District on 21<sup>st</sup> May, along with Pennine Pilots Phil Wallbank, Phil Colbert and Barney Woodhead – well done guys!

Currently the Dales is 13<sup>th</sup> out of 33 in club rankings, and details of the Dales league can be found below.

If you're not signed up already, get registered and start submitting flights here: <http://www.xcleague.com/xc/>

### North South Cup

The annual paragliding battle between the UK's Northern and Southern paragliding clubs was held over the May bank holiday in the Cairngorms. The weather allowed one task from Carn Liath, with options for open distance or triangle. Conditions were reportedly epic, but difficult with some big flights, but also some scary walk outs, with the longest in excess of 17km! Several Dales pilots were included in the invitation only Northern Team. Despite valiant efforts the southerners just managed to snatch victory and retained the cup for another year. A more detailed write up and pictures from Ed Cleasby here: <http://www.xcflight.com/flightlog-2014/may/>.

## Simon Goodman - Competition Corner (Cont)

### Dodd Grid Challenge

Martin Baxter upped his score to 8 cylinders on 14th May before flying a 46k XC, reinforcing the DGC as the perfect way to warm up for long XC flights. More details and way points for the DGC here: <http://www.dhpc.org.uk/competitions>

### Dales XC league (as of May 22<sup>nd</sup>)

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	David Smart	Ozone Delta 2	275.8	122.4	106.8	46.6			
2	Jake Herbert	Nova Mentor 3	199.6	100	44.9	42.4	12.3		
3	Dean Crosby	Nova Ion 3	173.2	73.6	57.9	41.7			
4	Ed Cleasby	Niviuk Peak 3	161.5	77.6	56	27.9			
5	Martin Baxter	Advance Sigma 7	148.1	88.9	48.6	10.6			
6	Mike Cavanagh	Ozone Mantra M6	147.1	116	31.1				
7	Thomas Yeadon	Ozone delta 2	131.8	131.8					
8	Pat Dower	Niviuk Icepeak 7 Pro	128	128					
9	Simon Tomlinson	Advance Sigma 8	116.7	57.6	34.5	9.6	8.4	6.6	
10	Chris Fountain	Ozone Delta	113.5	63.6	49.9				
11	Steve Etherington	Nova Mentor 3 light	104.3	104.3					
12	Gary Stenhouse	Ozone M6	94.6	79.1	15.5				
13	Kevin McLoughlin	Nova Factor	86.8	40.6	23.3	14.9	8		
14	Alex Colbeck	Niviuk Artik 3	76.9	76.9					
15	Philip Wallbank	Niviuk Peak 2	64.5	64.5					
16	Peter Balmforth	Axis Vega 2	62.9	62.9					
17	Richard Boyle	Niviuk Artik 2	37.6	37.6					
18	Gary Senior	Gin Atlas	37	37					
19	Tim Oliver	Gradient Golden 3	19.2	19.2					
20	Richard Carter	Skywalk Cayenne 4	12.2	12.2					
21	Mark Morrison	Ozone Geo 2	7.6	7.6					
22	Richard Tang	Nova Factor 2	7.2	7.2					
23	Simon Goodman	Nova Mentor 3	6.1	6.1					

### Dales Pilots National XC league (as of 22<sup>nd</sup> May)

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Alex Colbeck	Niviuk Artik 3	319.7	182.4	76.9	60.4			
2	Jake Herbert	Nova Mentor 3	270.6	100	71	44.9	42.4	12.3	
3	Chris Fountain	Ozone Delta	175	63.6	61.5	49.9			
4	Martin Baxter	Advance Sigma 7	148.1	88.9	48.6	10.6			
5	Thomas Yeadon	Ozone delta 2	131.8	131.8					
6	Simon Tomlinson	Advance Sigma 8	92.1	57.6	34.5				
7	Kevin McLoughlin	Nova Factor	63.9	40.6	23.3				
8	Richard Boyle	Niviuk Artik 2	37.6	37.6					

\*You need to list Dales as your primary club and pay the £6 XC league subscription fee to appear in this list.



## Brummel Hooks

Skywords has published some high quality prose and poetry recently. Here we continue this theme, but rather than being about the glory of flying, this poem from PG Forum considers a small, but important bit of your kit. Are its days numbered?

### An Ode To Those Odious Brummel Hooks.

Those Brummel Hooks are pesky things,  
Serve no good purpose on our wings.  
They're supposed to keep two ends together,  
But mostly connect to end of tether.

Designed for joining flag to line,  
In the sailing world they work just fine.  
Search PGForum, you'll soon discover  
Nary an Inglefield Clip Lover.

Threads aplenty of how they fail,  
Considered by some beyond the pale:  
"Far from quick, they lead to fussing,  
Fiddling about and bouts of cussing!"

"About to launch in howling gale?  
Brummel Hooks are bound to fail!  
When you require some extra speed,  
Those hooks will desert you in your need."

"In rowdy air, a collapse from hell,  
Those bloody things snag lines as well!  
Caused a major spiral dive,  
Tossed my rag, lucky to survive!"

It makes me wonder, are they daft,  
Those that make our flying craft?  
Why are they still the standard kit,  
This much maligned and hated bit?

Better the Lark's head knot, by far,  
For connecting speed system to your bar.  
Two half hitches that are opposed,  
Pull tight around a standard knot, case closed!

*Longpete (Peter Mauchan)*

[Paragliding Forum](#)

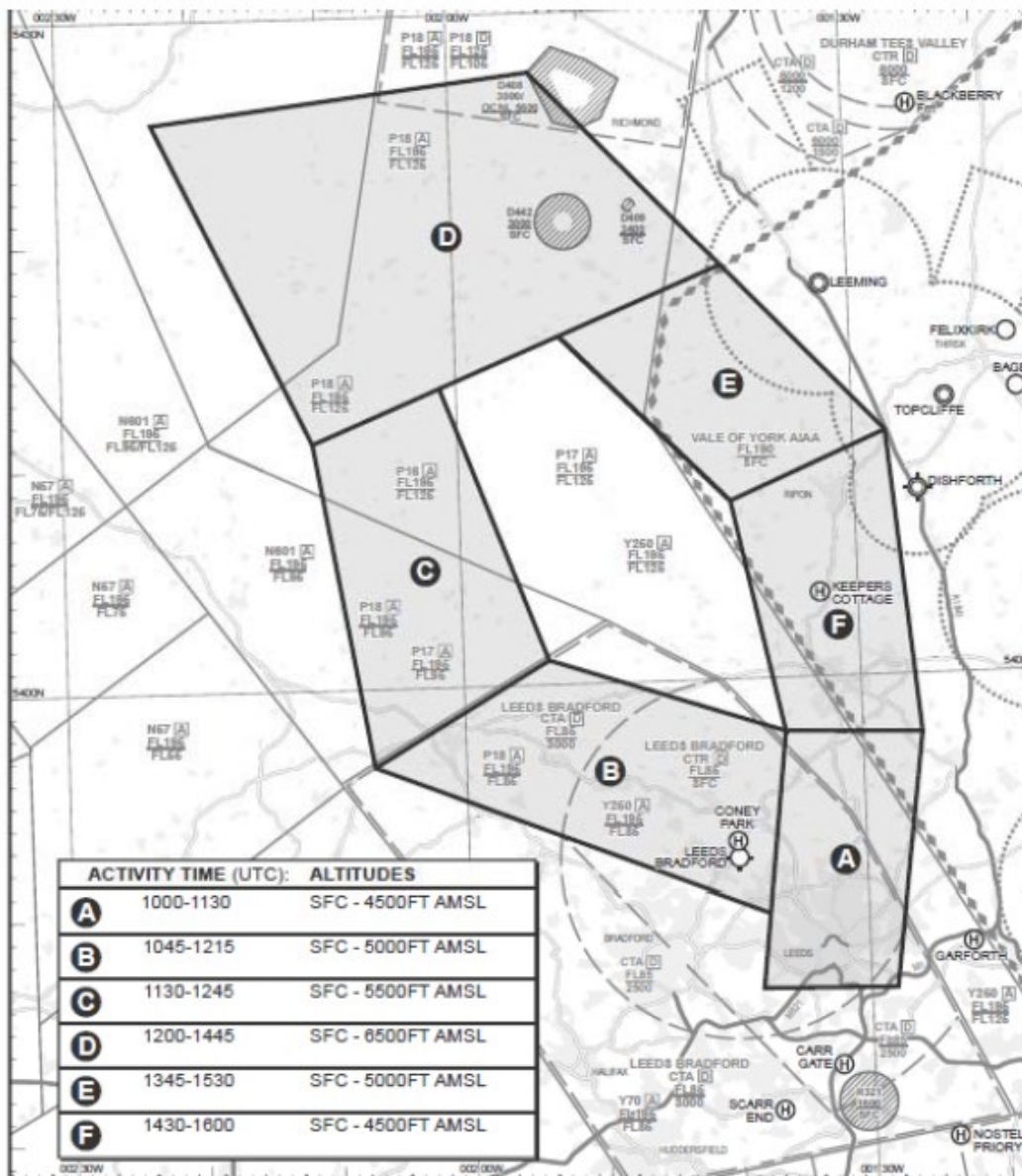


The Grand Départ gets closer and closer—5th July and 6th July will be historic days for Yorkshire and the Dales. If you're planning on going to Wharfedale to watch, be prepared for a LONG day! The official site is [here](http://www.yorkshiregranddepart.com). You can find out almost everything you need to know there. What you can't find out from that site though are the airspace restrictions! Luckily, Martin and Trev attended a presentation by Rob Gratton, CAA Principal Airspace Regulator recently, and we reproduce the rolling RA(T)s below, with timings.

Basically do not even think of flying in these areas on these days. Do not under estimate the damage to our image that an RA(T) incursion would cause. The CAA WILL prosecute pilots who enter these exclusion zones. Ignorance is no excuse.

## Day 1 – Saturday 5 July 2014

### AIC MAUVE 35/2014

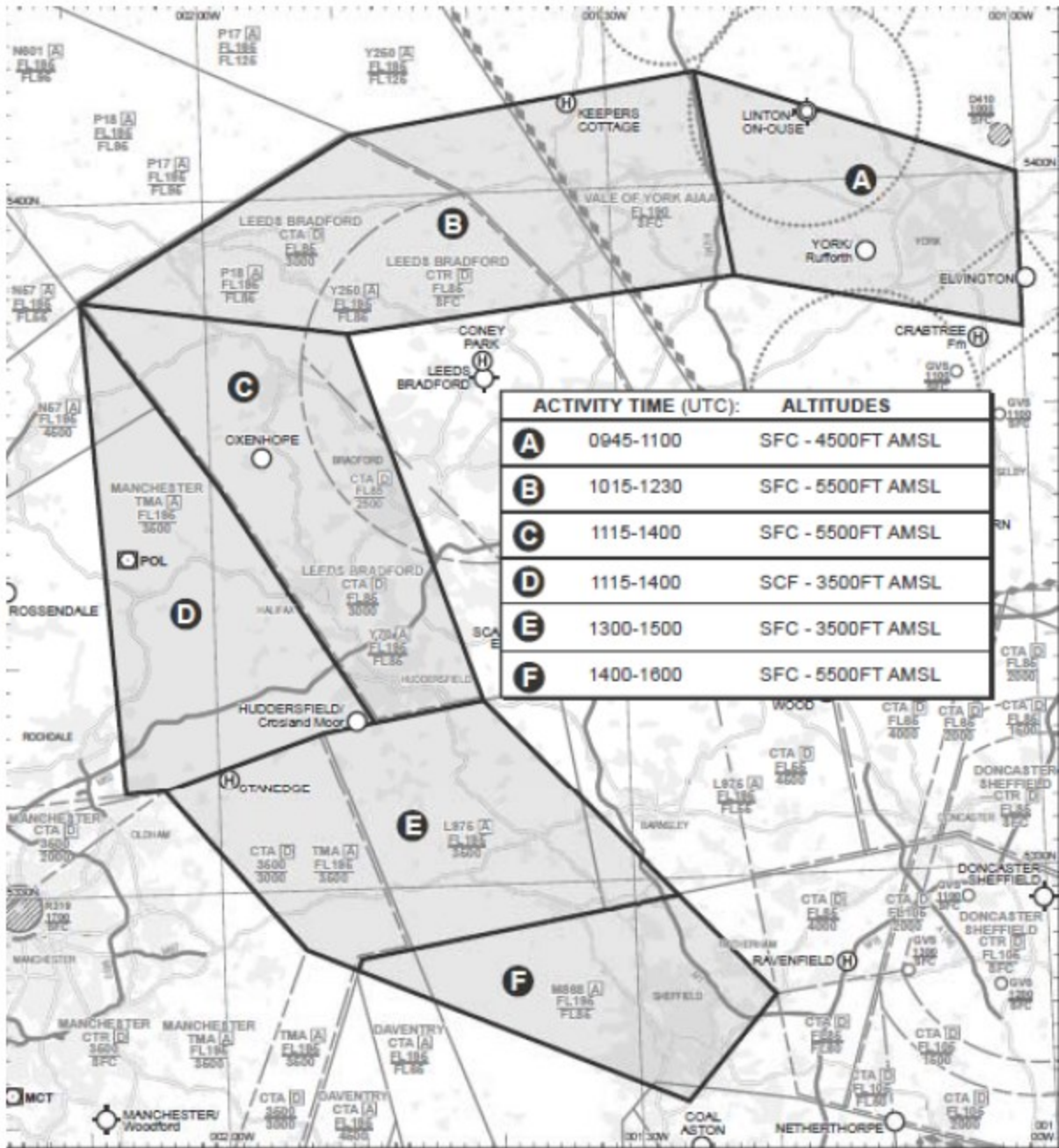






# Day 2 Sunday 6 July 2014

## AIC MAUVE 36/2014



There will be 2 helicopters filming the Peloton at 500 ft AGL, 5 more helicopters serving the operation at 1000 ft AGL and another helicopter flying 2500 ft AGL, relaying the filmed data to the World's media. Cavendish to hold the yellow jersey after Stage 1 to Harrogate?!



## Committee Profile

A couple of months ago we started a new occasional series of “pen portraits” on Committee members, so that you can get to know them better, and recognise them on the hill so that you can approach them and show your appreciation for all that they do for you! This month’s willing volunteer is:

### David Brown (sites officer north)

I started flying paragliders in March, 1991, having seen them up close during an Austrian skiing holiday in January. I was 42 at the time. I trained with Northern, based in Hawes at that time, and achieved CP later in the year. I was a member of the Dales club, Cumbria club and the North Yorks Club up to 1999 and also flew in Israel, France and Spain during that period. I more or less stopped flying in 2000 to make a sailing trip around the coast of Britain and somehow lost the momentum for the sport until 2010. Since my return, I have added Italy to my list of flown countries, competed in the BP Cup 2012 and 2013, the Chabre Open 2013, and attended several pilot development seminars/courses. I am also on the list of Club Coaches.

I live in Ingleton which is well placed to access all the Dales sites and gives easy access to the south, east and northern Lakes. My current wing is an Ozone Swift, white leading edge, orange trailing edge and maroon flash in between. I fly in a pod harness and have a distinctive green helmet.

I joined the committee last year as sites officer north and seem to have done no harm so far. Our flying sites are very important to us and we maintain these through the good will of Farmers and Landowners. They are, in the main, a really nice group of people and we make an annual thank you gift at Christmas in our appreciation. We also put on a dinner for the farmers in the early part of the year which is also meant to be the Club dinner as well. Perhaps more members will consider coming to the 2015 dinner and meeting some of the farmers face to face.



Fancy helping a good cause  
They could help you in  
the future!

**JUNE 28TH 2014**

**3 Peaks Challenge**

Have a great day out and support a good cause

# COME AND JOIN US

Choose a challenge event in stunning upper Wharfedale

<b>THREE PEAKS</b> Birks Fell, Buckden Pike, Great Whernside (122 miles) £10 entrance	<b>TWO PEAKS</b> Buckden Pike, Great Whernside (125-127 miles) £10 entrance	<b>COMMUNITY WALK</b> Dalesway, Starbotton, Paradise Walk (4.64 miles) £8 or £12 per family
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Start and end at Kettlewell Village Hall with free photographic display of UWFR team in action

For more information and application  
<http://www.uwfra.org.uk/>

Printing supported by **Dalesman** magazine

Fee includes refreshments en route and hot meal at end  
Help us by being sponsored for this event  
Plus award and certificate for entrants

**Club Coaches.** This is an up to date list of Club Coaches.

## Dales Hang Gliding and Paragliding Club – February 2014

### Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard,	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

### Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby Chief Coach	Various	Ingleton	xflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard	steve.andbex@btinternet.com	01765 650374
David Brown	Various	Ingleton	d.brown208@btinternet.com	07757333480
Alex Colbeck	Weekends	Harrogate	alex.colbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mrbaxter@hotmail.co.uk	07775785479
Toby Briggs	Various	Pateley Bridge	tobybriggs@btopenworld.com	07582156471
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	07770741958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084

*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 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 need to undertake some coaching each year to retain their rating.*

*They are there to help you – please use them.*

[Ed Cleasby](#)

[Chief Coach/Senior Coach](#)  
[February 2014](#)