

SKYWORDS

August 2020

Chairman's Chat

With some of the COVID-19 restrictions having been relaxed, it's now generally up to individuals to decide how to interpret and comply with the guidance. For some of you that will mean that foreign flying holidays and XC flights are back on the agenda, whilst others may choose to tread more cautiously. The Prime Minister has suggested that it might all be over by Christmas. I seem to remember hearing that somewhere before...

The committee of the DHPC held its second *Zoom* meeting last month. One of the issues that we discussed was how we might hold a socially distanced AGM. Even at 1m separation we couldn't get many into the function room at the Horse & Farrier (even if we were allowed to). It's tempting to suggest that *Zoom* might provide a solution but there are issues over control, security and voting; not to mention the additional burden that it would put on committee members. Personally, I'm leaning more towards the use of our existing forum – we could have a thread for each proposal (and AOB), room (and time) for points, questions and answers, and a voting button. Arguably this would allow the maximum number of members to participate with minimum effort and no time constraint. We'll make a final decision on the format in September and give you plenty of time to sign up to the forum if you haven't already done so (or if you have forgotten your log-in details).

At every AGM, in addition to agreeing subscriptions fees, we also have to elect a committee to act on our behalf over the following year. It would be rather naïve to hope that we could get enough volunteers on the night, so experience has taught me that its best practice to have a plan in place prior to the meeting.

I've always considered it rather healthy that, in contrast to paid politicians, our committee is made up of RELUCTANT volunteers. Indeed, most of us would happily stand down if a willing replacement stepped forward. None of us is 'power crazy'. Realistically volunteers only respond to that nagging feeling that it's time to put something back into the club, after a little arm twisting...

This year will see the loss of 2 key personalities. Pete Balmforth will be standing down as Chief Coach. We'll also be losing Tim Rogers as Membership Secretary. In some ways the Chief Coach is the hardest post to fill, because it can only be recruited from our pool of existing coaches. I'm delighted to report that, after only a little persuasion, Pete Logan has agreed to stand. I believe that he will make an excellent Chief Coach. The photo (at the end) proves that he has done a coaching course – albeit 17 years ago!

The club cannot exist without a Membership Secretary. Whilst it doesn't require a skygod, it can be quite engaging at renewal time, and familiarity with IT is a highly desirable attribute. Although it isn't essential, it might also help with continuity if an existing committee member took on the role. To that end Carl Maughan has volunteered to move across IF we can find a new Editor for Skywords, and although Joseph Edmunds would rather remain as librarian,

he might reluctantly be prepared to take on the newsletter as a last resort. The bottom line is that we need at least one volunteer.

Please get in touch with me at chairman@dhpc.org.uk if you think that you might be able to help out as Membership Secretary, Newsletter Editor, Librarian, or indeed any other [committee appointment](#). No need to make any commitment at this stage: you might simply want to know a little more about what's involved.

Fly safely,

Martin Baxter
Chairman

Photo – Coaching Course Dec 2003, Dalesbridge Centre, Austwick.

Of those I can recognise (L-R): Pete Balmforth, Pete & Sara Spillett, Pete Logan, John Ellison, Zena & Tony Pickering, Martin Baxter, Kate Maddison, Kev McLoughlin.



The Glorious 12th

(Please see the DHPC website for the latest individual site flying restrictions)



Like it or loathe it, the Glorious 12th is upon us - the official start of Britain's 121-day-long grouse shooting season. The sport, which always begins on August 12th each year, has been an integral part of the countryside calendar for decades, although having once been an aristocratic hobby, it's increasingly at the centre of rows over animal cruelty and class.

Regarded as the "king" of game birds, red grouse are incredibly sought after and represent the supreme shooting challenge. They can fly at speeds of up to 70 miles per hour, often fly low and have a habit of changing direction at the last minute. It's no wonder they require a high level of skill to shoot.

As well as berries and seeds, a typical grouse eats up to 50g of heather a day. They eat the young, tender heather with green shoots but nest and shelter in the old heather. Heather moorland is now rarer than rainforest, according to the Moorland Association. The UK has 75 per cent of what is left worldwide.

Grouse shooting can be traced back 160 years to 1853. It started to take off when the railways suddenly made it easier to get to the moors, and shotguns became breech-loading. The "bags" - total number of birds shot per day - were huge, often topping 2,000 in a single day. Although grouse shooting is most commonly associated with the Scottish Highlands, red grouse were, and still are, shot on moors in Wales, Northern Ireland and as far south as England's Peak District.

Grouse are safe for one day of the week. It's illegal to shoot grouse - as well as many other game birds - on Sundays. In 2012 when the Glorious 12th fell on a Sunday, it had to be moved to August 13th. The law about Sunday shooting is laid out in the Game Act of 1831. (It's not against the law in Scotland, but the custom is still adopted.)

Grouse shooting generates about £150 million for the economy every year. The industry also supports approximately 2,500 full time equivalent jobs - from gamekeepers and beaters to people in tourism and hospitality. People (increasingly foreign tycoons and City-types) pay thousands of pounds to join a shoot with owners charging roughly £150 a brace.

Conservationists also argue that burning heather leaves peat exposed to the air, threatening wildlife that make their home in the peatland. They also say that exposing peat to air causes the carbon in it to release carbon dioxide which contributes to climate change.

Red grouse (*Lagopus lagopus*) are not artificially reared for shooting, like pheasants and partridges. Teams of gamekeepers manage the moors to maximise the number of birds available - so some years the numbers fluctuate according to the conditions.

Millions of pounds are spent every year carefully setting fire to heather when it reaches wellie-height to encourage its regeneration. Different areas are burnt in rotation so there is always a patchwork of short and tall heather. (Burning always happens in the winter and the early part of spring when there are no nesting birds on the ground.)

As this brings in significant revenue for the land owners, and we access their land with their permission, please respect the restrictions that are imposed (the website will be kept up to date).

**Simon
Sites Officer North**

Site Updates

Route up to Windbank takeoff.

You may have noticed the recent amendment to the Windbank site guide with reference to the two alternative ways of crossing the wall, via the ladder stile or the strengthened section of drystone wall.

As it's generally not a good idea to climb drystone walls I've removed the reference to crossing using the strengthened section of wall. My thinking is that members of the public seeing pilots using this route may not see or know that it has been especially strengthened, also I'm not sure that any of us now use this route.

I did make enquires with Ruth and Ian at the farm and they are actually happy for either route to be used.

Staggs

New Signage on Staggs – please heed...



Inglebrough

The usual footpath from Chapel le Dale to the summit of Ingleborough (often used for access to Simons Fell) is temporary closed, please see link for details:

<https://www.yorkshiredales.org.uk/popular-three-peaks-fellside-path-to-close-for-repair/>

“An alternative way to the summit across open access land is being suggested for use during the duration of the path closure, which will run from next Monday, the 27th of July, to 25 January 2021 – although as the **works are expected to be completed by the end of October**, the path could reopen earlier”.

Carlton site record smashed by Dales pilots

With very little in the way of local paragliding achievements to talk about at the moment, it is a welcome respite to hear that the Carlton Bank site record was smashed on Sunday 19th July. Although not a Dales site, many eastern Dales pilots are also members of North Yorkshire and fly there regularly. However, more importantly, the record was comprehensively broken by a gaggle of Dales pilots.

Carlton Bank is a WNW site, looking out on the Vale of York towards Darlington, with the beautiful North Yorkshire Moors over the back. In normal wind directions and good conditions, then a great XC flight can be had to Whitby, Robin Hood's Bay, Scarborough or further down the coastline towards Bridlington. However, to go further and potentially break records, then concerted cross-winding is required to avoid being sucked towards the coast and the ever-waiting sea breeze.

On Sunday, a gaggle comprising Chris Fountain, Jake Herbert, Pete's Logan and Darwood, headed over the back of Carlton together at about 11:30. Everyone got low at some point, but conditions north of the Humber were pretty good with some great climbs all the way to base, and beyond if you were not careful.

Everyone climbed to base before a very enjoyable crossing of the Humber near the bridge, no toll required, with fine views in both directions. However, afterwards conditions changed, either due to the time of the day or a subtle change in air mass, and things slowed down considerably. Brigg, in particular, sapped a considerable amount of time as everyone struggled to get high again in a large shaded out region after cross-winding round Humberside airport.

Shortly afterwards, Pete D found himself high and in front, and seeing the others climbing close behind, set off to mark the next climb. However, he did not account for the change in conditions and took on too-long a glide to land just south of Market Rasen. Although briefly claiming the site record with 133km, the others hearing his circling near the racecourse was only in zeros, pushed on to find better things. The trio eventually touched down near Billingham at about 18:20. The new site record now sits at an impressive 161km, 42km further than Jakes 2014 flight to Grimsby on a Mentor 4. Congratulations lads!

For a full write up read Pete Logan's Skywords article later in this edition...

Competition Secretary

It's not all about the numbers

With UK competitions and the XC league currently on hold due to the *bug*, but paragliding allowed again on most sites, what is the solution for budding competition pilots or indeed anyone who fancies something more challenging than simply ridge soaring?

Up North, the answer is undoubtedly the Northern Challenge Series, previously known as the **Northern Challenge Trophy**. This task-based challenge, having been run very successfully for a couple of years, has come into its own due to the present circumstances and presents pilots with a diverse selection of flying challenges of varying difficulty on different sites.

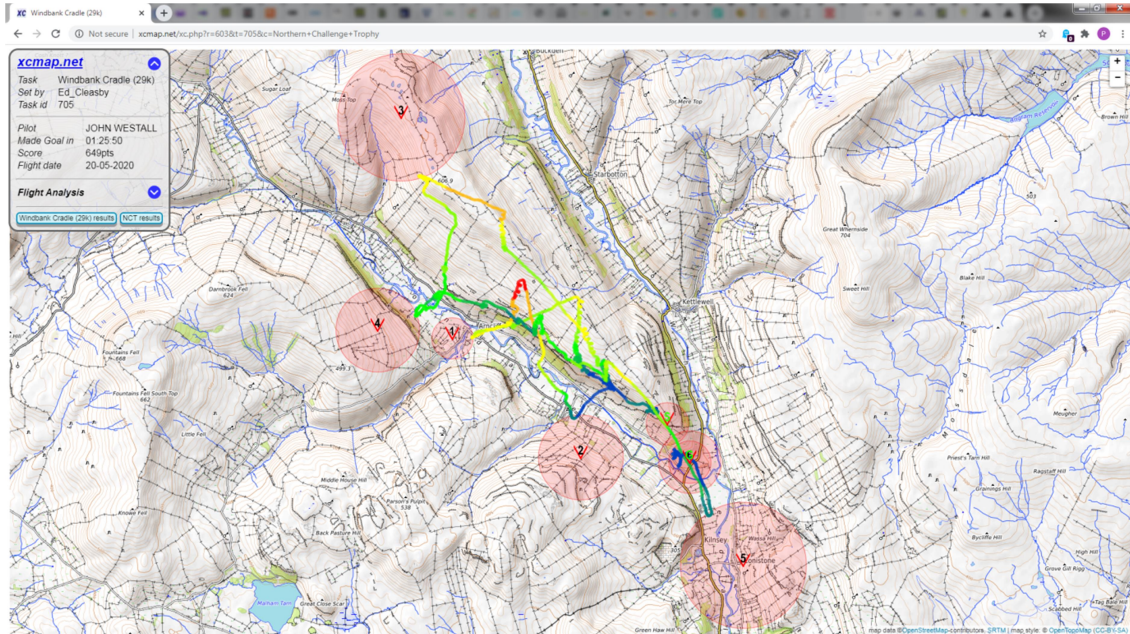
Conceived by Ed Cleasby, the concept has many advantages over conventional competitions and given the retrieve difficulties, or justified reluctance, for heading cross-country at the moment, it also provides practical training opportunities and challenges for everyone from the beginner pilot to the seasoned pro.

The Series is split into site-based tasks (14 tasks) and a hike and fly section (four tasks) which are distributed around the various sites in our four neighbouring regions, Cumbria, Dales, North Yorks, Northumbria & Pennines, thus providing ample opportunity for all to participate and the chance to explore some new sites as well. One of the massive advantages of this type of challenge is of course that you can have a go at your leisure on a day that you choose; no more lost competition days due to inconvenient atmospheric conditions!

Plug the task into an instrument of your choice, learn the basics of task navigation, i.e. how to read and understand what the device is telling you, and then set off and try to complete as much as possible. Should you bomb out, then a relaunch or hike back should not take more than an hour or two at most. Completing the tasks in themselves will be pretty challenging for many pilots but you'll learn loads trying. However, for the top guns then there is route optimisation, time-based scoring and aspects such as choosing the best start time and position to consider.

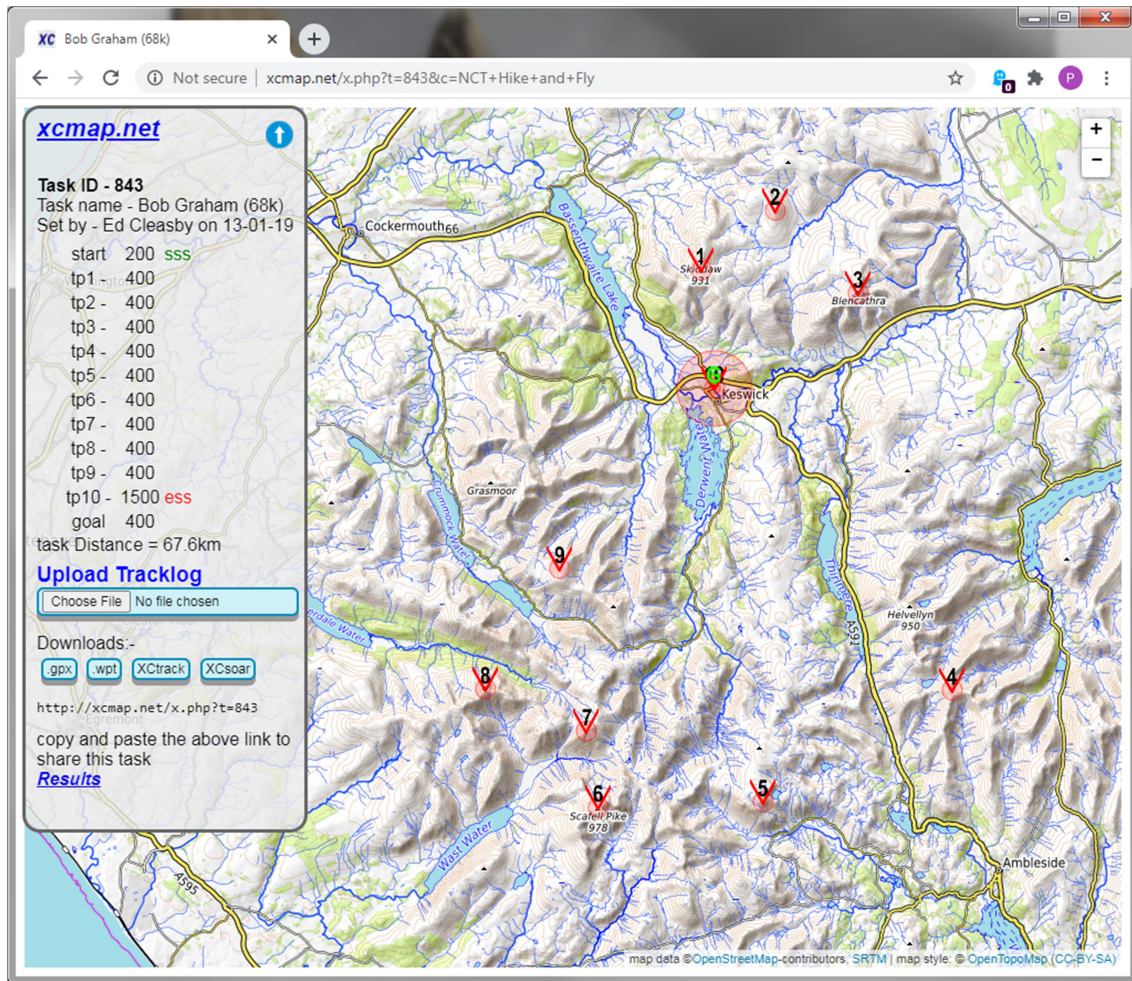
There is no obligation to submit your attempt to the official league for scoring, you can choose simply to use it as a powerful personal training resource. But if you do decide to compete, then you get a visualisation with an excellent mapping backend, see how you improve over time, and how you compare with others, but more importantly what they did differently and perhaps more effectively than you. Is the direct line the quickest? Where are the climbs typically coming from? What height are difficult cylinder attempts made at?

As an example of what a site-based task looks like on a site familiar to most, the diagram below shows the Windbank cradle and this year's current winning completion. If this looks like gobbledegook then time to get learning; this is what a competition task will often look like, with a bunch of virtual cylinders which you programme into your flight instrument and then fly between in a set order. You definitely want to get this dialled before entering a more traditional flying competition, so the Series is perfect for this aspect.



Alternatively, if hike and fly is your bag, or you think it may be in the future, then the four defined tasks in this section of the series provide some cracking challenges; the Three Peaks in the Dales, the Cumbrian 1000m peaks (only Scafell Pike, not both Scafells), the flying Bob Graham and a square that takes in the Howgills, Wild Boar Fell, Great Knoutberry (Brantside) and Barkin Fell. There is an increasing amount of interest in this aspect of our sport, and although not many challenges have been officially registered this year several more have been attempted.

One of the harder challenges, the Bob Graham, is pictured below. The route is based upon a selection of the peaks in Bob's original fell running challenge. With 400m cylinders the racers will be acutely aware, especially when on foot, that in most cases the summits do not have to be attained. The purists may find this, or that nine peaks instead of 42, or an optimised distance of 67km as opposed to a similar in miles, is insufficient, but have no doubts this is a serious challenge and not being obliged to hike up the flanks of Yewbarrow will be welcome relief to those in the know.



Of course, the Northern Challenge Series is far more than just about testing yourself during lockdown. Over the last couple of years, it has evolved as a concept based upon the aspects which have been popular and those less so. Its role going forward is without doubt welcome and will likely evolve further with potentially new tasks added and possibly even new sites. However, if you think we are going to be rid of the *bug* any time soon, then think again, and hence the importance of the Series going forward is even more so.

Links:

Ed's Northern Challenge Series page, with details, downloads and tasks pre-prepared in various formats <https://www.xcflight.com/northern-challenge-series-2020/>

The mapping backend with task visualisation and the league results <http://xcmap.net/index.php?c=Northern%20Challenge%20Trophy>

Pete Darwood

BHPA Coaching Course 6/7 Feb 21

We are pleased to announce that we will be running a club coaching course on the weekend of **6/7 Feb 21**.

The objective of the course is to train Club Pilots to become Club Coaches. As a Club Coach you will help other pilots in developing their flying skills and progressing safely through the BHPA Pilot Rating Scheme. You don't necessarily need to be a seasoned pilot with years of experience to become a Club Coach - as a minimum you need a CP rating and at least 10 hours flying experience. If you are a Club Pilot with less experience than this you are still welcome to attend, you just won't be able to become a coach. Some pilots choose to attend these coaching courses purely as an opportunity to learn and expand their knowledge.

If you are already a Club Coach, this course is ideal for refreshing your coaching knowledge. Existing coaches should attend a refresher every 5 years.

More details will be communicated when finalised but here is what I have so far:

- The course date is the weekend of 6 & 7 February 2021 and runs approx. 09:00 to 17:00.
- The course will be held in the Otley/Ilkley area but the actual venue is not yet finalised.
- We can have between 18 and 26 attending, no less and no more.
- The course cost is £30 for a new coach and £20 for a renewal coach.
- **Those that go on to become a DHPC coach, and active DHPC coaches who attend as a refresher, will get a full refund of the course fee.**
- There will be an additional costs for the venue and refreshments, which I'm not anticipating being more than £10 each and could be less if we are lucky.

For now, if you are interested, or you're not sure but would like more details or time to decide, please email me Rahul Basu at RBBFlyer@Hotmail.com. No commitment needed yet but these courses are usually popular and I need to gauge likely numbers.

Hope you're interested and thanks.

Rahul Basu

XC Carlton Bank to Billingham, Lincolnshire

Sunday 19th July

Not an auspicious start to the day. Forecast for strong NW winds and a choice of going to Carlton Bank where we knew it was probably going to blow out at some point or drive down south to Lord's Seat in the Peaks so we could fly even further south and guarantee a painful retrieve. The Dales would almost certainly have been too strong, so Carlton became the easier choice. We got to site and followed this up with amateur hour getting prepped. Jake had no charge on his phone which provides airspace. I lent him a battery which was pretty flat and Dave Smart clean left his helmet at home. I then managed to unhook a speed bar line during take off in the fairly stiff breeze. Thanks to a shout out from a local NYSC pilot I was able to hook it back in the air.

In the air, things were just waiting to switch on which led to some busy milling about with fifteen or so other pilots on the ridge. There was a call on the radio from, I think, Charles – Flying Hippie about him not getting on so well. I called back and advised patience. A northern facing site is never going to switch on super early and it was still before 11 in the morning. There were great clouds in the flats out front and over the back was still developing. I'm not surprised a few people had a stab at the Northern Challenge task despite the wind. It was starting to look good.

The climb out hit at 11:30 and you can definitely feel it's right when you get less of a drift over the back than the other climbs. I'd been spending my earlier height on searching out front a few times and the third foray picked it up and had me top of the stack all the way to base. Ten or so joined us in the climb and I moved off to the side so we could all finish the climb and then decide to go. In trying to join where I thought the others were, I crossed back under the cloud and went through to reasonably persistent cloud suck, so I found myself in the white room for a while.

I'm coming to the conclusion that the extra height you get climbing in cloud is pretty much never a benefit. Speed bar and ears saw me straight out soon enough, but I'd taken a SE track over the valley and Chop Gate whilst Pete Darwood, Jake Herbert, Chris Fountain and a red Gin had tracked S across the Noon Hill to the Bilsdale mast. That saw me separated early (bad) and so I barred it across to them. Their plan was to stay on the dark, high ground to pick up the second climb, and mine had been to vaguely head off downwind – no doubt to a decent flight but one cut short by the forecast strong sea breeze.

The guys stuck to high ground with little success. Perhaps three weeks of preceding rain meant the moors were going to be slow to warm. We all spotted three gliders climbing out of Bilsdale off the SE edge of moor around Fangdale Beck - where plenty go down with few cars to rescue them. My error in the cloud got me there last and I had to work a bit to catch up in the climb. If you look at the Ayvri tracks, you can make out that this was a lee side climb that triggered the warmed air coming over the moor. Facing east, that slope had been in sun all morning, so the air rises up it and any warmth in the meteo wind that was coming from over the high moor is going to add to it. (Any NYSC regulars please comment – could this be a house thermal over the back?)

The other three gliders (one on a Cayenne5 like mine) headed off towards south to Helmsley which is a track I've never taken before. It's riskier because you're heading down a valley as opposed to

crossing ridges which you would expect gives you more chance of climbing. The pay off is that you're further inland. Our group of five, took the exit towards the flat lands at Kirbymoorside. So far so normal. With the sea breeze in the distance at Scarborough, no panics at this stage. Generally, it's no time for heroics coming off high ground and I tend to stay conservative when I'm in lift above descending ground. There's easily 10km of air that is not especially keen on going up until it's gotten onto the flats of the Vale of Pickering.

Thinking - This is good times for XC flying. Time to settle down with no immediate risks, plan, take a look at the view, get the camera out.... Oh yes, that's another thing... I didn't charge those batteries either! 😊



Crusing along...

Hopefully that's the last trauma/SNAFU. Chris and I lead out towards Malton passing Flamingland to our east. So, we're heading for Malton now on the other side of the valley and the next high ground of the Yorkshire Wolds. Chris notices a drop in the windspeed here as our ground speed goes from 60km/h to 40km/h on glide, which is probably a sea breeze affect. We're still 20km away but it's a good indicator. You'll also see on our tracks that we're cross winding on every glide. (That's going to be a feature for the rest of the flight). A downwind dash will put you in the sea air that marches inland through the afternoon.

It was not plain sailing getting established in great climbs after Malton and into the Wolds. **There were some committed long glides that needed to connect with a climb and the teamwork really started paying off here.** We'd lost the red Gin by this point. A shame they weren't on the same radio channel to listen out for us advising each other. Or perhaps

whoever it was hadn't charged their radio – it would fit with the general standard of prep for the day!

Around Millington it was nearly over for all of us. The clouds looked a bit raggy and nothing much seemed to be working. Down well below TO height and behind a hill in a twisting valley. We'd split into two pairs and Chris managed to find me a bubble that I worked as he climbed well. It was great for me with quite a bit of up and down so after a nag from Chris to get myself sorted out I tried upwind and connected properly with this lee side screamer by trying the old tip of going upwind to find the better lift.



Jake

Jake and Pete D worked a kilometre or so downwind and found their climb and we joined each other back at 5000 feet ready to munch some more kilometres. Now the stress is off I concentrate more on what sounds like a family on a day out our channel. It sounds like they twig that we're in the air and I give them a shout to change channel as we're going to find it difficult otherwise (and there'd be no hope of us all ending up on the same channel if we tried!). We note the sea breeze convergence line and stepped cloud in over Beverley and Hull - so overall the flight track start tacking - climbs take you towards the sea breeze so glides have to tack you back inland.

Having done the sea breeze before, you generally need to stay a few km in front of it at least. There's less reliable lift out there but with uneven land it soon swoops in and envelops you in a pincer movement if you let it. We did have some glides into the blue holes that were not as sinky as you'd expect. Possibly because the front was lifting air in front of it. There you're either in a LOT of lift with bumps and lumps or you're in a bunch of unworkable disordered air behind it. Neither gets you very much further in your flight.



Approaching the Humber

Approaching the Humber we're not in a good position. Jake's best having taken a less sinky line than me to the east. Pete D and Chris head to a sunny quarry further west and I'm stuck in the middle with, well, no one. Pete D calls in the quote of the day:

Chris: why are your heading to Brough?

Pete D: sun on fields, quarry ... oh and a train station

Chris: Pete, there is a train station in Lincoln

I'm just as desperate and say I've booked my low save already. I'm not going to make the north shoreline at this rate and have the prospect of houses, power lines and motorway junctions to thread. However, there's fields in sun and a village called Swanland ahead. It's a source and a trigger from the text book and it will have to be my last throw of the dice. **A red kite crosses under me and all I can do is turn right follow it.** Tracking a line of saplings, it has spotted them swaying about before I have, and as we both move into moving air it feels hopeful. I'm 150m above ground when I connect with the thermal just taking off over the village of Swanland. I track over the village gaining height and only concentrating on maximising each turn. I can worry about the Humber crossing when this immediate problem is dealt with.

The climb holds together and it's soon obvious I can follow the other guys across just a little behind now...

It is simply stunning, a kilometre of glittering brown below me with sandbanks and mud flats. The view is of flat country stretching into the murk, Hull, Beverley, the Humber Bridge from above and a sea breeze ever ready to chase us down. It's kind of what I signed up for when I started flying XC.

“It’s kind of what I signed up for when I started flying XC”



Hull and the bridge

Jake makes a good point that we need to cross high because we’ll need to be a few kilometres inland for the air to start working again. Trying to catch up I found myself mincing after Barton Humber – Pete D and I left behind a bit. Chris and Jake take in a brief visit to the white room. We also had a concern about high cloud starting to come in from the west, being a possible cause of weaker climbing.

Being left behind is not a complete disaster and each time it had happened we’d been paired up. The lead pair choosing the route; the following pair can see if that’s been sinky and take an alternative if they want. They can also then spot climbs for the lead pair if they get very low. This came into play in the grim air around Scunthorpe. Pete and I are mid-height and catch up coming into Brigg. Jake and Chris had gone towards a line of dark cloud above Scunthorpe and not connected with anything. I thought a town in sun with a sewerage farm would probably work. Pete and I flew to the far end above the sewerage and an industrial estate, and put together a weak climb out of there. Am I selling this? Jake was scratching at this point and we guided him to where he needed to be. A big plus for gaggle flying. (In fact, Dave Smart got back to the hill within 30 minutes and took off after us with Martin Underdown. Dave eventually made it to about where we were now).

Again the team’s back together and high so we can make some plans and progress. The land is now really flat going on forever. Hazy and tired, I’m climbing on auto pilot now having settled into the

flight hours ago (I get dialled in after an hour or so). It's a lot of right hand thermalling for me though (sorry guys) - I'm just rusty due to the COVID layoff and I just trust myself better with the feel of thermals going round that way.

How are we flying? It's simple rules really. Fly the clouds and the ground, look out for birds, the information from other gliders and them is really important, try and fly lifty lines, slowdown in lift, don't thermal when you're already fairly near base, someone needs to lead out from the top to keep the momentum going and avoid committee flying, if you're at the top of a climb let others know and let them climb to join you (within reason).



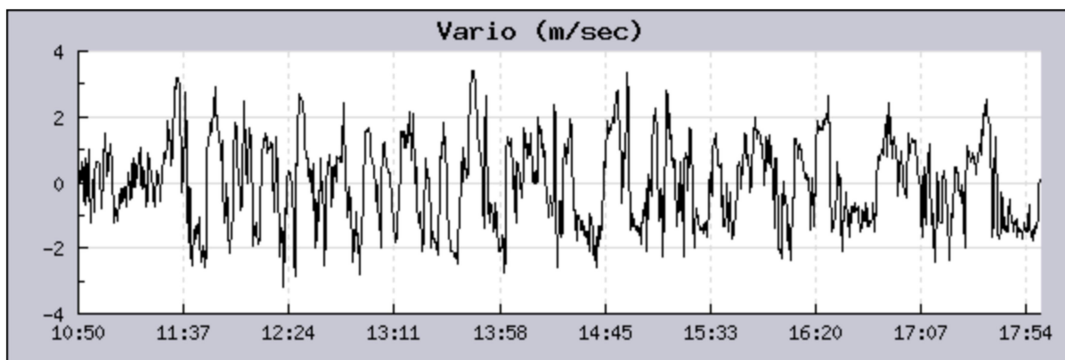
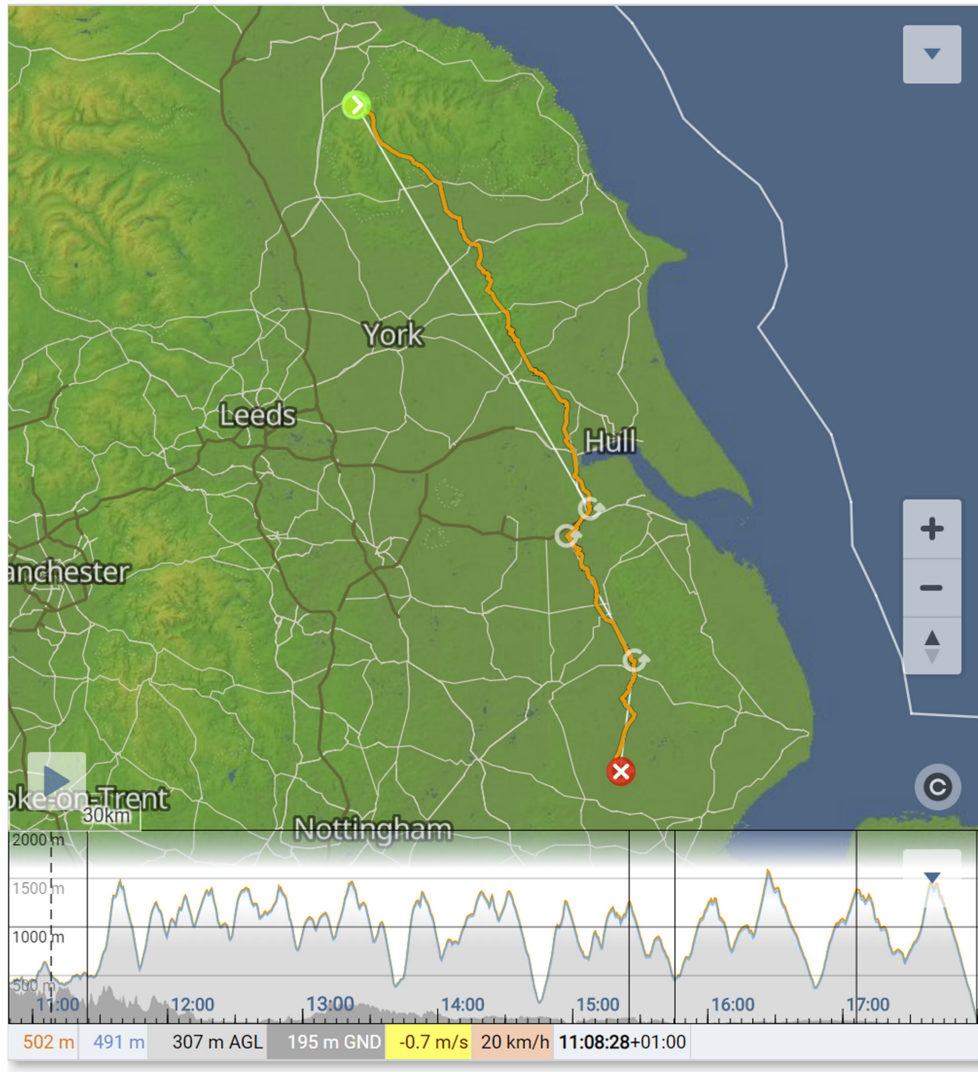
Humber upstream

Talking of avoiding committee flying, we were all taking responsibility to lead out and make progress and Pete D had done this at Osgodby, heading towards Market Rasen. This had put him low on his own so the rest of us steered over to above him to try and help out. We could see him working hard searching, willing him to get back up. It was not to be.

He managed to stay in the air another 10km but eventually had to come down at West Torrington for a UK PB! Nicely done Pete. Later he'd realised that he hadn't picked up on the climbs being weaker across the Humber and had been a bit too confident that he'd get big climb back up.

We were a little bit hampered now because the next issue was that Pete had been calling out the upcoming airspace – MATZs containing ATZs! Pete gave us some pointers from the ground whilst we relayed his position back to Rosie on retrieve. Little did we know the pain he was in at the time, having landed and been rushed by a bunch of young kids asking, "What'll it do mister?" and "Where've you come from?". Their Dad then gave him a lift to the local Tesco and only then could he sort out the lack of a pee from the 5 hour flight.

Chris and Jake were now really low, they did connect with a climb on the far side of Billingham village but Chris was desperate to land for a pee and although Jake is genetically programmed to take good lift, he landed also because he also feels the sea air coming in. I radio up to him that the wind has switched 180 degrees, just in the time since I landed. We're just a kilometre apart and within a cat's whisker, the same distance from take off (which seems like an age ago).



The retrieve turned out to be only a minor saga. We met at the Ship Inn in Billingham for a couple of pints. They seemed to think we were a band of some sort when we were asking for local taxi numbers. We phoned a taxi from Lincoln to take us to the last train north, but on the way we decided that it was going to be quicker and cheaper to get us back to Chris's car (left on the A59). We were very apologetic about destroying the Taxi drivers evening, as we were her last job of the day but tipped her extra. It was midnight before I reached the Lord Stone's café car park for my car and then home by 1am. I managed to grab a look at comet Neowise setting in the NW on the way. A good portent for the XC conditions on Tuesday? Well that's another story...

What about the gliders? I'm on an EN C, 4 years old from 2015 and Pete D was on a modern Sigma 10 EN C. The climbing rate is about the same and we were going vaguely downwind, so the ground speed is the same as lower rated gliders. A couple of times Pete D and I were at the back and easily caught the Zenos of Chris and Jake because we were flying fast due to the better information we had. There was a slight difference on the cross wind glides... maybe. Any difference could have been accounted for by the lines we took. **I'm sure an EN B could have done the flight.**

Tracks

<https://ayvri.com/scene/v356vrrlke/ckcugg3em0003266be6ktxqdc>

<https://ayvri.com/scene/v356vrrlke/ckcug9dkj0007266bkomyr5wa>

<https://www.paraglidingforum.com/leonardo/flight/2577878>

<https://www.xcontest.org/world/en/flights/detail:vikingforties/19.7.2020/09:49>

A few other results from the day:

- A couple of hangies made 130 miles to Newark and Peterborough.
- The other Cayenne was seen near the Humber.
- A Gin was with us until the Yorkshire Wolds. Two gliders to our west landward.
- Dave did make it back up with a helmet and put in a flight to Scunthorpe with Martin Underdown with him for a lot of the way.

Pete Logan
(Photos courtesy of Pete Darwood)

Photo Corner



Simon Tomlinson at Semer Water - 24-06-20 - Gary Senior



(As Pete's article mentioned it – Neowise Comet over Ilkley) – 20-07-20 – Carl Maughan



*Neowise Comet - Closer View – 20-07-20 – Carl Maughan
(both tails just about visible – very faint ion trail just to the left of dust trail)*