

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



# Skyywords

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

Issue:128 February 2018



See you at the club night.  
Feb 1st,  
Horse and Farrier, Otley

Matt Wilkes is coming to  
talk about "Flying High".  
Probably not about flying  
here then.

## Inside this month

This month's cover shot is by Alex Colbeck, flying with Al Crompton at Primrose Valley on January 7th. More snaps are in this month's mag, and more news from Alex in UpHillandDown Dale. [Tam](#)



## Regular Features

**Chairman's Chat** The winter, the committee, and the future

**Club News** Up Hill and Down Dale

**Weather Prospects for February**

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**Cloud Eye Candy** - Gravity Waves, Southern Australia.

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**The 2008 X-Lakes** - Gordie Oliver and Steve Nash

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**Farmers' Dinner Invite**

Many thanks for all contributions.  
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If you enjoy reading this, please contribute your own news and articles when you get the chance.



## Martin Baxter

### Chairman's Chat February 2017

#### The winter, the committee, and the future

It's a pretty crap hobby during the winter months in UK isn't it? I haven't flown for 3 months now. Buddhists would encourage you to think that abstinence is a good thing. Patience is a virtue, and the longer that you have to wait before taking to the air once more; the better it will feel when you do. Or perhaps the thought that spring thermals are only a month or so away will keep you going...

The one good thing about not flying is that it gives me lots of time to catch up on what seems to be the increasing administrative burden that comes with my role in paragliding. Yes, I know – it's my own daft fault for volunteering to be chairman of the club (and on BHPA Exec as well).

Your new committee had it's first meeting last week and I'll attempt to give you a flavour of what was decided.

We acknowledge that we need to scrutinise expenses. To that end committee members will have to submit expense claims every 2 months or forfeit their claim. In a discussion about motor mileage, you will be pleased to hear that democracy is alive and well, and that the chairman didn't get his way. The rate will remain at 30p per mile but committee members will no longer be able to claim for travel to the AGM or to the Farmers' Dinner where they act as hosts.

Although his views about the Flying Fund haven't changed, Trev has decided not to put us all through the hassle of an EGM. Another year of monitoring expenditure will allow the committee to carefully consider the proposal that we put to members at the next AGM. Tim Rogers is developing an online voting tool and, whilst it may replace the need to have an AGM in the future, for the time being we're planning to use it as a tool for the committee to assess the views of the membership.

We finalised the club's awards and trophies to be presented at the Farmers' Dinner. The full list of worthy winners appears elsewhere in this edition.

See you at the next club night, repack, Farmers' Dinner or, dare I say it, on the hill?

Fly safely,

Martin Baxter  
Chairman



### **CANP / NOTAM**

Going out mid week? Don't forget to notify our friends in the armed forces, please, and read the NOTAMs!



### **CIVL Media Support for FAI Category 2 Events**

With the aim of promoting our sports, starting from the beginning of 2018, CIVL introduces new service for paragliding and hang gliding competitions.

Each competition sanctioned as category 2 will have a chance to use FAI CIVL Facebook page for its promotion and potential participants information.

Each event is granted 2 posts: one announcing the opening of the registration to the competition and another announcing the results and winners. The posts will lead to the event website.

The number of posts is limited to 2 due to the modest workforce of CIVL. In exceptional cases, e.g. in case you have a nice video, a 3rd post can be published or shared from your competition's Facebook, YouTube or Vimeo page.

To get CIVL Facebook announcement support, please send your text + 1 to 4 high-quality photos to [civl\\_comps@fai.org](mailto:civl_comps@fai.org) after your event has been sanctioned and the registration is open, do not forget to write your event ID number on the calendar. For the winners' podium post, you can send it together with results at the end of the competition within 7 days from its end. If you send later we will process results but cannot post the winners.

### **British Vintage Hang Gliding Rally**

The British Vintage Hang Gliding Rally will be part of Parafest 2018, from the 27th to the 29th of July, at Llanbedr airfield, North Wales.

Tickets available from: [www.parafest.co.uk/tickets-2/](http://www.parafest.co.uk/tickets-2/) or via their website: [www.bvhgr.org/](http://www.bvhgr.org/) and they have a facecloth page.

### **X Pyrenees**

The start list for the June event has been finalised



### **Northern Challenge Trophy**

Well, Ed's new idea seems to have caught the imagination of many people, and looks to be a real goer for 2018. The website has had another subject added to the forum, where you can get information, links etc:

<http://www.dhpc.org.uk/forum/viewforum.php?f=28>

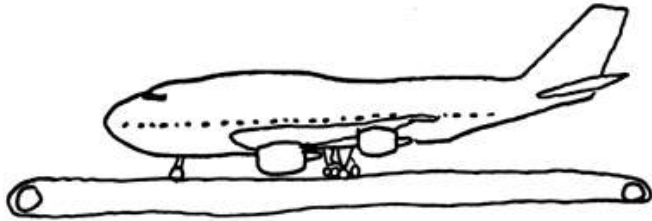
There is also a Whatsapp group, administered by Joe Edmonds.

### **New Weather App**

There are of course many apps a round that we use for our flying. A new weather app was released recently, carrying the Met Office synoptic for several days ahead, which the traditionalists may find useful. Although called "Surface Pressure Forecast Maps for Paragliders", I don't think hangies would get into too much trouble for using it! Available from Google Play - not sure about Iphone etc availability



### Old conundrum



Answer: Yes it takes off.

Reason: Kerim says so. QED

Shall we move on? I apologise to long sufferers of this problem.

### Club Clothing



We can now offer club t-shirts and polo shirts available in a range of colours, sporting the DHPC logo on the front and a copy of Steve Ham's

There is now a link to the club shop on the home page of the website, just scroll down below the Site Status Warnings.

### BHPA Announcement 18th Jan 2018

We are pleased to announce that as a result of a discussion at Royal Aero Club between BHPA and BMAA delegates, it has been agreed that from now on, BHPA issued FAI Sporting Licences are valid for CIMA Paramotoring competitions. This means that there is no longer any need for BHPA members participating in FAI Paramotoring competitions to hold a BMAA issued FAI Sporting Licence.

### North South Cup Dates Confirmed

The dates for the North South Cup have been confirmed as 11-13 May, with the venue to be confirmed the week before.

### BP Cup Dates

The dates for the 2018 BP cup rounds have been announced.

Pennines - May 4th to 7th with registration on the 3rd.

There is to be a pre-comp practice week in Macedonia June 2nd to 8th, numbers will be limited.

Macedonia - June 9th to 14th with registration on 8th and prize giving on 15th.

Peaks - August 9th to 12th with registration on the 8th.

Entries will open at the beginning of February, details will be posted on the BPCup facebook page.

### Go Big or Go Home

Are you planning ambitious targets for the year ahead? There's nothing like making your ambitions public to give you that extra incentive to achieve your goals. So how about announcing to the world your intent to climb all national 3 peaks, and the Dales 3 peaks. All in 24 hours! With a fly down off each. This is what our own Acro Alex has announced, and it's for charity. More details on his web site <http://www.6peaks.co.uk/>. Dig deep peeps.

Poor Alex, I have already requested a write up, of course!



## Video Comp Club Night

A beginning, a middle, and an ending. That's the basis of every good story. Gary Senior's video entry had just that. Literally, just that. But hey, they featured paragliding, so they were 3 quality frames of action! Gary had clearly taken a leaf out of the chairman's book, who also entered, when he heard that there had only been one entry so far, and had his eyes on the prize for 2nd place. The chairman's video also fell within the rules - it was under 4 minutes. It wasn't however about paragliding, hang gliding, or anything to do with our sport. The helicopter featured wasn't one of Alex's acro moves, but an RAF Chinook (?) landing and depositing some passengers in some playing fields. Engrossing, but possibly not for the full 4 minutes, and thankfully this also had an ending! It later transpired that one of these films had actually received some votes!

The serious contenders were videos from Alex Colbeck, and Richard Meek, from their trips to Oludeniz and Bir. Great action in both, and a reminder if we needed it of why we are all bitten by our sport. Links below to both videos. Congratulations to both on their work. Rich's film just pipped the voting from the gathered 25 or so members and he has free membership for the year. Alex wins one of the new club shirts.

After the break we watched the review of the X Alps. Some amazing flying and athleticism - incredible to watch where some can take this sport. Clearly however they need to take a health and safety advisor for a full assessment of proposed take off sites. The one where one athlete was injured looked positively benign compared to most that were shown. In case you hadn't heard, Chrigel won!

**The Flavour of Bir**



**BAPA - Oludeniz 2017**



**The X Alps review**



## Club Nights

Club Nights take place on the first Thursday of the month in winter months, starting in September, at the **Horse and Farrier, Otley**. These nights are great to get to know your fellow club members, pick up tips, contribute to the parabolox debate, plan trips etc.

Your social sec has organised an impressive array of talent to come and talk to us, so these will be an excellent way of keeping in touch with your sport. Brief details of the full programme are on the website, under "events".

Next up we have:

**1st Feb, 7.30 for 8pm**  
**"Flying High"**

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

HORSE & FARRIER



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## David May

### Safety - If it's worth saying once...

### Preparation at the start of the year

#### In the context of safety if it's worth saying once then it's worth repeating over and over again.

So I thought I'd write a series of articles on the basics, based on my own experience and in particular highlight areas where I have made mistakes and been lucky enough to get away with it. I think everyone who has been flying long enough will have a similar list of stories.

#### The Basics: Start Of The Year Preparation

New year, new flying season – now is the time to give your kit a thorough inspection and make sure everything is in order.

If you are like me and you don't have the opportunity to chase the sun during the winter layoff then chances are you will not have flown much over the last few months ... and it may well be March or April before you get back in the air again. That's quite a long time and not surprisingly there are no shortage of articles about the danger of feisty Spring thermals and rusty pilots coming out of winter hibernation. In fact, we'll be publishing our annual reminder on just that subject in the next edition of Skywords.

But it's not just the pilot who is rusty. Chances are your kit has been sitting in a corner somewhere for the last few months slowly gathering dust. So pull it out, brush off the cobwebs and get it ready for the new flying season. I've put a checklist together that may help:

#### Wing Service

All wings deteriorate over time due to use and exposure to sun and moisture. The canopy can be easily damaged when on the ground, lines can snag and fray. Even if you are very careful with the wing the sun's rays have a detrimental effect on both the canopy and the lines – increasing the porosity of the canopy and reducing the strength of the canopy and lines. Lines also stretch and shrink over time which puts the wing out of trim and impacts its flying behaviour. Obviously the more you fly the greater the effect.

It can be difficult to spot this deterioration without specialized equipment – canopy porosity for example or a change in line strength or trim. So you should send your wing away for a professional service on a regular

basis. How often this might be depends primarily on how much you fly and where you fly. If you are lucky enough to fly a lot in strong sunshine then your wing will deteriorate faster than if you fly a little or in less sunny conditions. Likewise, if your launch/landing sites tend to be stony or full of little snags or thorns then chances are your wing will suffer more damage than if your sites are more like we have in the Dales – smooth and grassy.

Personally, I send my wing away once a year after it reaches 50 to 100 flying hours. Not for a full service each time (unless the wing is getting old or I am considering selling it) as I don't need a yearly account of the canopy porosity for example but I always get a line check – length and strength. All lines deteriorate over time and are prone to shrinking/stretching regardless of how well you look after them – have a look at this link for more information:

<http://www.up-paragliders.com/de/content/item/502-paraglider-line-materials,-and-why-they-matter-to-you>

Regardless of whether you send your wing away to be serviced, you should fully inspect your entire kit now before the new flying season starts. Here are some of the things to check:

#### Reserve

I'm mentioning this first as it's an element of our kit that is (hopefully) re-packed at the beginning of the year, placed in the harness and then forgotten ... until you may be unfortunate enough to need it for real. The annual DHPC repack session is organised for Sat Feb 24 and all are welcome. See here for more details:

<http://www.dhpc.org.uk/news/dhpc-reserve-repack-sat-feb-24-2018>

If you feel uncomfortable with packing your own wing then come along anyhow and see how it works. Most reserves are relatively easy to pack once shown how. If you are still unsure afterwards then you can always send your reserve away to be professionally repacked. The BHPA site contains a full list of licensed reserve packers ([http://www.bhpa.co.uk/documents/safety/parachute\\_packers/](http://www.bhpa.co.uk/documents/safety/parachute_packers/)) and any of the wing service centres also provide a repacking service



# Check your kit

## Wing

Lay your wing out fully, somewhere light and airy (but not in direct sunlight) – apart from making it easier to check this will allow the material to breath and dry out

- check the canopy, cell by cell, for any damage, in particular along the seams and the leading edge as this is where the greatest pressure is found. Check both the upper and lower surface of the wing. Pinhole punctures and small rips (no more than a cm or two can be repaired with ripstop repair tape) but if the damage is greater than this or by a seam or leading edge then you should consider a professional repair.
- If your paraglider has rods then check them all for any breakage. A visual check may not be enough – run each one between your thumb and forefinger, feeling for any cracks or sharp edges that should not be there. These rods are integral to the structure of the wing and take quite a bit of force - any damage here can render the wing unflyable and you should have the wing repaired. This will most likely require professional help.
- Check the inside structure as well to make sure it all looks ok. Modern paragliders have quite a complex internal structure so it won't be all that obvious what to look for but it's no harm to check. Chances are if there is any damage it will be towards the leading edge, especially if you have a habit of dropping the wing with the leading edge down while ground handling.
- Shake out any debris and dead insects that may have collected inside the wing. They are abrasive to the material when tightly packed and also cause damage as they rot.
- If your wing is dirty it's no harm to wash it down. The dirt is abrasive and can also contain corrosive elements. It makes it easier if you can hang the wing up – wet sponge it down with just water or perhaps an olive oil based natural soap such as Savon de Marseille and let it dry naturally. Ripstop nylon dries quickly. Do not use any other cleaning products.

## Lines

A good discussion on lines can be found here:

<http://www.up-paragliders.com/de/content/item/502-paraglider-line-materials,-and-why-they-matter-to-you>

- Check each line individually, from where it connects to the wing down to the risers. Run the line between your thumb and forefinger as you go to feel for any lumps or breaks that may not be obvious visually. This is especially true for sheathed lines where internal damage to the load bearing core can be hard to spot. Check for fraying of the line and any damage to the loops at each cascade. If you find any damage you should have it repaired or probably more likely have that section of line replaced.
- Check the maillions where the lines join the risers are not loose and orientate the correct way. Check for any bending, stretching and deformation – this will especially be the case if the maillion was not fully closed as it will be far weaker. They will probably also have some sort of anti-slip mechanism where the line is connects to the maillion to keep it in place – for example a rubber band in a figure-of-eight configuration.
- Inspect your carabiners for any sign of damage, cracks or deformation and make sure they close correctly – they are significantly weaker when open. Replace them if you have any doubts as these are your only connection to both the wing AND reserve and if they fail then you have no backup.
- Check the speed system pulleys and Brummel hooks. The pulleys should run smoothly and there should be no damage to the attachments. Brummel hooks should not be stretched or deformed in any way and the lines in good condition.

## Harness

It is easiest to check your harness if you can hang it somewhere and you can sit in it.

- Check all the straps, especially the weight bearing straps for any damage that might weaken them.
- Check the carabiners again (to be sure to be sure)
- Make sure all the clips and zips are working.
- If you have an airbag then see that it inflates correctly.
- Check your speed bar is set up correctly. Check the speed bar lines for any sign of wear, especially where the lines slide over pulleys or through holes in your harness as this is where they are more likely to be damaged. Check the Brummel hooks are ok and the gap (where one slides into the other) has not been damaged or deformed.

Even if you cannot do a hang check, you can do a quick speed bar length check by sitting in your harness on the ground with the wing attached and have someone lift your risers above your shoulders to simulate the wing above your head. Push on your speedbar – when at full extension the pulleys on the harness should be just touching each other.

## Any other equipment

Helmet, boots, gloves, radio, vario, gps, camera etc. Now is the time to sure it is all in order and ready for the new season.

Safe flying

David May

DHPC Safety Officer





Al Crompton at Primrose Valley

Jan 7th



Lord's Seat

Jan 10th



Photo: Alex Colbeck



Photo: Mark Boshier



OK so the PWC superfinal wasn't in the Dales, or even close. But Dales pilots on hols in Colombia did fly with the contenders!

Skiddaw, 26 Jan



Photo:

Skiddaw, again!  
Jan 26



Whernside 26 Jan



Photo: Dennis Marston



Photo: Dave Eva



Lords Seat

26 Jan

Photo: David Broxholme

# DHPC CLUB TROPHIES 2017

Active Edge PG Cup (Best 1st XC)	Chris Kay	67.6 Km
Baildon Sod (PG)	Kerim Jaspersen	
Cock of the Dales	Charles McDonald	
Cockcroft Cup (Most improved pilot)	Rosie Ireland	
Fairbrother Trophy (Pilot's pilot)	Tam Morrison	
Founders Trophy HG (Longest XC from the Dales)	Trevor Birkbeck	30.2 Km
Founders Trophy PG	John Ellison	166.1 Km
Mark Sellen Trophy (Services to the club)	Neil Plant	
Northern Paragliding Trophy (Best total distance in 1st year of XC)	Chris Kay	299.1 Km
Northern Paragliding XC Cup (Best triangle, out and return or flight to goal in the Dales)	Mike Cavanagh Dec'd FAI triangle	72.6 Km 217.8 pts
Skywords Award	Pete Darwood	
XC Shield HG	Tony Fillingham	212.4 Km
XC Shield PG	1st Mike Cavanagh 2nd Ed Cleasby 3rd Dave Smart	655.1 Km



## Club Mugs 2017



This is the 4th year that we have awarded the XC Mugs, with a slight tweak in the rules this year. Mugs are now only awarded for the first time you achieve a certain distance in a year - so for instance this is the first year that Mike Cav has achieved 600k, and if he does it again next year, he won't get another 600k mug. Scores are taken from the Dales XC league - the full table is presented elsewhere in this mag.

Distance	Pilot	Club	Wing
600k	Mike Cavanagh	Cumbria	Ozone Zeno
500k	Ed Cleasby	Dales	Niniuk Peak 4
	David Smart	North Yorks	Ozone Delta 2
400k	Geoff Crossley	Cumbria	Niviuk Peak 4
300k	Chris Fountain	Dales	Skywalk Cayenne 5
200k	Chris Kay	Dales	BGD Tala
	Pete Darwood	Dales	Nova Ion 3
	Gary Stenhouse	Northumbria	Ozone Zeno
	John Ellison	Dales	Ozone EnZo 1
100k	Pete Logan	Dales	Skywalk Cayenne 5
	Alan Shield	Dales	Air Design Rise 2
	Gary Senior	Dales	Nova Ion 4
	Mark Elliot	Dales	Advance Sigma 10
	Nick Pain	Dales	Advance Iota



## The X Lakes 2008 Gordie Oliver / Steve Nash



The Northern Challenge Trophy has caught everyone's imagination. For most of us the least known aspect will be the sustained challenge of the hike and fly events. Many years ago, there was an X Lakes event (set on a single day, and therefore subject to the weather on the day, as highlighted in Ed's article last month). Although you could choose the order in which you did the peaks, the course was essentially the same as that now set for the Lakes H&F in the NCT. Conditions on the day weren't great, but the 2 articles reproduced below will give you a flavour of the what lies ahead if you fancy doing this challenge. You will recognise many of the names, and indeed what follows serves as a great reminder of Steve Nash, who was establishing himself as a force to be reckoned with.

**"...I'll be walking like John Wayne for the next week"**

### Gordie Oliver

11 brave souls turned up to put their minds and bodies on the line in probably one of the maddest races the Lake District has ever seen. With a pretty dismal forecast at 06.15hrs on Saturday the competitors sprinted away in all directions from the start line, excited by the challenge that lay ahead.

I opted to do Skiddaw first and was joined by Chris Little. We summated in just over an hour in Gale force winds and had to do the summit ridge on hands and knees otherwise you would have easily been blown off! In the meantime other competitors had set out on different routes with Steve Nash heading for Catbells and then managing to fly his small ibex up to Grange (2.5 k.m.) Running down Skiddaw I managed to put a little distance between myself and Chris and got my head down in the direction of Helvelyn.

I fought my way up the Helvelyn path amongst the hordes of runners taking part in the Saunders Mountain Marathon. Getting a real ego boost every time I past one of them and they looked at me strangely as I was the only one amongst them carrying a largish 10 k.g.. rucksack and they presumed I was one of their fellow competitors. Summated at 10.50hrs I ran down in a direct line to the carpark at the end of Thirlmere, again passing lots of the Saunders runners who were traversing round Helvelyn, which caused a few to double check their maps as I confidently ran past in a different direction, little did they know what I was doing or how far I was heading.

After a quick fuel up and boot change for the next section I was just setting off as Roger Fowkes ran past closely followed by Steve Nash in the other direction having already done the Scafell section and 2/3 of the route in distance in 6hrs! I thought I was doing well having done 2 of the 3000ft peaks by now, but these guys were super human.

Setting off on the long slog towards Scafell Pike the rain finally kicked in bringing low cloud to make navigation over this barren section even harder. After another 4 hrs of hard walking and a slight half hour detour when I got lost I finally summated Scafell Pike at 16.30hrs. Choosing the 'corridor route' for decent as another thunder storm came through I logged my way down in the hail and rain passing Sty Head

tarn as it started to clear. As I reached the last 1000ft drop into Borrowdale the sun was out and even though the wind was quite strong and running across the valleys, down at my level there was very little. I could not resist and even though I only had my speed wing I wiped it out and sprinted off down the hill side. Skimming over the ground the slope was just to shallow to allow me to glide off into the valley and I landed and ran along, unfortunately one of my walking poles then fell out of my glider bag and I had to stop.....bollocks, now got a slight tale wind. Well after retrieving the pole there was nothing for it and I forward launched the nano running across/ up the slope, then turning it down hill I did probably my fastest ever foot launch (Probably about 25/30 mph) and luckily the ground steeped and I was off. The little flight down into the valley took about 30 seconds and I did not even have enough height to clear the river above Seathwaite, leaving me to call on all my flying skills to land the Nano in the middle of the boulder strewn river bed at over 30mph (Basically this calls on having to come in at full speed and then whip the wing into a stall just before you hit the ground to kill as much momentum as posable). Wiping the sweat from my brow I was applauded by some gob sacked walkers who I think were still looking for the plane I must of jumped out off.

After quickly packing I stomped down to Seathwaite to meet my support crew (Lucy and Jan Little) and after a quick feed and footwear change it was off on the last 8 mile slog down Borrowdale. God this bit really started to hurt, any uphill bits I felt like a car running on one cylinder and the only way to be slightly comfortable due to my blisters was to walk on the smooth bits of tarmac in the middle of the road making any cars passing me have to go round into the opposite lane. I was still racing though as I knew Chris Little would not be to far behind and that Nick Ogden was still summing Skiddaw via a different route.

After another 3hrs of walking I dragged myself back into Keswick's Fitz Park to be met by my friends and the 3 competitors that had already finished. The euphoria of what I had achieved hit me at this point and manage to give me the strength to run the last 200 yrds to the finish line.

So there's my story, a fantastic event enjoyed by everyone and you may not believe me but I loved every exhaustive step. Only problem is due to the groin strain I picked up during a trip on the Helvelyn section I will be walking like John Wayne for the next week.

**GO**

#### **Results:**

- 1st Steve Nash 10.58hrs Pack weight: 9.2 k.g
- 2nd Roger Fowkes 11.00hrs " " 14.9 k.g
- 3rd Nick Ogden 14.36.hrs " " 13.7 k.g
- 4th Gordie Oliver 15.10hrs " " 11.3 k.g
- 5th Chris Little 15.40hrs " " 10.8 k.g.
- 6th David Lowe 29.00hrs night stop " 8.7 k.g.
- 7th Gordon Allison 37.50hrs night stop " 10.2 k.g.

Peter Logan 22.40hrs (With out stopping) 13.7k.g.  
(Missed Skiddaw)

Mike Hibbit 29hrs on course did not complete

Bob Johnston 11hrs on course missed Skiddaw

Paul Gannon 6hrs retired due to twisted angle on Helvelyn

#### **Course Statistics:**

Distance straight line: 55 k.m. Over all ascent approx: 13,000ft

*Nice landing zone!*



*Steve Nash had won the X Scotia hike and fly race a few weeks before the 2008 X Lakes, and was to go on to compete in many endurance races, including the X alps in 2011 and 2015 (when he was the oldest in the field, at 52).*

*Tragically murdered on a hike and fly trip in Mongolia in 2016 he is still greatly missed but fondly remembered by all who knew him.*

*This is his account of the 2008 X Lakes.*



The alarm on my phone woke me at 05:00 on the Saturday morning. As I ate my breakfast of Weetabix and bananas in my tent, even our two dogs considered it was too early to stir just yet. The race start was scheduled for 06:00, so I had more than enough time to check that all the gear that I would need for the day was in my Salomon rucksack.

At about 05:45, I emerged from the tent to see a number of my competitors milling around waiting to be weighed in. The paraglider bags generally weighed much less than those carried during the similar X-Scotia event some

two months before. I hopped up on the scales to reveal a 9.2kg load, at this point it included a reserve.

As the wind rocked the huge trees in Keswick's Fitz Park, it was almost enough to convince me that the chance of flying any of this course was slim to none. However, the clouds that were skipping over the nearby peak called Catbells were not moving too fast. So this was my first decision of the race, take the reserve or ditch it now; the organiser, Gordie Oliver had stated that the lightweight rule was in place due to the less than promising weather forecast, this meant we could drop the reserve and airbag if we wanted. Five minutes to go the reserve was out of the bag, but with just two minutes to go it was back in.

The race started just after 06:00, with us all departing from the start line in three different directions; some headed back towards Skiddaw (931m), some headed off in the direction of Scafell (977m) and a few went straight for Helvellyn (950m). I had already decided to head for Scafell via the west side of the Derwent Water lake, along the foot of Catbells. This route gave me the option to fly, but as I ran through Portinscale the swaying trees were suggesting that this was unlikely. A little further down the track as I started to climb towards the higher ground of Catbells, I noticed a buzzard that was happily soaring along the steep face. I

quickly looked at the map and found a path that went diagonally up this face, thinking it was worth a go! The sky at this point was partially overcast with some clouds touching the top of the mountains; it looked like the forecast rain would materialise pretty soon, so if I was going to fly it was now or never.

## **5 minutes to go, he reserve was out of the bag, but with just 2 minutes to go it was back in**

I struggled to find a place on the hill that was not covered in ferns, but eventually I laid the tiny IBEX out on a rocky clearing that was just wide enough. The lake in front of me had white trails that indicated the wind was crack east, but on the hill it also

had some south in it. I clicked the buckle on my helmet, switched on the mini vario and lifted the wing above my head. At first, I was able to soar the hill just like the buzzard was, so I gained some height then headed to the south end of the lake. I realised that the wind above the tops was moving much quicker than the air I was in just below them, so I pushed into the centre of the valley so as not to gain too much height. Then as I tried to push further south through the gap at Borrowdale, I really noticed the windspeed increasing as it sped through this natural venturi. This gap that hemmed in the bottom of the lake was completely covered in trees, and where there weren't trees there was a road and a river! The closer I got to the gap the nastier the air became, as it rolled sideways off the Castle crags. I moved further into the valley, but this made no difference. Then I looked above my left shoulder to see a buzzard (not sure if it was the same one) with his wings swept back and still not making much progress, second decision made; time to land.

Landing as close as I did to the gap was risky, but eventually I landed without drama and quickly packed the IBEX and was back on the footpath. Another 5km of running brought me to my first liaison point with my wife Shirl. With the smoothness of a relay runner, I grabbed the two drinks bottles in exchange for a

Skylight reserve (as the weather made it impossible to fly on the next leg). I'd already taken the decision to use the Esk House route up Scafell, as I had expected it to clag in and this way was easier to route find. As it happened though route finding was not a problem to the top of Scafell, as it was clear of cloud, my problem was seeing Roger Fowkes coming down from the summit as I was still ascending the last part of the climb. "Eh up Roger, I shouted!" and he replied "see you on Helvellyn"..... I mentally marked the position that we had crossed and by the time that I had got to the trig point on the summit, snapped a couple of photos then got back to the same place I was down **15 minutes**. I then spent the run downhill wondering if it was the delay in unpacking / repacking for my 2.5km flight or was Roger that much quicker over the ground. I assumed that his lead had come from him taking the Corridor Route up to the summit and then tried to make ground wherever I could. All the time that I crossed this leg, I was thinking that even the slightest mistake in navigation could cost me dear.

Having run down from the summit of Scafell via High Raise, through to Wythburn in the pouring rain, I was lifted to see Gordie running the other way with his infectious smile. Shirl said I looked rather pale and tired when she met



me in the Church car park to fuel me up. Immediately I asked "when did Roger go through?" she estimated **10 minutes**. Having taken on board a mouthful of Jelly Babies, I set off up the steep but easy to navigate path to the Helvellyn summit. Before I broke out of the trees, Chris Little raced past the other way, saying how much he was enjoying the weather. About 20 minutes later I glanced up and saw Roger above me in his red-sleeved T-shirt and cut-off pants. At the first opportunity, I

## even the slightest mistake in navigation could cost me dear

clocked him going past a large stone cairn; it was 12:34. I was now reinvigorated and hauled myself up to the same cairn as my watch showed 12:42, **eight minutes** behind and I knew I was catching him. Shortly after this we both disappeared into the cloud, which was getting thick at about 600 metres. The path on Helvellyn leads directly to the summit, where again a quick photo was followed by as quick a descent as I could muster over the wet and slippery rocks that make up the manufactured paths. Just as I came out of cloud, I made out Roger's bright red T-shirt as he crossed a small bridge lower down. Again I clocked him to the same point and was really boosted to see that it had lowered my deficit further to **6 minutes**. In an attempt to claw back any time, I was running the grassy bits as the path twisted down the mountain side, but it wasn't too long before my pace led me to trip and land face first sliding on the palms of both hands; like a sliding press-up I thought at the time! Once I reached the bottom it was a short run along a path and onto the main road, where it was now unpleasant to run in the

### Scafell summit

face of cars that were producing plumes of spray. One of the cars that came past was Pete Logan's supporter Noel, he pipped and waved enthusiastically at me. My route to Skiddaw took me off the main road,

using small lanes and footpaths that crossed fields. My decision to take this route was to get onto the easier shoulder that leads to Skiddaw via Latrigg and Jenkin, rather than the harder direct path up from Keswick. I had no idea which way Roger had opted for, so I just kept my head down and kept running. As I passed Legburthwaite, I noticed a long line of green Portalooos in a field with lots of empty cars parked in front of them, it turned out to be the Saunders Mountain Marathon. This explained why there were so many



other Gore tex clad runners clasping maps and looking for checkpoints on Helvellyn. My route was along footpaths that hadn't seen much use recently, as one gate to a farm track was so overgrown with wall-high nettles that I had to do a sideways treading shuffle to beat them into submission to be allowed through. Another couple of kms along small tracks led me to my final meeting point with Shirl, the problem was that I had beaten my estimated time by 75 minutes, so I wondered if she would be there or not. I needn't have doubted, as her grey Polo was waiting on the corner as planned. We exchanged bottles for the last time and I offloaded my Gore tex pants with her. I dived over the embankment down to the main road, crossed a small bridge, and then started my final ascent. It takes a while to readjust from moving along or down to a reasonable pace uphill, I find that if you start off too quick you can suffer half way up. The image of Roger in my mind kept a good stride in my step as I constantly wondered where he was. As I cleared Latrigg, I could see the long path up the side of Jenkin, but there were so many

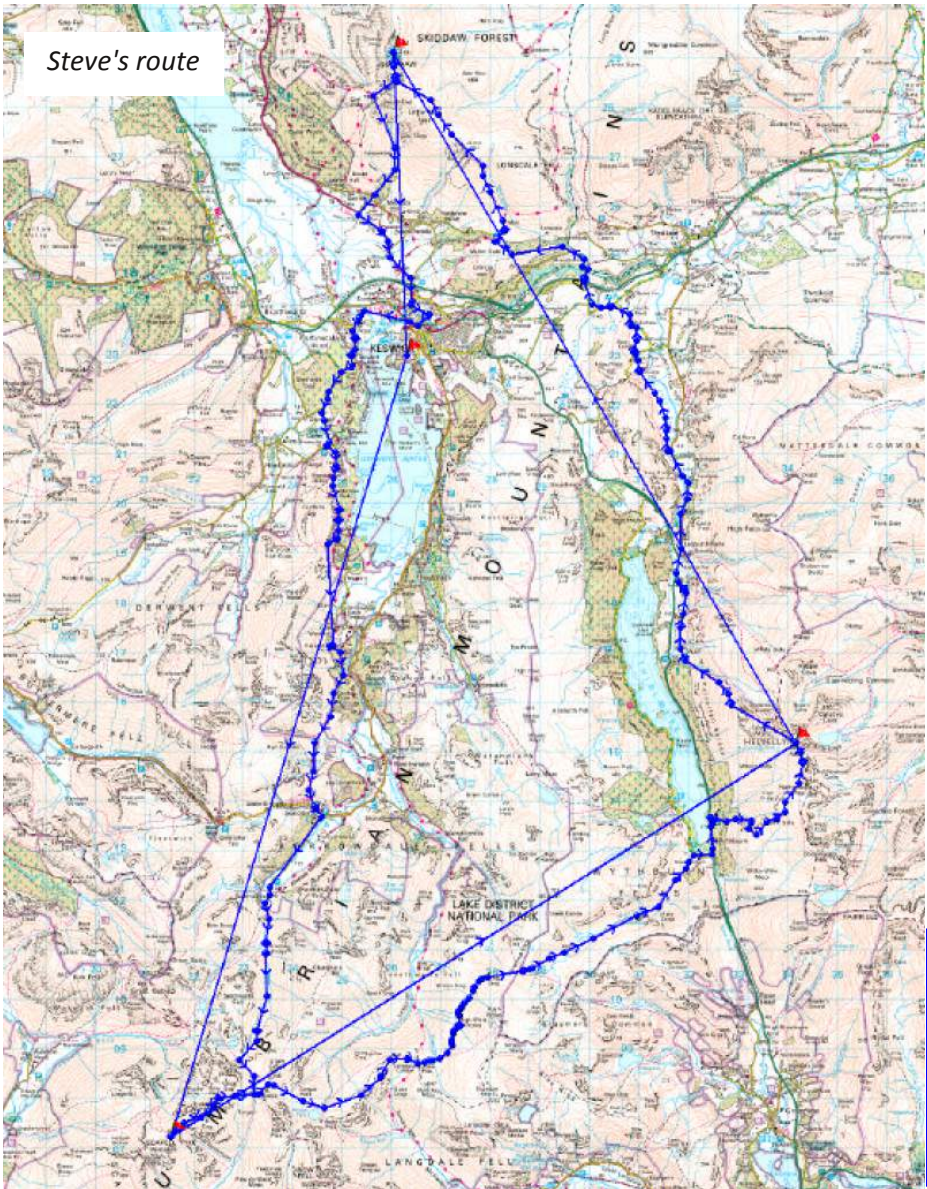
walkers out that even spotting Roger's distinctive T-shirt was not possible. Taking the old path at this point, again to save seconds, I had to play mental games to keep up the pace. I told myself that I could have 3 sips of carb drink at 400 metres, then a carb gel at 500 metres, another 3 sips at 600 metres and so on. By the time that I had cleared 800 metres, I was able to run again, as the terrain flattened right off. Skiddaw summit I had got my GPS out of my bag at about 1500 metres away from the summit, this was more to record that I had been there, than for navigation. However, it was good to see the 'distance to next waypoint' decreasing all the time. Having slowed my pace, I glanced down at the GPS screen, 650 metres to go, and then I was shocked to see Roger running towards me out of the mist shouting "Geezer", having already bagged the summit. It felt like I had hit the 'turbo' button, sprinting to the trig point like a scalded cat! Out with the camera, holding it in at arms length with the summit behind me, I pressed the button. Nothing happened! I tried again before realising that it had somehow switched to a '10 second delay'. Damm! After fiddling with the camera settings and hastily taking a couple of photos, I chased after Roger. I was descending as quickly as I could, with him now clearly in my sights. He reached a small saddle, where I had planned to take a left onto a steep scree path, instead Roger continued uphill on the other side. By the time that he had gone out of sight above me, I was already racing down the scree. All the way down I was struggling to concentrate on the constantly moving rocks beneath my feet, as I wondered if he would maybe fly down. The wind had dropped a little, but it was still easterly, which was the same direction that we needed to go in to get back to the finish at Fitz Park. I carried on running as fast as I could, until I reached a grassy track, which became a footpath, which became a small road. This then led to a T-junction where I saw Roger flash past from right to left. I was now **less than a minute** behind and knew I could catch him, but who would have enough energy left in the tanks? Having now locked onto Roger like a slow-moving missile, I reeled him in. As much as I was gaining psychologically from this, Roger seemed to fade with repeated over the shoulder glances to see where I was. Eventually, with

**I told myself that I could have 3 sips of carb drink at 400 metres, then a carb gel at 500 metres, another 3 sips at 600 metres and so on**

less than 2 km to go he slowed to a walking pace and I quickly caught up. Roger dejectedly exclaimed "you've got me, man, I've got nothing left!" Then he asked if I had any water. I handed him my drinks bottle with the last of my carb drink in it. Then I said "come on, there are still others out on the course" and with that I continued to run. I replied to a last shout from Roger about how to get into the park, and then I was on the home straight. I had enough left to run all the way to the

# "You've got me..."

tents at the finish line, where the small gathering of organisers and supporters were applauding. I told them to expect Roger in pretty soon. In fact, he ran in less than 2 minutes behind me to make it over the finish line in 11 hours exact. We then enjoyed sitting still and I was happy to just consume 5 cups of tea before third place man Nick Ogden arrived having completed Skiddaw in a rather frightening thunderstorm. The competing



organiser Gordie came in 4th, followed 30 minutes later by Chris Little who made 5th. The rest of the field either continued into the night or returned to Keswick to retire. David Lowe set off up Skiddaw at 07:00 to complete the course. Gordon Allison was the final finisher, walking over the line at 14:30 on Sunday afternoon; he showed a steely determination to complete the course and deservedly received a huge round of applause.

All in all a top effort from all those that took part. Thanks to Gordie and his team for putting the event together and here's hoping that the weather allows a little bit more flying at next year's event.

<b>My Stats</b>	<b>SN. RIP</b>
62.5 km run/walk	
2.5 km fly !!	
3610 m ascent	
pack weight at start – 9.2 kgs	
time - 10hrs 58mins	

# Final 2017 XC League Positions

We have previously reported on the record breaking year for the XC league, and within the Dales XC league. Below is the final table for the Dales. If you have never had a dig around with the various views that are available on XC league, it is definitely worth the effort - a couple of interesting tables are shown opposite - our own Richard Meek coming 2nd in the individual overseas league, and the club also coming second in the overseas league. Congratulations Richard, and all other Dales pilots who contributed!

**XC League** uk cross-country flying Home | Sign In | Co

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## Dales PG League 2017 All Flights

Dales Paragliding League

160 flights 6,386.5 points 29 pilots

League  Show   Year  Scoring

Click the flights to display more details. A **green** score indicates tracklog data. A **blue** score indicates storyboard data.

Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Mike Cavanagh	Cumbria <a href="#">Ozone</a> Zeno	655.1	<a href="#">217.8</a>	<a href="#">166.4</a>	<a href="#">150.5</a>	<a href="#">47.1</a>	<a href="#">42.6</a>	<a href="#">30.7</a>
2	Ed Cleasby	Dales <a href="#">Niviuk</a> Peak 4	529.7	<a href="#">150.4</a>	<a href="#">109.5</a>	<a href="#">74.6</a>	<a href="#">73.3</a>	<a href="#">63.1</a>	<a href="#">58.8</a>
3	David Smart	North Yorks <a href="#">Ozone</a> Delta 2	513.8	<a href="#">151.2</a>	<a href="#">118.9</a>	<a href="#">75.8</a>	<a href="#">60.4</a>	<a href="#">57.3</a>	<a href="#">50.2</a>
4	Geoff Crossley	Cumbria <a href="#">Niviuk</a> Peak 4	465.5	<a href="#">163.2</a>	<a href="#">128.1</a>	<a href="#">82.4</a>	<a href="#">33.1</a>	<a href="#">30.8</a>	<a href="#">27.9</a>
5	Chris Fountain	Dales <a href="#">Skywalk</a> Cayenne 5	367.1	<a href="#">84.8</a>	<a href="#">73.5</a>	<a href="#">61.7</a>	<a href="#">58.2</a>	<a href="#">46.2</a>	<a href="#">42.7</a>
6	Chris Kay	Dales <a href="#">BGD</a> Tala	299.1	<a href="#">67.6</a>	<a href="#">55.3</a>	<a href="#">48.6</a>	<a href="#">46.7</a>	<a href="#">40.7</a>	<a href="#">40.2</a>
7	Pete Darwood	Dales Nova Ion 3	297.9	<a href="#">89.4</a>	<a href="#">83.0</a>	<a href="#">42.1</a>	<a href="#">30.4</a>	<a href="#">27.9</a>	<a href="#">25.1</a>
8	Gary Stenhouse	Northumbria <a href="#">Ozone</a> Zeno	272.4	<a href="#">109.5</a>	<a href="#">65.6</a>	<a href="#">51.7</a>	<a href="#">45.6</a>		
9	John Ellison	Dales <a href="#">Ozone</a> EnZo 1	245.5	<a href="#">166.1</a>	<a href="#">79.4</a>				
10	Simon Tomlinson	Dales Advance Sigma 9	187.8	<a href="#">58.8</a>	<a href="#">48.9</a>	<a href="#">30.2</a>	<a href="#">17.8</a>	<a href="#">16.6</a>	<a href="#">15.5</a>
11	Peter Logan	Dales <a href="#">Skywalk</a> Cayenne 5	184.5	<a href="#">101.1</a>	<a href="#">37.8</a>	<a href="#">17.4</a>	<a href="#">10.8</a>	<a href="#">9.8</a>	<a href="#">7.6</a>
12	Alan Shield	Dales AirDesign Rise 2	166.0	<a href="#">62.1</a>	<a href="#">48.1</a>	<a href="#">32.3</a>	<a href="#">23.5</a>		
13	Gary Senior	Dales Nova Ion 4	161.1	<a href="#">58.7</a>	<a href="#">31.5</a>	<a href="#">26.0</a>	<a href="#">18.3</a>	<a href="#">17.0</a>	<a href="#">9.6</a>
14	Kevin McLoughlin	Dales Nova Factor	161.0	<a href="#">35.1</a>	<a href="#">32.1</a>	<a href="#">29.8</a>	<a href="#">27.4</a>	<a href="#">25.7</a>	<a href="#">10.9</a>
15	Mark Elliott	Dales Advance Sigma 10	133.3	<a href="#">34.5</a>	<a href="#">32.5</a>	<a href="#">27.7</a>	<a href="#">20.1</a>	<a href="#">18.5</a>	
16	Jake Herbert	Dales <a href="#">Skywalk</a> Spice	133.0	<a href="#">78.4</a>	<a href="#">54.6</a>				
17	Peter Balmforth	Dales <a href="#">Gin</a> Carrera Plus	125.1	<a href="#">49.2</a>	<a href="#">26.2</a>	<a href="#">20.8</a>	<a href="#">10.8</a>	<a href="#">10.0</a>	<a href="#">8.1</a>
18	Martin Baxter	Dales <a href="#">Ozone</a> Rush 4	117.1	<a href="#">36.6</a>	<a href="#">27.4</a>	<a href="#">16.9</a>	<a href="#">16.0</a>	<a href="#">11.2</a>	<a href="#">9.0</a>
19	Nick Pain	Dales Advance Iota	106.6	<a href="#">55.3</a>	<a href="#">29.1</a>	<a href="#">22.2</a>			
20	Simon Goodman	Dales Nova Mentor 5	98.3	<a href="#">49.3</a>	<a href="#">28.3</a>	<a href="#">8.3</a>	<a href="#">6.3</a>	<a href="#">6.1</a>	
21	Rosie Darwood	Dales Nova Ion 4	91.1	<a href="#">35.0</a>	<a href="#">13.9</a>	<a href="#">13.6</a>	<a href="#">12.5</a>	<a href="#">11.0</a>	<a href="#">5.1</a>
22	Richard Meek	Dales <a href="#">Ozone</a> Delta 2	88.8	<a href="#">44.4</a>	<a href="#">22.6</a>	<a href="#">21.8</a>			
23	Mark Morrison	Dales <a href="#">Ozone</a> Buzz Z4	75.2	<a href="#">18.7</a>	<a href="#">13.4</a>	<a href="#">13.3</a>	<a href="#">11.1</a>	<a href="#">9.5</a>	<a href="#">9.2</a>
24	Neil Plant	Dales Nova Phantom	69.9	<a href="#">48.1</a>	<a href="#">21.8</a>				
25	Alex Colbeck	Dales <a href="#">Niviuk</a> Artik 3	47.8	<a href="#">47.8</a>					
26	Zbyszek Latka	Dales Advance Sigma 9	45.0	<a href="#">30.9</a>	<a href="#">14.1</a>				
27	Gerald Hey	Dales Nova Mentor 4	43.4	<a href="#">43.4</a>					
28	David Bradwell	Dales Advance Sigma 7	40.8	<a href="#">25.9</a>	<a href="#">14.9</a>				
29	Allan Blackett	North Yorks Nova Mentor 3	25.0	<a href="#">25.0</a>					



Key | Latest Entries | League Info

## Overseas League 2017 All Flights

Overseas Paragliding League for UK Pilots



**Oudi**  
COMPETITION W

810 flights 40,053.2 points 114 pilots

League  Show   Year  Scoring

Click the flights to display more details. A **green** score indicates tracklog data. A **blue** score indicates storyboard data.

Pilot	Club	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1 Leszek Ziolkowski	XC Junkies	<a href="#">Gin</a> Boomerang 10	1381.3	<a href="#">357.0</a>	<a href="#">320.2</a>	<a href="#">248.8</a>	<a href="#">174.6</a>	<a href="#">140.5</a>	<a href="#">140.2</a>
2 Richard Meek	Dales	<a href="#">Ozone</a> Delta 2	826.8	<a href="#">159.2</a>	<a href="#">154.9</a>	<a href="#">136.3</a>	<a href="#">128.7</a>	<a href="#">126.7</a>	<a href="#">121.0</a>
3 Robert Smith	Wessex	<a href="#">Ozone</a> Rush 4	684.4	<a href="#">122.9</a>	<a href="#">120.6</a>	<a href="#">113.5</a>	<a href="#">110.9</a>	<a href="#">110.1</a>	<a href="#">106.4</a>
4 Ali Westle	Cumbria	<a href="#">Skywalk</a> Poison X-Alps	654.3	<a href="#">140.0</a>	<a href="#">119.2</a>	<a href="#">118.6</a>	<a href="#">110.5</a>	<a href="#">85.7</a>	<a href="#">80.3</a>
5 Marshall Hall	Dunstable	Triple 7 Rook	596.5	<a href="#">110.6</a>	<a href="#">108.9</a>	<a href="#">108.1</a>	<a href="#">93.9</a>	<a href="#">91.8</a>	<a href="#">83.2</a>
6 Marcin Minkiewicz	Grupa 303	Advance Sigma 10	590.8	<a href="#">146.0</a>	<a href="#">112.1</a>	<a href="#">108.2</a>	<a href="#">92.2</a>	<a href="#">77.9</a>	<a href="#">54.4</a>
7 Matt Griffiths	XC Junkies	Advance Iota	578.1	<a href="#">112.0</a>	<a href="#">112.0</a>	<a href="#">103.3</a>	<a href="#">103.1</a>	<a href="#">78.7</a>	<a href="#">69.0</a>
8 Iain James	Armed Forces	Advance Sigma 10	561.0	<a href="#">137.0</a>	<a href="#">107.3</a>	<a href="#">88.0</a>	<a href="#">84.2</a>	<a href="#">72.8</a>	<a href="#">71.7</a>
9 Nigel Cooper	Cumbria	Nova Mentor 4	558.0	<a href="#">195.5</a>	<a href="#">136.2</a>	<a href="#">126.6</a>	<a href="#">99.7</a>		
10 Lewis Price	SE Wales	Nova Mentor 4 Light	549.3	<a href="#">177.6</a>	<a href="#">128.8</a>	<a href="#">96.1</a>	<a href="#">88.3</a>	<a href="#">58.5</a>	
11 Harry Young-Jamieson	Avon	<a href="#">Gin</a> Carrera	532.8	<a href="#">156.2</a>	<a href="#">92.7</a>	<a href="#">79.9</a>	<a href="#">78.9</a>	<a href="#">72.5</a>	<a href="#">52.6</a>
12 Pete Darwood	Dales	Nova Mentor 5	520.0	<a href="#">134.4</a>	<a href="#">90.4</a>	<a href="#">78.0</a>	<a href="#">75.9</a>	<a href="#">72.4</a>	<a href="#">68.9</a>
13 Tomasz Janikowski	Grupa 303	<a href="#">Ozone</a> Zeno	515.1	<a href="#">101.2</a>	<a href="#">99.6</a>	<a href="#">83.7</a>	<a href="#">81.8</a>	<a href="#">81.3</a>	<a href="#">67.5</a>
14 Robert Matthews	LLSC	<a href="#">Ozone</a> Delta 2	491.5	<a href="#">112.3</a>	<a href="#">104.6</a>	<a href="#">101.5</a>	<a href="#">62.8</a>	<a href="#">56.6</a>	<a href="#">53.7</a>
15 Ludek Munzar	Grupa 303	Axis Venus 4	481.9	<a href="#">146.7</a>	<a href="#">79.2</a>	<a href="#">74.6</a>	<a href="#">64.9</a>	<a href="#">61.1</a>	<a href="#">55.4</a>
16 Rosie Darwood	Dales	Nova Ion 4	476.7	<a href="#">132.5</a>	<a href="#">91.5</a>	<a href="#">78.7</a>	<a href="#">59.8</a>	<a href="#">58.7</a>	<a href="#">55.5</a>
17 Mariusz Kozlowski	Grupa 303	<a href="#">Ozone</a> Zeno	459.0	<a href="#">86.5</a>	<a href="#">84.7</a>	<a href="#">82.1</a>	<a href="#">80.5</a>	<a href="#">65.9</a>	<a href="#">59.3</a>
18 Mariusz Macias	Southern	Nova Mentor 4	442.8	<a href="#">94.6</a>	<a href="#">93.3</a>	<a href="#">93.2</a>	<a href="#">67.2</a>	<a href="#">63.8</a>	<a href="#">30.7</a>

## Overseas League 2017 Club Flights

Overseas Paragliding League for UK Pilots



810 flights 40,053.2 points 114 pilots

League  Show   Year  Scoring

Top 4 pilots score for each club. Click [Show Other Pilots](#) to expand club tables.

Club	Total	
<b>1 XC Junkies</b>	<b>2514.9</b>	<a href="#">Show Other Pilots</a> (1) <a href="#">Website</a>
1 Leszek Ziolkowski	<a href="#">Gin</a> Boomerang 10	1381.3 <a href="#">357.0</a> <a href="#">320.2</a> <a href="#">248.8</a> <a href="#">174.6</a> <a href="#">140.5</a> <a href="#">140.2</a>
2 Matt Griffiths	Advance Iota	578.1 <a href="#">112.0</a> <a href="#">112.0</a> <a href="#">103.3</a> <a href="#">103.1</a> <a href="#">78.7</a> <a href="#">69.0</a>
3 Lauren Martins	<a href="#">Ozone</a> Enzo 2	307.4 <a href="#">68.8</a> <a href="#">66.0</a> <a href="#">64.5</a> <a href="#">54.9</a> <a href="#">53.2</a>
4 Marcin Perczak	<a href="#">Skywalk</a> Chili 3	248.1 <a href="#">67.1</a> <a href="#">66.5</a> <a href="#">36.6</a> <a href="#">29.5</a> <a href="#">25.1</a> <a href="#">23.3</a>
<b>2 Dales</b>	<b>2152.2</b>	<a href="#">Show Other Pilots</a> (10) <a href="#">Website</a>
1 Richard Meek	<a href="#">Ozone</a> Delta 2	826.8 <a href="#">159.2</a> <a href="#">154.9</a> <a href="#">136.3</a> <a href="#">128.7</a> <a href="#">126.7</a> <a href="#">121.0</a>
2 Pete Darwood	Nova Mentor 5	520.0 <a href="#">134.4</a> <a href="#">90.4</a> <a href="#">78.0</a> <a href="#">75.9</a> <a href="#">72.4</a> <a href="#">68.9</a>
3 Rosie Darwood	Nova Ion 4	476.7 <a href="#">132.5</a> <a href="#">91.5</a> <a href="#">78.7</a> <a href="#">59.8</a> <a href="#">58.7</a> <a href="#">55.5</a>
4 Simon Goodman	Nova Mentor 5	328.7 <a href="#">74.4</a> <a href="#">73.1</a> <a href="#">69.4</a> <a href="#">50.7</a> <a href="#">31.8</a> <a href="#">29.3</a>
<b>3 Grupa 303</b>	<b>2046.8</b>	<a href="#">Show Other Pilots</a> (5) <a href="#">Website</a>
1 Marcin Minkiewicz	Advance Sigma 10	590.8 <a href="#">146.0</a> <a href="#">112.1</a> <a href="#">108.2</a> <a href="#">92.2</a> <a href="#">77.9</a> <a href="#">54.4</a>
2 Tomasz Janikowski	<a href="#">Ozone</a> Zeno	515.1 <a href="#">101.2</a> <a href="#">99.6</a> <a href="#">83.7</a> <a href="#">81.8</a> <a href="#">81.3</a> <a href="#">67.5</a>
3 Ludek Munzar	Axis Venus 4	481.9 <a href="#">146.7</a> <a href="#">79.2</a> <a href="#">74.6</a> <a href="#">64.9</a> <a href="#">61.1</a> <a href="#">55.4</a>



## Safety - Reserve Repack Details

### David May

<b>When:</b>	<b>February 28th 2018</b>
<b>Time:</b>	<b>11am- 3pm</b>
<b>Where:</b>	<b>St Mary's School, Menston</b>
<b>Contact:</b>	<b>David May: <a href="mailto:safety@dhpc.org.uk">safety@dhpc.org.uk</a></b>
<b>Price:</b>	<b>£10 for DHPC members, £15 for non</b>
<b>Pay online:</b>	<b>Preferred - go to: <a href="http://webapps.dhpc.org.uk/payment-info/new">http://webapps.dhpc.org.uk/payment-info/new</a></b>
<b>or, Cheques to:</b>	<b>David May, 14 The Crescent, Ilkley, West Yorks. LS29 8LX</b>
<b>Booking?:</b>	<b>Advance booking preferable</b>

#### Why bother repacking?

A properly packed and fitted reserve can open within 30 - 50m of being thrown. Most manufacturers recommend repacking every six months (some as frequently as 90 days). There are several reasons for this:

- ▷ Once the reserve is packed, it can absorb moisture from being left in damp air conditions, not just wet from rain. The moisture will not get back out again easily and can cause damage to the strength of fabric and lines as well as causing the fabric of the canopy to stick together.
- ▷ The reserve packed in the harness gets squashed, especially if the harness is the type that the pilot is likely to sit on it whilst waiting for a launch or having their sandwiches. The effect of this is to almost iron ceases into the reserve which have been shown to make the deployment slower, as the airstream takes longer to get between the leaves of the canopy to allow it to open.
- ▷ After about a year, the rubber bands that hold everything together long enough to deploy properly, can decay and need checking.
- ▷ Any velcro in the system needs to be checked because if left for a long time the it can get "welded" together, and it takes great strength to pull the reserve out. It has also happened that the velcro on the side holders for the bridle on the harness did not open.
- ▷ A reserve can also be difficult or sometimes impossible to throw due to incorrect fitting to the harness.

Or perhaps you're the type of person who prefers a visual argument. There are links to videos showing slow and fast inflation on the website.

#### When your reserve falls out...

Can you refit your reserve when it accidentally falls out, after a quick drag over Wether Fell?. It really is simple, once you know how. If you cannot refit it safely then at best you could lose a day's flying and at worst...

#### All welcome

Everyone is welcome: paragliders, paramotors, speedwings, even hang glider pilots.

Bill Morris, a licensed BHPA packer, will be with us. He will give a short introduction on what to do at the start so please do not be late

Let me know the make/model of reserve(s) you are bringing as it helps Bill to have a list of what to expect and if there are any reserves that will require a little extra attention

Bring your harness with the reserve attached. This will allow you to practice pulling it and also to have it replaced in the harness after being repacked.

DM



## February 2018 : High Pressure For Starters, Cold at End

Issued : 25 January 2018

### Forecast

High pressure is expected to be in control of the weather for much of the first half of the month as a ridge from the Azores breaks away and builds across the UK. An increased risk of frost, fog and freezing fog is associated with the high pressure depending on whether it resides across the UK or whether it remains just to the South of the UK and brings milder air in from the Southwest.

We are expecting a return to colder conditions towards the end of the month as the high pressure slips away to the West and allows more Northerly and Northeasterly winds before the Atlantic returning once again for the end of the month with gales or severe gales across many parts of the UK and Ireland.



February 2018  
Forecast



# HIGH SIERRAS

## www.paraglidspain.com

**Chris Williams BHPA development instructor**  
BHPA registered development school

Specialise in:

- Cross Country fly guiding (I fly XC with you)
- Post Club Pilot training weeks
- Cross Country training weeks
- Professional guide
- Tandem paragliding flights
- Tandem paragliding instruction weeks
- Maximum group size 6 pilots per instructor
- Over 23 years guiding in Spain
- Reliable Algodonales weather
- Group discounts on guided weeks
- Prices start from 500 euros, includes accommodation

Chris Williams 07973222713 Spain & UK  
chris@paraglidspain.com

Chris and Lynn Williams of "High Sierras" are now a BHPA development school and can now offer:

1. Guided weeks
2. Post club pilot thermal training weeks
3. Cross Country training weeks

We also offer Tandem paraglider thermal and cross country days. Staying in the quiet mountain village of La Muela de Algodonales in southern Spain . 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. We are also maintaining a discount for Dales club members (note this discount is exclusive to the DHPC and the PSC only) there will be a group discount of 20% on group booking of 5 or more members, this discount is for our guiding weeks. We also have other activities on no flying such as mountain bike trail riding, trail walking and bird watching days.

## The Farmers' Dinner



# The Dales Club



## Farmers' Dinner on Saturday 10<sup>th</sup> of March 2018



**The Boars Head,  
Long Preston  
(01729 840217)**

[www.boarsheadlongpreston.co.uk](http://www.boarsheadlongpreston.co.uk)

**Dress code smart casual, 7:30pm for 8pm**

Our annual Farmers Dinner is our way of saying a huge thank you to all the Farmers who support us with free flying in the Dales and to celebrate our stand-out pilots who have flown further and better than the pack to achieve personal goals and be awarded with Trophies. This year we return to host our annual bespoke Farmers dinner at The Boars Head, Long Preston. A traditional pub and hotel in the Yorkshire Dales providing excellent Real Ales, The Boars Head is a small family run hotel/inn located in the south Dales. On offer is a fine choice of up to 6 cask ales and various malts and arguably the largest range of Gins in the Dales! It is located in the beautiful Yorkshire Dales, only 4 miles from Settle and 12 miles from Skipton.

**As usual we will meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a sumptuous 3 course meal. During coffee, the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we will launch straight into the Quiz. Oh, and there may be the odd balloon/aeroplane flying around as well...**

**We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.**

**The Boars Head has limited accommodation so if you want a room there, book early (mention the club when booking as we have negotiated a reduced price of £70 - Bed and Breakfast). There are also a number of B&Bs within a short distance - The Post Office and The Barn. You could even consider camping...**

**The club will be paying for the farmers and their guests. The cost for members is £26.00 per person.**

# Menu

**Please select the menu of your choice from below (by 26<sup>th</sup> Feb):  
One starter, one main and one pudding for each person.**

## Starters

- A)** Oak smoked wharfedale trout fillet served on a chiffonade of leaves with a lime & chive mayonnaise.
- B)** Roasted white onion & cider soup with thyme cream & freshly baked bread.
- C)** Sweet red onion & goats cheese tart served with raspberry vinaigrette.
- D)** Chicken liver pate served with salad & melba toast.

## Main Courses

- A)** Roast sirloin of beef on a rich burgundy jus with yorkshire puddings & hassleback potatoes.
- B)** Fillet of duck breast with black cherry sauce & dauphinoise potatoes.
- C)** Baked smoked haddock fillet on a bed of chive mash with a creamy asparagus sauce.
- D)** Mushroom & Three bell pepper stroganoff served with basmati rice.  
*A selection of vegetables to be served with all.*

## Desserts

- A)** Apricot & Raisin spotted dick with custard.
- B)** Chocolate torte with salted caramel sauce.
- C)** Cheese & crackers with chutney.
- D)** Blackberry & apple pie with cream.

## Coffee and mints

.....

**We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!**

If you would like to attend this popular event with your partner, you can book online:  
**<http://webapps.dhpc.org.uk/farmers-dinner/book/>**

or call Marek, the Club Treasurer, on 07707 669 829, or send an email to  
treasurer@dhpc.org.uk

**Please let Marek know if you want to book transport.**

# Club Kit Shop

## Club Kit Shop

The club kit shop is now up and running, and we have a link from the front page of the website.

The club holds no stock, you order through an online shop, and each order is custom printed and sent to you. Currently there are T shirts and polos, both in unisex/gents fit and ladies fit with a large colour choice - as detailed later.

We will be adding sweatshirts and hoodies in the next month or so.

Prices run from £9.44 for a basic white T shirt with front and back print, to £14.64 for a light weight high wicking polo shirt with embroidered logo on the front and Steve Ham's design on the back by heat transfer. The club makes no money from your purchase - you will be buying direct from the supplier.

There is a £4.00 P&P charge for each item, but this is capped at £10 - there is nothing to stop you teaming up with someone else to put in a larger order to reduce your postage costs.

The online shop has a drop down for colour choice, but doesnt show the colours available, so I have reproduced those here.

## Images

There are 3 options for applying the images to the shirts:

**Direct printing onto the shirt.** This works ok for white shirts, but the colours get lost on anything with more colour.

**Heat transfers.** This creates a transfer which is heat sealed onto the garment. Although you get vibrant colours, the transfer itself is a bit stiff. You dont really notice it after 5 or 10 minute of wearing.

**Embroidered logo.** This looks very professional as a front logo design and the club have paid the small cost for the preparation of the logo

The options we have gone for are laid out in the table below. and the colour options are on the following pages.

	T Shirt	Polo Shirt
	Gents / Unisex options 100% cotton	Gents / Unisex options Lightweight polyester high wicking
White	Front: Direct Print Back: Direct Print	Front: Emboidered logo Back: Direct Print
Colour	Front: Heat transfer Back: Heat Transfer	<b>Option 1</b> Front: Embroidered logo Back: Nothing
		<b>Option 2</b> Front: Embroidered logo Back: Heat Transfer

## Ordering

So how do you order these must have articles? Simply decide on your colour from over the page, and then go to:

[https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281/shop/index.php](https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281/shop/index.php)

## Image samples for DHPC Club Shop

Front logo for either direct printing, or heat transfer. Approx 10cm dia.



Mock up of the embroidered logo for the front  
Approx 8cm dia.



Steve Ham's design, specifically crafted for the DHPC and customised to our wishes. For direct print onto white shirts, or as a heat transfer onto colour shirts.  
Approx 23cm sq.



## Colour Options - T-shirts



Front: Left breast heat transfer

### Ladies T shirt

[https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)



Back: Steve Ham design heat transfer



#### Shop website screen shot

Ladies T-shirt (choice of 17 colours)



100% cotton T-shirt with left breast and back transfers

[VIEW PRODUCT](#) Price from £12.00



Front: Left breast heat transfer

### Gents / Unisex T shirt

[https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.conistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)



Back: Steve Ham design heat transfer



#### Shop website screen shot



100% Cotton T-shirt with left breast and back transfers

[VIEW PRODUCT](#) Price from £12.00



Colour Options - Polo shirts

# Ladies polo shirt

[https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)

Option 1:  
Front design only



Front: Left breast embroidered badge

Option2:  
As option 1, plus back design



Back: Steve Ham design heat transfer



Shop website screen shot

Option 1

Ladies cool polo shirt (choice of 11 colours)



Shop website screen shot

Option 2

Ladies cool polo shirt (choice of 11 colours)



Option 1:  
Front design only



Front: Left breast embroidered badge

# Gents / Unisex polo shirt

[https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club\\_281](https://www.onistonshop.com/The-Dales-Hang-Gliding---Paragliding-Club_281)

Option2:  
As option 1, plus back design



Back: Steve Ham design heat transfer



Shop website screen shot

Option 1



Shop website screen shot

Option 2



# Club Sites

<p><b>Dennis Marston</b></p> 	<p><b>Simon Tomlinson</b></p> 	<p><b>Northern Sites</b></p> <table border="0"> <tr> <td>Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk</td> <td>Addleborough</td> <td>Semer Water</td> </tr> <tr> <td></td> <td>Bishopdale</td> <td>Stags Fell</td> </tr> <tr> <td></td> <td>Brant Side</td> <td>Tailbridge</td> </tr> <tr> <td>Simon 07759 138971 sigma7man@gmail.com</td> <td>Dodd Fell &amp; Grove Hd</td> <td>Wether Fell</td> </tr> <tr> <td></td> <td>Nappa Scar</td> <td>Whernside</td> </tr> </table>		Dennis 07968 380829 dennisandmargaretm@yahoo.co.uk	Addleborough	Semer Water		Bishopdale	Stags Fell		Brant Side	Tailbridge	Simon 07759 138971 sigma7man@gmail.com	Dodd Fell & Grove Hd	Wether Fell		Nappa Scar	Whernside
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Simon 07759 138971 sigma7man@gmail.com	Dodd Fell & Grove Hd	Wether Fell																
	Nappa Scar	Whernside																
		<p><b>Southern Sites</b></p> <table border="0"> <tr> <td>Shaun Pickard 07962 224804 sites_south@dhpc.org.uk</td> <td>Addingham</td> <td>Hawkswick</td> </tr> <tr> <td></td> <td>Baildon</td> <td>Ilkley Moor</td> </tr> <tr> <td></td> <td>Cow Close Fell</td> <td>Kettlewell</td> </tr> <tr> <td></td> <td>Cowling and Sutton</td> <td>Kilnsey</td> </tr> <tr> <td></td> <td>Great Whernside</td> <td>Windbank</td> </tr> </table>		Shaun Pickard 07962 224804 sites_south@dhpc.org.uk	Addingham	Hawkswick		Baildon	Ilkley Moor		Cow Close Fell	Kettlewell		Cowling and Sutton	Kilnsey		Great Whernside	Windbank
Shaun Pickard 07962 224804 sites_south@dhpc.org.uk	Addingham	Hawkswick																
	Baildon	Ilkley Moor																
	Cow Close Fell	Kettlewell																
	Cowling and Sutton	Kilnsey																
	Great Whernside	Windbank																

## Sites North

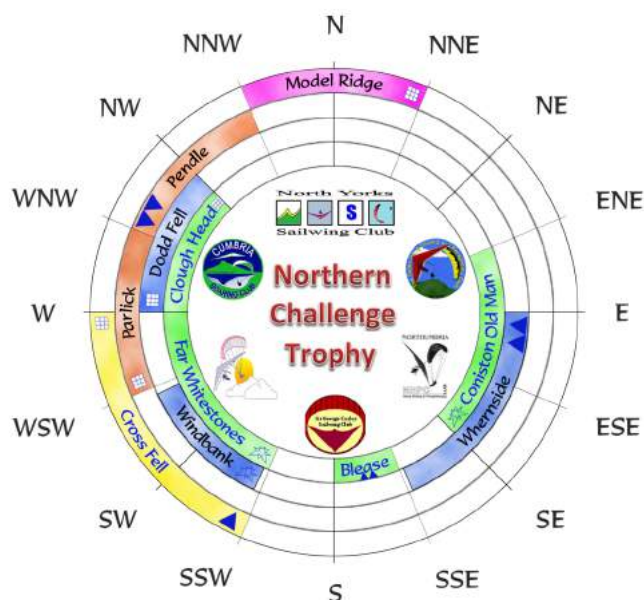
**Brant Side** - The farmer has requested that if gates are found open, please can we close them. There is no suggestion that any pilots have left gates open - it's just a request to help to cater for any less considerate users. There have been instances of stock escaping through gates that have been left open.

## Sites South

### Paying the car parking fee for Windbank.

Mr Dibb has now moved from North Cote Farm below the cragg.

He now lives behind the Tennant Arms in Kilnsey. To find the house use either of the two roads at the side of the Tennant Arms, when you see Monks Cottage on the left hand side (last house before the road turns the corner up towards the quarry) turn along the shorter of the two tracks and Mr Dibb is in the newer build at the end of the track.



### Norther Challenge Trophy Wind rose

We have developed a windrose to include all the NCT task sites (excluding the Hike and Fly tasks - because of all the variables). It will be loaded onto the website soon with links to site guides etc. Joseph Edmonds is also developing a NCT dedicated website

# Club Coaches

## Dales Hang Gliding and Paragliding Club - Coaches List December 2017

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:krGay@talktalk.net">krGay@talktalk.net</a>	Various
Ed Cleasby SC	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 CC	PG	Leeds	7714213339	<a href="mailto:peter.balmforth@ntlworld.com">peter.balmforth@ntlworld.com</a>	Weekends
Alex Colbeck	PG	Harrogate	7717707632	<a href="mailto:alexcolbeck@gmail.com">alexcolbeck@gmail.com</a>	Weekends
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
Simon Goodman	PG	Leeds	7720061200	<a href="mailto:simon.goodman@talktalk.net">simon.goodman@talktalk.net</a>	Various
Richard Meek	PG	Preston	7446445157	<a href="mailto:richard.meek64@gmail.com">richard.meek64@gmail.com</a>	Various
Minhaj Minhaj	PG	Leeds		<a href="mailto:minhaj.minhaj@googlemail.com">minhaj.minhaj@googlemail.com</a>	Various
Jan Tempest	PG	Leeds/Harrogate	7724133453 7482298437	<a href="mailto:jantemp3@btinternet.com">jantemp3@btinternet.com</a>	Various
David May	PG	Ilkley	7928318219	<a href="mailto:dav.may@gmail.com">dav.may@gmail.com</a>	W/e & various
Alex Pealing	PG	Swaledale	7711064287	<a href="mailto:alex@pealingassociates.co.uk">alex@pealingassociates.co.uk</a>	Various
Shaun Pickard	PG	Skipton	7962224804	<a href="mailto:shaun.flying@gmail.com">shaun.flying@gmail.com</a>	Weekends
Tim Rogers	PG	Leeds	7765795378	<a href="mailto:tim.rogers50@gmail.com">tim.rogers50@gmail.com</a>	Weekends
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.**

Peter Balmforth  
DHPC Chief Coach/Senior Coach  
December 2017

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

There's plenty of coaching information on the club website






### Dales Hang Gliding & Paragliding Club

www.dhpc.org.uk  
143.850MHz

[Home](#) [News](#) [Events](#) [The Club](#) [Membership](#) [Sites](#) [Coaching](#) [Competitions](#) [Links](#) [Library](#) [Contact](#) [Forum](#)

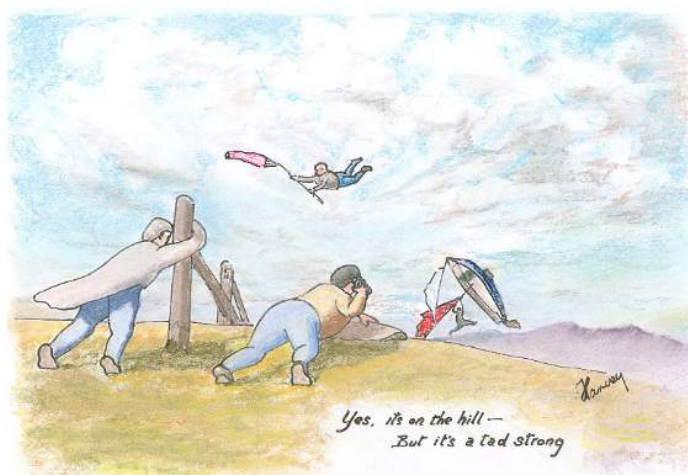


The Past

August 2007 - Doodlebugging Stateside

John Edmonds

Dales Hang Gliding &  
Paragliding Club  
NEWSLETTER  
AUGUST 2007



*Just like the Whitall dynasty, the Edmonds' dynasty is firmly established in the club, with Joseph our "Cock of the Dales" - most enthusiastic pilot - in the 2016 club awards. John's article from 2007 shows that the addiction to flying runs deep in the family*

Life is a funny thing. You've heard it, if given Lemons, make Lemonade.

So I have been given the chance to spend time in the USA, great.... in a place where it is not easy to get to a flying site but where there is lots of space. Great weather, sunny most days and flyable maybe 300+. The locals don't know about hanggliding, so no aerotow or winch sites. What to do? The answer power assisted foot launch.

The first challenge was to ship some stock over from the UK, a Target and a Doodlebug. A few pensive weeks in transit but mission accomplished. The big thing was to get things back together after making them smaller to go into boxes. I took pictures and consulted the manuals and after a bit of head scratching managed it, with no parts left over!

I had been looking around to find suitable areas for flying and no more than 5 miles away was 2000 acres of public land, easy access and takes most wind directions. One thing which is very apparent is the American electric supply system. Most of the cables are above ground and criss-crossing these vast acres are 30' poles and high voltage wires with a substation right in the middle....nothing is perfect. I did find a suitable take off and even though I had limited experience of powered take offs (1 flight in Spain), I felt confident enough to 'have a go'

All rigged, checked and strapped in. With the instructions in one hand.....no I knew what to do.....I bit the mouth throttle and ran to keep up with the glider and away.

Now, just around the corner were lessons waiting to be learnt.

It had been a problem with powered flight that the bore of the fuel pipe meant that bubbles could develop in the line leading to a loss of power and I can verify that this is the case. Managing to make only 300' with the revs rising and falling was not inspiring.

The 300' was the second lesson. Take off was at 4700' and warm to boot. Both these factors conspire to starve the engine of oxygen and hence, power.

The next lesson was that with added weight and thinner air ones descent can be rapid. A bent upright was the result.

There now started a programme of me getting in touch with other pilots and gathering information to see what to do next. There is a forum and this has given me a lot of hope, sorry help, and advice; it is not just me but a constellation of circumstances conspiring to keep me earth bound.

It has taken me 2 years to get to a situation where I can reliable take off, fly and land. I have had the cylinder modified, replaced the carburetor, manufactured a working choke. Fitted a high output exhaust and carbon fiber folding prop. Replaced all the fuel lines and been very frustrated by things generally not seeming to go my way.

The local councilors with their power to control decided that the land I was using was to be designated as a development area for a future recreational park and me and the other users, mostly off road dirt bikes and quads, were to be banned. I was rigging in my usual spot just about to do final checks when I was approached by a gun toting constable. 'You can't be here' he said and explained the new boundaries and told me today was the day of implementation. There were police cars on the unmade roads checking things out and he was kind enough to explain were there was an area which had been designated for use of 'Off Road Vehicles'. Now I have the only hanglider in the town and was not going to debate with this armed gentleman semantics and definitions, was this flying device an off road vehicle? No, better to say, where am I to go?

The new area was on the north edge of the area had been using so only a mile or two down the road. I packed up and set off to my new field. When I got there it was busier, condensing the occupants of 2000 acres into 70 would have an effect. I was still able to find a suitable spot although it was not ideal. A highway 100 yards to the north, an interstate 400 yards to the east, 40' power lines 100' west. The bailout to the south was a bit rolling but would do. I rigged and took off flying south west 8 miles over Lake Pueblo.

I was able to take advantage of the thermals and reduced the power to gain height, up to 3000'. From this height with flat land in every direction you can see for miles. I have yet to be up on a non hazy day so the photographs I have taken have not been able to capture the feeling.

I was heading back to the TO and another lesson was waiting for me. The revs on the engine died to a tickover and all of a sudden the 5 mile glide back looked a long way. I had had a situation with the throttle connection previously and I realized my repair was not up to the vibrations and had given up. Point taken, need to beef up repair technique. Knowing that I was not going to fly back I was scouting for suitable spots to put down. I had plenty of height and tried to get some orthographic lift from a ridge known as 'Lookout Point', I think I was too high to make anything from it so carried on the downwind glide in the general direction of 'home'. I made a respectable landing which was fine other than there was a 3 mile walk across the mesa in bright sunshine and high 80's to my van. It was quite enjoyable to be in the middle of nowhere, scenery which could have John Wayne popping up on his horse saying 'Howdy', no problem. There were butterflies and prairie dogs. Lots of birds and wild flowers. I was pleased though to get out of this idyll an hour later and have a drink!

Looking west up the Arkansas River to Lake Pueblo



I collected my van and set off to pickup the glider. I found my landing site and packed up. Heading back to the highway down a mile and a half of dirt road I noticed wisps of dust coming towards me. I was sure I knew the source and yes, a large white car with blue and red stripes came into view. No flashing lights but still imposing. I explained to the driver my distress and he seemed to accept that a retrieval was OK. In America, if there is a rule, then there is a rule and sometimes even petty things are not negotiable but this time all was well.

I had flown a few times from this new site quite safely and without incident and had landed one time when a car pulled up next to the van and the female driver asked if I needed help. I was explaining the situation and in the conversation I mentioned my misgivings about the area and how disappointed I had been to be moved from the first site. As soon as I mentioned 'safety' her ears pricked up and thought I had blown it, you had better not fly here....but no, this woman was one of the directors of the Pueblo Motor Sport Park, a race track adjacent to the designated area and using the same access road. She had authority to give me access to more land governed by the Motor Park. She carefully wrote me a note of authority on her business card. Armed with this after I loaded my stuff I set off to investigate. A mile or so further into the mesa I found a flower strewn area capable of taking any direction with no obstacles and have since flown there and appreciated the extra safety margins for both landing and take off.

Even now there is still learning involved. I tried to fly a couple of days ago, the wind dropped to nil after I had rigged and temperature rose, nearing 100 degrees. Despite 3 spirited runs there was not enough buoyancy in the air to lift me and the wing. There is a formula whereby you can calculate the 'Air Density' to get an equivalent height taking into account temperature, humidity and altitude. This day I was trying to take off at the equivalent of 9,200'

But, dear reader, take heart. I can and do fly here. There are pictures to prove it.

I have circled the sky with a Turkey Vulture, made lots of friends, promoted the sport of hanglid-

ing to an uninitiated public, frightened myself nearly to death's door and, as the picture shows, have the t-shirt (which matches my wing). My usual flying attire here is a t-shirt and cotton pants, very relaxing in the Doodlebug. I do have to wear gloves and a coat when I fly in January!

I am amazed at how different the conditions can be here. I have seen dust devils, had to hang on to the glider with all my might for 20 minutes while 30+ mph winds blew through from nowhere then left. Seen the wind change through 180 degrees in a matter of seconds.

One of the most remarkable sights is to watch a storm develop over the Rockies, 30 miles to the west and to see rain and lightning pounding the land and watch the clouds dissipate as they drift to the east so that when the system gets to Pueblo the winds shake the trees and pick up the dust and that is all. A few days ago we had a 'gully washer', a storm which developed in the afternoon and come the evening dumped 3" of rain in as many hours. All things which remind you that the weather is a dynamic process and can be your friend or your enemy. Take nothing for granted.

A month ago a paragliding school from north of the state were using Lake Pueblo to tow and practice some safety maneuvers. The afternoon winds can quickly pick up and need careful watching. One of these winds came up and collected a low air time pilot and carried her several miles. She landed fatally on one of the high voltage lines

There is some controversy in the USA, the hanggliding and paragliding controlling body, the USHPA, want to be purist and now have excluded power harnesses. They have not been forward thinking enough to see the extra interest generated will bring more vibrancy and longevity to the sport, encourage investment in R&D from the manufacturers.

Me plus Target and "Bug, all blue and yellow"



Given the choice I would much rather freefly from Wether Fell but a powered harness is a close second, especially if Wether Fell is 6000 miles away!

I looked on Google Earth, if you go to Colorado, Pueblo, 38 18' 10.08" N 104 41' 01.44"W you should find my present TO.

A few pictures to wet your appetite.....just look at the blue sky.....

*JE*



3. My house!

4. A shot of a relaxed pilot



5

The Motor Park race track and drag strip





# DIARY DATES 2018

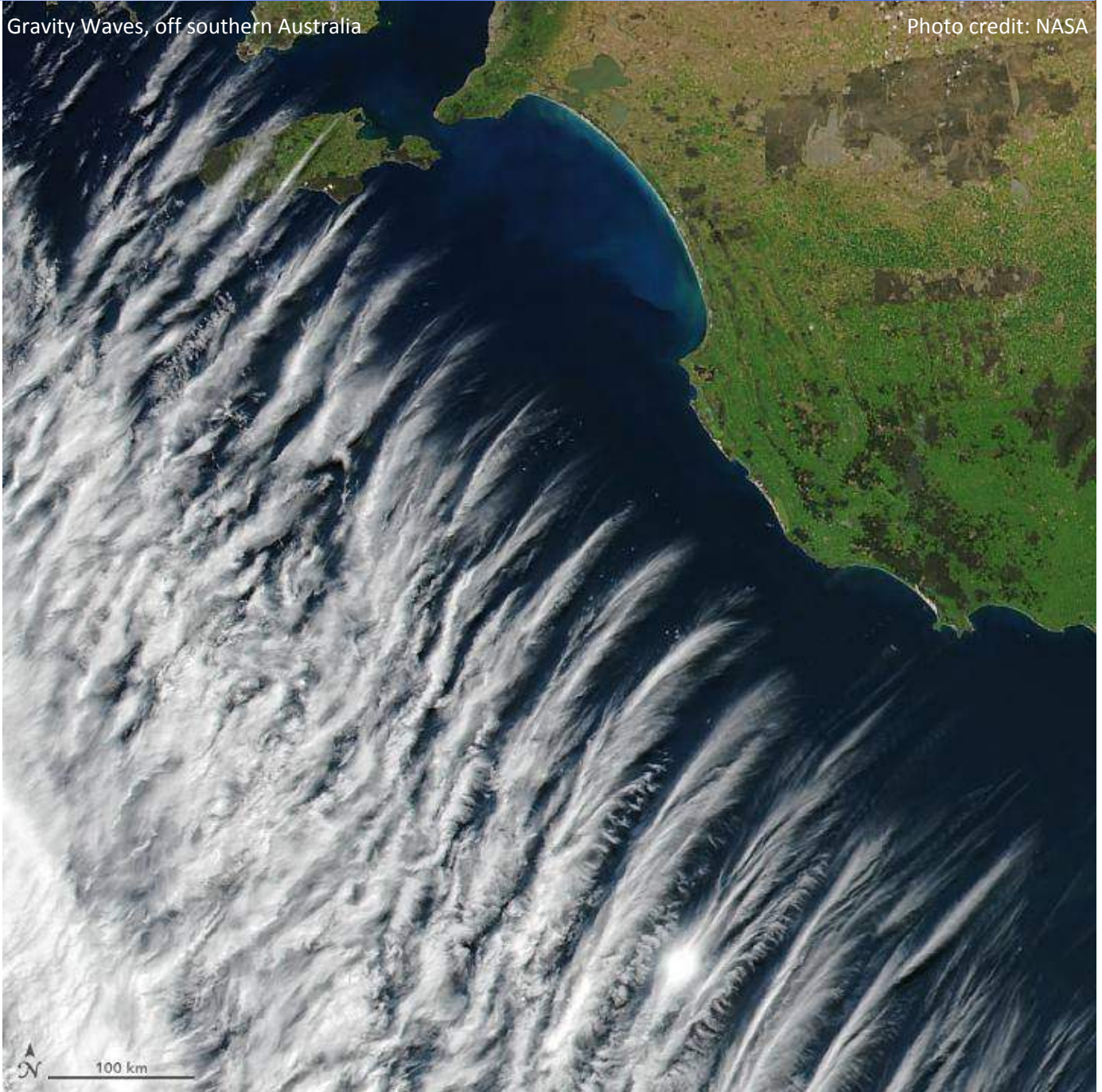
Below are some significant dates for Dales pilots - either local , UK, or World Flying events, and some local events not flying related which may be of interest. If you want anything adding, simply collar me on the hill or at a club night, or email to: [skywords@dhpc.org.uk](mailto:skywords@dhpc.org.uk)

Nov 1 - Oct 31	XC League	<a href="http://www.xcleague.com/xc/">http://www.xcleague.com/xc/</a>
Feb 1	DHPC Club night - Flying High	
Feb 17	BHPA AGM	<a href="http://www.bhpa.co.uk">http://www.bhpa.co.uk</a>
Feb17 - 24	PWC Australia, Bright	<a href="http://pwca.org/node/36948">http://pwca.org/node/36948</a>
Feb 28	DHPC Reserve Repack	St Mary's, Menston
Mar 1 - Sept 30	Northern Challenge Trophy	<a href="https://www.xcflight.com">https://www.xcflight.com</a>
Mar 1	DHPC Club night - Ask the Panel	
Mar 10th	DHPC Farmers' Dinner	Boar's Head, Long Preston
Apr 5	DHPC Club night - Tales from North of the Border	
Apr 14 - 21	PWC Brazil, Castelo	<a href="http://www.pwca.org">http://www.pwca.org</a>
Apr 27 - 1 May	BOS (HG) Rd 1. SE Wales	<a href="http://www.bhgcomps.uk">http://www.bhgcomps.uk</a>
May 4 - 7	BP Cup - 1st round - Pennines	
May 11 -13	North South Cup	<a href="https://northsouthcup.wordpress.com/">https://northsouthcup.wordpress.com/</a>
May 25 - 29	BOS (HG) Rd2. Dales	<a href="http://www.bhgcomps.uk">http://www.bhgcomps.uk</a>
May 31 - Jun3	Kossen Super Testival	<a href="http://www.fly-koessen.at/spt/index_en.html">http://www.fly-koessen.at/spt/index_en.html</a>
June 2	Buttermere Bash	faceache
June 7 - 13	777 Fly Further, Tolmin	<a href="http://www.flyfurther.org">http://www.flyfurther.org</a>
June 9-14	BP Cup 2nd round, Krushevo Macedonia	
June 24	X Pyrenees	<a href="http://www.x-pyr.com/en/">http://www.x-pyr.com/en/</a>
June 24 - 30	Naviter Open, St Jean Montclar	<a href="http://www.naviteropen.org">http://www.naviteropen.org</a>
Jun 23 - 30	PWC Italy, Gemona	
Jul 1 - 7	Ozone Chabre Open	<a href="http://www.flylaragne.com/">http://www.flylaragne.com/</a>
July	Lakes Charity Classic	
Jul 8 - 21	20th FAI European Hang Gliding Champs	Krushevo, Macedonia
Jul 14 - 28	15th FAI European Paragliding Championship	Montalegre, Portugal
Jul 14-15	Dragon Hike and Fly, Merthyr Tydfil	
Jul 27 -29	Parafest & Vintage Hang Glider Rally, Llanbedr Airfield	<a href="http://www.bvhgr.org/">www.bvhgr.org/</a> <a href="http://parafest.co.uk">parafest.co.uk</a>
Aug 3 -7	BOS (HG) Rd 3, Mid Wales	<a href="http://www.bhgcomps.uk">http://www.bhgcomps.uk</a>
Aug 8 - 12	BP Cup 3rd round, Peaks	
Aug 18 - 25	PWC Bulgaria, Sopot	
Aug 18 - Sep 2	Asian Games, Jakarta	<a href="http://ocasia.org">ocasia.org</a>
Sep 2 -8	BGD Weightless	<a href="http://www.bgd-weightless.org/">http://www.bgd-weightless.org/</a>
Sep 8 - 15	PWC Turkey, Aksaray	<a href="http://www.pwca.org">http://www.pwca.org</a>
Oct 16- 21	OluDeniz Airgames	

# EYE CANDY FOR CLOUD LOVERS

Gravity Waves, off southern Australia

Photo credit: NASA



To the north of this satellite image is a cold front, and the instability of the air masses racing ahead of it have produced a set of gravity waves, visible as the presence and absence of clouds in the east/west line running parallel to the coast. What we are seeing is a boundary layer between two masses of air, a warmer moister one beneath and a cooler one above. The instability of the boundary becomes visible as the rising and falling oscillations of the lower air mass penetrate above their condensation point, creating clouds and gaps as the wave ripples a bit like the wake of a moving ship.



# Club Contacts

Contacts details for the new committee are given here.



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Alex Colbeck - Website  
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Tam - Newsletter  
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The committee meets on alternate months, on the 3rd Thursday of the month at 7.30 at the Horse and Farrier. Although minutes are not published, members are welcome to attend to observe proceedings (if you are that way inclined). Regular items cover each of the areas above.

If you want to draw anything to the attention of the committee, either collar one of them when you see them on the hill, or email them using the addresses above,