

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



Skyywords

www.dhpc.org.uk

June 2015

What ho Tarquin, are we pushing
the boat out with another half of
shandy tonight?

Ey up mate, do you really still
keep your ferrets in your trousers
when you're flying



Martin Baxter

CHAIRMAN'S CHAT – May 15

Why does the deadline for Skywords always fall at the same time as I am supposed to be packing to go on holiday? Perhaps I go on too many holidays. This time I'm off to SW Turkey for a week. I'll be about an hour away from Oludeniz, but I'm not taking my paraglider: I'm taking Karen instead!

But it isn't quite as frustrating as you might imagine. I have been suffering from Achilles Tendonitis for some time and a recent foray up Cow Close Fell and the subsequent walk back from the base of Pen-y-ghent didn't do it any good at all. A week lying in the sun is probably no bad thing.

So I'm left to talk to you about what I think we are going to talk about at tonight's committee meeting. I'm sure Tam will edit this if the committee members have other ideas.

We had always planned a review of the hard copy of the Club Handbook. Experienced pilots probably don't use it, but we feel that it's valuable to novices and new members, so for the time being it continues. We had hoped that we would have enough copies to last until the autumn, but the membership secretary has reported that he is already down to his last copy. A limited print run is quite expensive (about £200 for 30 copies - £7 each) but we think it's worth subsidising the new members. We don't want to order too many copies because the information soon goes out of date.

Many thanks to all the committee members who have taken the time to review sections of the handbook, and particular thanks to David Hedley for his comments and suggestions. He has a really good eye for detail and, although he isn't currently on the committee, he could be soon! I'll upload a new version of the handbook to the website when I get back from holiday.

No real change to the proposed airspace changes at Leeds/Bradford. I had a chat with the ATC manager the other day. Whilst he appeared flexible and accommodating, I fear that his definition of flexible only applies to those with airband radio and transponders. I suggested that we meet with him informally to discuss the proposals and outline our concerns, but he hasn't responded. Realistically I don't expect to hear anything more until formal consultation in the summer.

Fly safely,

Martin Baxter
Chairman

Welcome!

Tam

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THE WHARFEDALE **3 Peaks** Challenge MOUNTAIN RESCUE

LAST SATURDAY IN **JUNE**

Have a great day out and support Mountain Rescue

Choose a challenge event in stunning upper Wharfedale

THREE PEAKS
Birks Fell, Buckden Pike, Great Whernside (22.5 miles)

TWO PEAKS
Buckden Pike, Great Whernside (12.5 miles)

VALLEY WALK
Dalesway, Paradise Walk (10.5 miles)

Start and end at Kettlewell village. Help us by being sponsored for this event

For more information and application www.uwfra.org.uk

Printing supported by **Dalesman** magazine
With kind support from Dales Dairies

Fee includes car park, refreshments en route and hot meal at end
Photographic display of UWFRAs team in action
Certificate for finishers

Next Club Night

**Thursday 3rd Sep-
tember 7.30 for 8
pm!!**

Scottish Airspace
change.

Please note change in
airspace categorisation
in Scotland.

<http://bit.ly/1z2tGKV>



Red Bull X-Alps RACE PROLOGUE

ATHLETE DIARIES
START FOLLOWING NOW!

Not long to go!

RACE START JULY 5, 49 DAYS TO GET READY

“THIS IS NOT JUST A PARAGLIDING RACE. IT’S AN ADVENTURE THAT WILL TEST YOUR BODY, YOUR MIND - YOUR SOUL.”

ATHLETES

ATHLETES 2013-05-13	ATHLETES 2013-05-13	ATHLETES 2013-05-13	ATHLETES 2013-05-14	ATHLETES 2013-05-14	
Team ITA: Gin's X-Alps Glider Ready	Team SUI2: Iermooos turnpoint harmonica	Team BEL: 7 days out there.	Team POL: Welcome to my blog / witam na moim blogu	Team FRA4: Retour en Fair / Back in the air	Team ESP: Intro video
ATHLETES 2013-05-14	ATHLETES 2013-05-14	ATHLETES 2013-05-14	ATHLETES 2013-05-14	ATHLETES 2013-05-13	ATHLETES 2013-05-13
					Team CZE: Scratching



Kate Rawlinson

SAFETY—Speed Bars

The last time I flew on Hawkswick I noticed my harness was digging into the back of my legs. It wasn't the seat, it was my foot stirrup that had gone through my speed bar and was pulling the bar into the back of my knees. Good job it was a nice smooth quiet day as I managed to let go of the breaks and untangle everything. Completely my fault I should have checked it before I took off! I also had a previous problem of the cord, that came with the bar, being too thick to run through the keepers on the harness smoothly, resulting in very jerky movements to get it out even a little bit before it got jammed! Also the Velcro strap was welding itself shut and I was having to faff about with my hands as well as my feet to release the bar. To solve this I used blanking Velcro to minimise how much of the Velcro could actually stick together (I have also done this with the Velcro on my reserve handle).

So how can you ensure your speed system is set up correctly?

Setting up your speed system

Adjusting the speed bar is very important, and it is not easy to do by yourself. I followed my harness manual to do it. Always refer to the manual or check on-line for your make of harness/wing as set up can differ.

Hang the harness, risers attached, and sit in it. Have someone pull the risers taut to simulate the wing in flight. Or borrow the clubs harness hanger if you are setting up on your own. My harness manual says the speed bar should hang 2cm from the rings, this apparently guarantees you can fly with 0 speed bar.

[Thanks to Chris Townsend who wrote the following in 2008 for the Southern Hang Gliding Club.](#)

How the System Works

The typical speed system fitted to most gliders simply pulls the nose down for a short distance then de-cambers the wing progressively as the nose is lowered the rest of the way. More complex systems apply a reduced effect towards the wing-tips to limit any forward horseshoeing or tip-tucking tendency. A few manufacturers use a semi-balanced system that lengthens the rear risers as the front ones are shortened in order to reduce the control system force. In the majority of systems however, the overall force required means the bar travel has to be longer than the pilot's single motion leg travel, necessitating a two-stage bar. The commonest of these uses a webbing loop for the first stage and the bar itself for the second stage.

Objectives Of A Good System

The speed bar must be easy to step back into without looking down or reaching down with the hands. The first stage ('half-bar') should be set to coincide with the 'knee' in the glide polar; the speed just below the point at which the glide really begins to deteriorate. The second stage should just be able to get max speed on full tip-toe. Note that you don't normally fly continuously with the system 'to the stops' since you require a little movement each way for pitch control. Thus half-bar is achieved with one heel in the centre of the loop and your leg slightly bent for pitch control, whilst full-bar is both toes engaged in the bar, legs fully extended (comfortable), with use of the toes for pitch control.

Engagement

Unless you have one of the more sophisticated 'sit-up' type speed bars and it is set-up just so, you will need an elastic engagement assister of some sort. This is simply a foot or so of bungee firmly attached to the centre of the speed bar loop with the other end fixed to one of your boots. To engage the speed system all you have to do is step back with the other foot; the first stage loop will always be in exactly the right place for your heel.

This system works equally well on stirrup harnesses by attaching the bungee from the speed bar loop to the centre of the stirrup. (It also ensures that your trouser legs are supported up out of the air-flow by the speed bar loop!)



Pitch-Balance

The location of the primary pulley (generally the first one in the harness that the speed bar line goes round after it comes off the risers) is critical with regard to centre of gravity. If too rearward, you will tilt forward as the bar is applied, if too forward you will tilt back. The height of the foremost guide pulley sets the amount of leg support you get. The higher these guides the more the speed system will support your legs and the higher your feet will lift as you push on the bar. In the event that you are having any pitch problems with your system, you need to be able to discern the difference between these two mutually interactive effects.

Variable Geometry

Some harnesses incorporate a geometry change

system that allows you to go more supine as the bar is applied. The primary pulley is attached to the back of the seat and pulls it up as pressure is applied to the bar. There should be an adjustable limit-stop for this system, or an alternative pulley, should you not require this feature.

Brummel Hooks

Most gliders seem to be fitted with Brummel hooks these days despite the fact that they do not comply with the DHV Certification Standard which requires a means of locking on all fasteners. If you

must use them, slide a one inch length of half-inch diameter silicone rubber tubing over them to prevent them coming undone. This is easy to slide on and off when swapping gliders.

How to Set The Line Lengths

Your first step is to measure the distance from the bottom of the risers up to the Brummel hooks (around 7-10 inches on most gliders). Now mark this length down from the Brummel hooks on your speed bar lines as a reference point for the top of the carabiners. This will save you having to hook up your risers to get things set-up. Thread the lines down around the outside of your back straps, through the guide-holes and around the primary pulley. From here there will be one or more guide pulleys or loops before the lines emerge at the seat front.

Put a sack of potatoes, or one of your mates, in the harness to hold the seat down and set the length initially to give, say, two inches of slack before the


speed bar jams against the seat. This is easy to ascertain using the reference marks against the carabiner tops. Make sure that you have got the same slack both sides and that there is still some slack when pulling both sides simultaneously (in case the seat-front guides are wider than the bar). Now connect up your glider and get in the harness yourself.

Sit on the ground and whilst holding up the risers ensure that the system runs smoothly and that you can get full travel with nothing jamming. You

should now be ready for a test inflation to make sure nothing is jammed. Get a friend to verify that all is well before you launch.

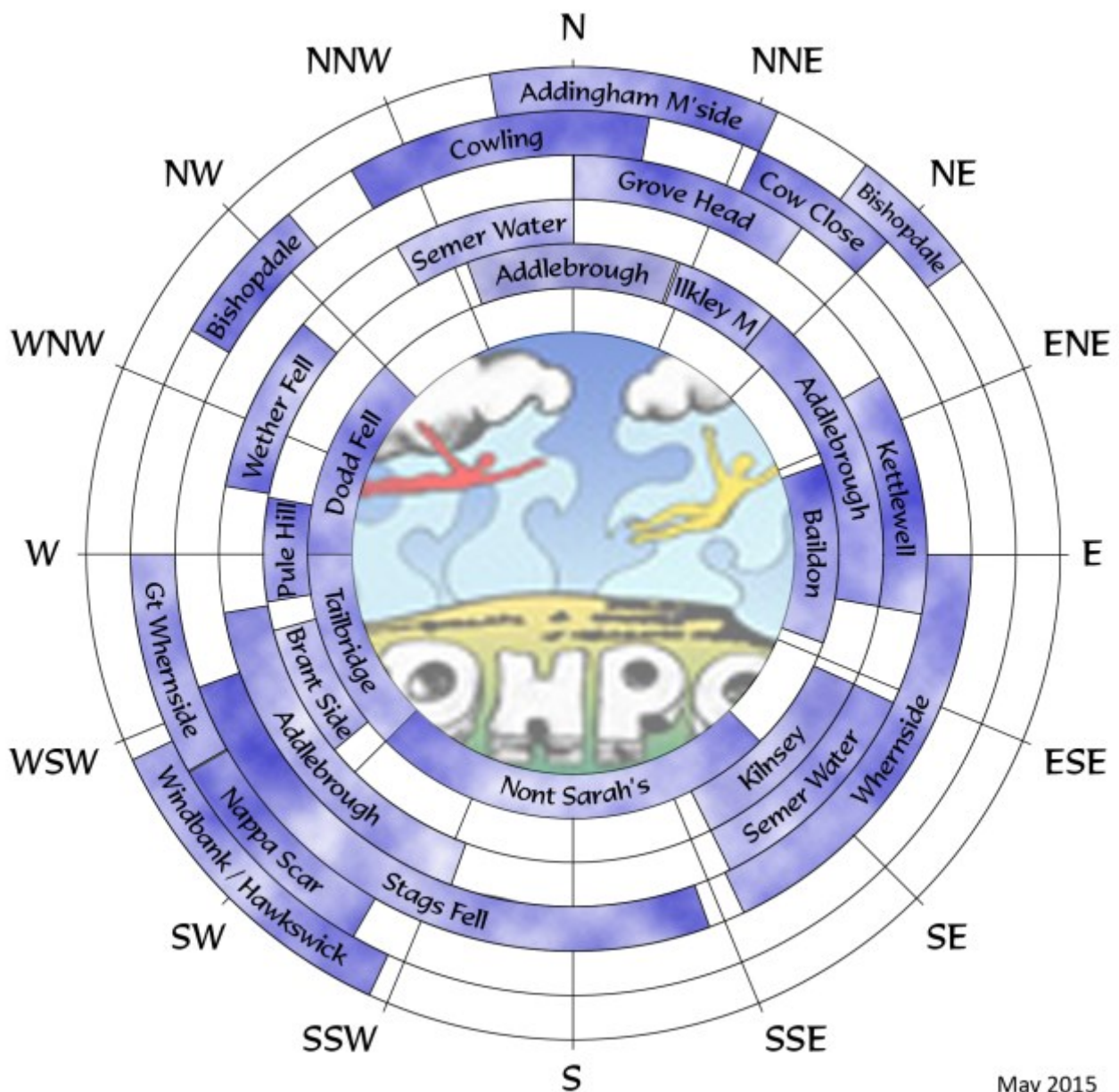
System Limitations

It is worth noting that unless you have very long legs or a very short pulley travel, with some gliders you may not be able to get full movement even with the bar as tight against the seat as you can set it.

DHPC Site Officers			
	<p>David Brown d.brown208@btinternet.com 0775 733 3480 0152 424 2192</p>	Northern Sites	
		Addleborough	Great Whernside
		Bishopdale	Nappa Scar
		Brant Side	Semer Water
		Dodd Fell & Grove	Stags Fell
		Head	Tail Bridge
	<p>Pete Johnson pjohnson2503@aol.com 0796 875 9422 01756 636162</p>	Southern Sites	
		Addingham	Ilkley Moor
		Baildon	Kettlewell
		Barkin Fell	Kilnsey
		Cow Close Fell	Nont Sarahs
		Cowling and Sutton	Pule Hill
		Hawkswick	Whernside

DHPC New Wind Rose

In his Chairman's chat Martin mentioned the re write of the club handbook, and David Hedley's eye for detail. David has spotted some inconsistencies between the site guide on the web, the site guides in the handbook, and the angles shown on the wind rose on the website. Clearly these things all ought to say the same thing. In tweaking the rose to make it completely consistent, it was then decided that some of directions were inaccurate anyway (for instance does Hawkswick really take a southerly?), so some further tweaks were made. The resulting new rose will appear on the front of the new handbook, and in time will be loaded on the website. Skywords readers get to see it first however—below. Please remember that it is only a guide, **you** have to judge whether the conditions are right for **you** before every take off!





CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches list (March 2014)

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

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

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

Ed Cleasby
DHPC Chief Coach/Senior Coach
February 2015

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

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

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



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
143.850MHz



CLUB DIARY 2015



February		
5	DHPC February Club Night	Otley
28	DHPC Reserve Repack	Menston
28	DHPC Farmers' Dinner	Cracoe
March		
1-13	World Hang Gliding Champs	Valle de Bravo, Mexico
5	DHPC March Club Night	Otley
7	BHPA AGM	Nottingham
April		
	XC League Opens	
2	DHPC April Club Night	Otley
11-18	PWC Brazil	Baixo Guandu
May		
1-4	British Paragliding Cup Round 1 (Pennines)	Chipping
2-6	British Open Series Round 1	SE Wales
15-18	North South Cup	? Poss Peak District/Shropshire
23	BOS Round 2	Yorkshire Dales
29—31	Lakes Charity Classic	Buttermere
30—3rd May	British Paramotor Open	West Mersea, Essex
June		
4-7	Super Paragliding Festival	Kossen, Austria
26-3 Jul	Ozone Chabre Open	Laragne, France
July		
4-11	Gin Wide Open	Tolmin, Slovenia
11-18	PWC Portugal	Montalegre, Portugal
20 - 27	British Championship 1	Krushevo, Macedonia
25-29	BOS Round 3	Mid Wales
	Red Bull X Alps	Salzburg—Monaco
31—9 Aug	British Paragliding Cup Round 2	Derbyshire & Lancs Gliding club
August		
8-15	PWC Switzerland	Disentis, Switzerland
22-29	British Championship 2	St Andre, France
30—6 Sept	PWC Spain	Ager
September		
3	DHPC Club Night	Otley
	Pennine Parafest?	Chipping, Lancs
17—20 (Estimated Dates!)	Coupe Icare	St Hilaire, France
October		
1	DHPC Club Night	Otley
24-31	PWC India	Bir, India
	XC League Closes	
November		
5	DHPC Club Night	Otley
December		
2-12	PWC Superfinal	Valle de Bravo, M.
3	DHPC Club Night (AGM)	Otley

Want something adding to this?
Just let me know! Tam



XC
in
GV

Andy Smith

Brazil

So almost 2 years from the day I took my first nervous flights on a paraglider I'm on a plane to Brazil

with club mate Martin Underdown for 2 weeks xc guiding with Dean Crosby, what lay ahead was a very long flight followed by a similar length bus journey (provided we make the connection) to a place renowned for fantastic flatland xc flying.

The flight over was fairly uneventful for myself but Martin found himself sat with a few folk that wanted to make the most of the free drinks service and enjoyed a dance before realising they weren't that good at either and passed out on the floor. Martin's a big lad so I let him get on with it and anyway I was sat at the quiet end of the plane. On arrival at Rio we were quickly welcomed into the country, reunited with our bags and off in a taxi

to the bus station. We missed out on the executive coach but managed to get the last bus overnight to Governador Valadares which would mean we wouldn't lose a day's flying.

After a long bus journey and not a lot of sleep we arrived at our destination and only had a short walk to our hotel where we were able to have breakfast and dump our bags. We met up with Chris Seals and Chris Lennon who were over there flying with Dean although not official clients. We were both keen to fly but after chatting with Dean I took his advice and opted for a day off to recover from the long journey. There had been a comp on and this was the last day so I was able to watch them launch for the day's task from the landing field and then land back at goal later on in the day. This gave me a bit of an idea about the flying before I even got onto the hill which was good, and in between I was able to go for a wander round my home for the next 2 weeks and check it out.

Chris Lennon, Martin Underdown, Andy, Chris Seals, Dean Crosby



We were picked up from our hotel around 10 each morning and taken up the mountain for the day's flying. The weekends were the busiest times but even so there weren't that many pilots in the air and plenty of room for everyone. There was a large group of Norwegian pilots there for the first week that were usually keen to take over launch but also eager to set off most days and they made excellent markers for the rest of us. They went home at the end of the first week so we more or less had the place to ourselves but things got a bit harder.

What follows is what I can remember of my flights from the 2 weeks. It's been over a month since I got back and I didn't keep notes while I was out there so I apologise for the poor account.

Sunday 8th March

Today's the first day of flying in Brazil and after getting up the mountain Dean briefs me on the take off, bomb out options, city landing field and general plan for the day. I'm going to be just working on my thermalling and seeing what happens but the general plan for the fortnight is to get to base then leave the mountain and track the main road back towards Caratinga. You either land out and get a bus/hitch back or do an out and return and land in the city. I'm feeling pretty nervous after checking my gear and setting up on launch but after a pre flight

..a large group
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pee I calm down and am eager to get going. A good launch, but I struggle to get any decent climbs so head towards a possible thermal source and am rewarded with a nice climb. I lose it before I get to base but set off to try and catch the others anyway, after playing spiragraph in the sky for a while but getting away from GV I



Feira da Paz



Norwegian Invasion. Pico da Ibituruna.

have a bit of a sketchy but safe landing just short of Erra Nova for 7.8k. I get a bit of a telling off from Dean as he saw the landing, so after packing up I trudge off along the road planning to walk back as punishment. After a short walk a truck pulls up and gives me a lift to the outskirts, and by the time I'm dropped off I'm feeling better about things.

Monday 9th

Pretty much the same as yesterday flight wise only I get a bit further along the road, land with another pilot in a tricky spot and get the smart bus all the way back to the bus station in GV. 9k.

Tuesday 10th

Amazing day today, first day at cloudbase but after setting off I almost bomb out on the outskirts of the city before getting a climb back up and resuming today's flight. Dean and Martin leave me behind after a while but I'm quite happy doing my own thing and the pressure's off a bit as Dean is concentrating on Martin today. I get quite far away from the road at times and pull off quite a few low saves but eventually gravity wins the day and I land with little Chris near the second gas station - 28.8k and a new pb! Hitched back to GV.

Wednesday 11th

Launched too early and didn't get a climb at all, landed back near the road up the mountain and had a 3 hour walk back up for a top to bottom and a long walk home as punishment! 1.9+3.8k.

Thursday 12th

Another disappointing day managed to rescue a top to bottom with a great climb but then lost it all again to land at the bomb out field. 2.8k.

First day at
cloudbase ..
.. and a new
pb!



Friday 13th

Better day today, climbed out eventually but struggling with no sound on the vario, and by the time I got it sorted all I could hear was my sink alarm. A good landing just short of Alpercata so I caught the bus back. 12.4k.

Saturday 14th

An amazing day today despite a bit of an erratic performance flying wise. Got out past Alpercata but then seemed to struggle to find climbs and climb in them, so took the option of heading back. It took 3 low saves but I got back to the mountain then landed at Feira da Paz in the city, very emotional and tired when I landed but an epic for me! 33k and over 3 hours in the air.

Sunday 15th

Back to normal with a few decent climbs but not enough to get me past Alpercata today and another bus ride home. 12.9k



Base





Monday 16th

Much the same as yesterday but not as far, landed between Alpercata and Erra Nova. The bus was a bit cheaper today. 11.7k

Tuesday 17th

Landed half way down the mountain and walked home!

Wednesday 18th

Not a great day again for any of us, a top to bottom to land in the city then tea and cakes! 3.7k

Thursday 19th

Worse than yesterday with the weather changing for the worse, landed in the bomb out field with Martin. 2.6k

Friday 20th

Logistical problems meant Dean didn't get up the mountain so it was big Chris, Martin and I today. Took off after Martin and managed to find a decent climb. Martin bombed out, and after finding another couple of climbs the gravity above Alpercata won over and saw me





Erra Nova



Erra Nova

grounded again. After getting lucky with a lift back I ended up pushing my lift about a quarter of a mile to the petrol station so he could carry on his journey and drop me in the city. Gust fronts and rain came in and seemed to be a fitting end for our last day's flying in an amazing place. 14k

After a good last supper we were back on the coach and heading overnight for Rio. With our flight being in the evening we had a day to kill in Rio, so did all the touristy things that most people plan a whole holiday around.

I got a great deal from this holiday and now have lots to work on to make my flying better. The biggest thing for me was the amount of confidence I gained in my equipment with flying it every day. It becomes almost second nature and allows you to progress and become a better pilot.

Dean did a great job of guiding us both through the day in the air and on an evening showing us some of the best places to eat and drink in GV, it's really cheap over there



Bottom of the Stack

with excellent food and lots of Skol! Try the national drink of Caipirinha which is a potent cocktail made from Cachaca (sugar cane liquor) but not more than 2 in a session as it's rocket fuel! Other food and drink highlights included Swiss lemonade, Excecutivo (meat with chips, salad, rice and a beany accompaniment), cake for break-

fast and pretty much anything from Los Hermanos (great bar/eatery).

The people over there are so friendly and welcoming, but be warned the majority don't speak any English. I learnt a little Portu-



Erra Nova

guese and had my own little phrase book that went down well. They don't worry that you can't speak or understand their language either as they just keep talking in the hope you will understand them eventually, all good fun though.

We got great flight deals with KLM and booked quite early, you can book your onward transfer by visiting the riodoce website but we waited until we got there as we didn't know how long it would take to get through customs. It's easy enough to get a taxi from the airport to the bus station and get your tickets but as we found out to our cost it works out much cheaper to pay on the meter than by a pre paid ticket. It helps if you have a big fella with you but be assertive and it should be ok. We stopped in the Hotel Sao Salvador and got an air conditioned room for £10 a night with breakfast, it costs

around £5 for a lift to take off; buses and hitching prices depend on how far you fly! Although we flew everyday it was coming to the end of the season so we had shorter flights than folk who had come earlier in the year.

Dean is back over there next year and teaming up with Steve Barton to do a bit of a flying tour of vari-

ous sites; Steve is great with all the logistics so I would highly recommend putting this on your list of places to fly.

Andy Smith

..the biggest thing for me was the amount of confidence I gained in my equipment



North South Cup - Long Mynd



Jocky Sanderson

20 May · Edited · 🌐

The North South cup comes home. Well done to all those great pilots and friends who took part, and helped raise \$4774 to the cloud base foundation, to help Jamie and Isabella's great work for the people of Nepal. This was doubled to \$9548 thanks to Laura & Lorenz Reibling's kindness. Thanks to everyone and well done to the North for some stunning flying, both in the XC league, and on the day. Anyone wishing to visit the cup is welcome to a free coffee at www.theflightpark.com







Simon Goodman Competition Corner

The summer XC league has been open since the 1st April, but compared to last year for most of us it has been a relatively slow start. However, despite a prolonged period of windy blown out conditions, at the national level the usual XC superstars have been clocking up the kilometres and Tesco points. The Southern club's Hugh Miller, and Pennine's Phil Wallbank are both just shy of 1000 points already.

Closer to home so far there have been just a handful of good days reflected in the more modest totals for Dales pilots, but there have been a few impressive flights nonetheless. Dean Crosby pulled off an amazing 206 point declared FAI triangle from Bradwell on the 13th May and Jake Herbert a very respectable 124k flight from Carlton Bank on 26th April. A special mention goes to Tim Oliver on his first ever 100k flight, from Dodd Fell also on 26th April. He was one of the few to fly there that day since many read the forecast as being blown out, but it proved to be the right hill, and it is still the only 100k flight from a Dales site this year. Reportedly Tim is only now regaining the ability to talk coherently about anything other than clouds....

The next few months sees a gaggle of exciting comps coming up including the Lakes Charity Classic, Chabre Open, Gin Wide Open, the British Open, and not forgetting the X-Alps. Hopefully it's going to be a great summer!

Dales XC League

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	FI
1	Jake Herbert	Nova Mentor 4	172.2	82.1	49.9	40.2			
2	Tim Oliver	Ozone Swift 4	103.8	103.8					
3	Kevin McLoughlin	Ozone Swift 2	88.4	33.2	16.1	15.5	15.3	8.3	
4	Philip Wallbank	Ozone M6	78.6	78.6					
5	Chris Greenwood	Gradient Nevada	56.8	34.6	13.4	8.8			
6	Simon Tomlinson	Advance Sigma 9	52.7	16.6	12.8	10.3	6.8	6.2	
7	H H Tsai	U-Turn Lightning	52.6	52.6					
8	Richard Meek	Nova Mentor 2	47.6	47.6					
9	Ed Cleasby	Ozone M6	36.4	36.4					
10	Geoff Crossley	Ozone Alpina 2	33.7	16.9	10.6	6.2			
10	Peter Southern	Ozone Swift4	33.7	21.7	12				
12	Peter Balmforth	Axis Vega 2	31	24.1	6.9				
13	Gary Senior	Gin Atlas	27.8	17	10.8				
14	Gary Stenhouse	Ozone enzo 2	23.3	23.3					
15	Zbyszek Latka	Gradient Aspen 5	16.9	16.9					
16	Mark Morrison	Ozone Buzz Z4	11.4	11.4					
17	Glenn Brookes	Niviuk Hook3	9.7	9.7					
18	Martin Baxter	Ozone Rush 4	8.1	8.1					
19	Simon Goodman	Nova Mentor 3	6.6	6.6					

National XC league*

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5
1	Jake Herbert	Nova Mentor 4	392.9	124.2	96.5	82.1	49.9	40.2
2	Peter Southern	Ozone Swift4	281.6	88.6	51.1	48.7	40.3	31.2
3	Dean Crosby	Nova Triton 2	274	206.1	67.9			
4	H H Tsai	U-Turn Lightning	163.2	57	53.6	52.6		
5	Richard Meek	Nova Mentor 2	95.2	47.6	47.6			
6	Kevin McLoughlin	Ozone Swift 2	80.1	33.2	16.1	15.5	15.3	
7	Simon Tomlinson	Advance Sigma 9	52.9	16.6	13.2	12.8	10.3	
8	Chris Fountain	Ozone Delta	46.1	46.1				
9	Zbyszek Latka	Gradient Aspen 5	16.9	16.9				
10	Mark Morrison	Ozone Buzz Z4	11.4	11.4				

*listing Dales as primary club and paid registration fee

Inter-county competition (points based on top 10 scoring pilots from EN B, C, D classes)

Derbyshire	77
Cumbria	48
Yorkshire	22
Lancashire	18

f UK Paragliding XC news 🔍

RECENT ACTIVITY

Ken Wilkinson

14 mins · Edited

▼

There were XCs posted from Llangorse in S Wales yesterday from some well known northern pilots. This is a great site, but the political situation there is very bad, regarding the power that the 'Graziers' have over sites. I have spent a long time fighting daft bans (Ubley) and tried to get this situation clarified with SE Wales club. The clear message is that using Llangorse could result in Pandy or Hay Bluff access being compromised. Paul Dancey has spent a lot of time on this and he has been very clear. Do NOT use this site! Merthyr works pretty well in a similar direction, (100k done there yesterday) and will not upset anyone.

There is a riding school that operates right at the bottom, and they do take pony treks right by launch.

Please pass this message on.