

# Skywords - October 2022



The newsletter of the Dales Hang gliding and Paragliding Club

# Chairman's Chat

Martin Baxter reports

## Age and Sex Demographics

At the North/South Cup, earlier in the year, some ex-club members who had been forced to move down south in order to follow work, commented that the pilots down south seemed much younger than those up north. That got us thinking – was there anything that we could do to reduce our average age in order to make the club competitive in the future?

I obtained permission from the BHPA to have a dig around in their membership database. This produced the following very rough analysis (from May 22):

Club	Average Age
Malvern	56.6
SE Wales	56.4
<b>Dales</b>	<b>55.3</b>
Derbyshire	55.2
Cumbria	55.2
Avon	54.3
Thames Valley	53.1
<b>BHPA</b>	<b>51.4</b>
Active Edge	47.5

It suggests that there isn't a massive average age difference between North and South. Perhaps the youngsters are just more active in the South, but we have no way of assessing this. The overall average age of BHPA members is lower than in most clubs, probably because of the influence of schools, who process a lot of temporary memberships (see example of Active Edge).

For the record the average Dales HG pilot is 60.7; the average Dales PG pilot is 50.5.

My research drew the attention of BHPA Technical Officer, Dave Thompson. He sent a message to his European counterparts and came up with the following data:

Country	Average Age of Members (Years)	Female Membership (%)	Average Life Expectancy (Years)
UK (BHPA)	51	6	81
Denmark	-	6	-
Spain	50	8	83
Ireland	49	9	82
Italy	47	7	83
Belgium	-	8	81
Germany	46	11	82
Hungary	44	10	76
Austria	44	12	82
Czech Republic	42	12	79
Netherlands	-	12	-
Norway	42	13	83
Switzerland	42	14	83
France	40	17	83

The inverse correlation between age and the proportion of female members is interesting (in Norway the average male pilot is 43 whilst the average female pilot is 33). It may be that attracting more female members automatically brings the average age down.

Dave recalls looking at this about a decade ago when the average age of BHPA members was 53 and 9% were female. Although I removed non-flying members from the UK statistics it may be that COVID-19 accounts for at least part of the age reduction.

I have discussed the results both with the BHPA Executive Committee and the DHPC Committee. Whilst there is general (but not unilateral) agreement that it would be good to have younger members and a greater proportion of females, nobody could come up with any meaningful suggestions as to how we might go about it.

In the past Universities had thriving Hang gliding clubs, and boys were introduced to parascending through the Scouts. These activities have tailed off, partly due to funding, but mostly due to a lack of interest. It's fairly easy to envisage a scenario where the BHPA spent £10Ks of your money on an initiative, for very little gain. Perhaps it's best to allow things to run their natural course.

I have little doubt that social media and 'influencers' have a role to play; but part of the problem is that most of us at committee level are not of the same age (or sex) as those that we so want to attract. There are plenty of videos out there on social media, but thus far they don't seem to have had the desired effect.

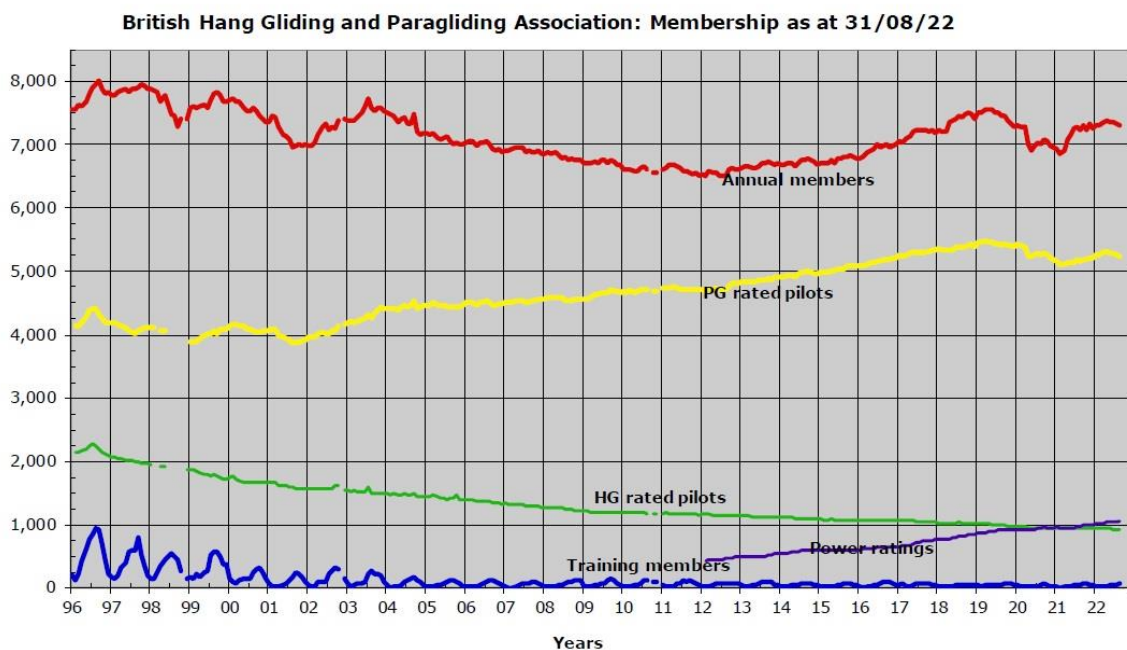
The other problem that we have at club level is that we can't attract new members directly: the schools are the ones who do most of the recruiting.

The bottom line is that most of us would like to see more females entering into the sport and a reduction in the average age of a BHPA member; we just don't know how to achieve that. If anyone has any bright ideas then we'd be delighted to hear from you.

Fly safely,

Martin Baxter

Chairman



# AGM

## DHPC Annual General Meeting

December 1<sup>st</sup> 2022. 7.30 for 8 pm start

Horse and Farrier, Bridge St, Otley. LS21 1BQ

All members of the Dales Hang Gliding and Paragliding Club are invited to the AGM.

As per the club constitution, if any member wishes to submit a formal proposal, please ensure that it reaches the Secretary ([contacts@dhpc.org.uk](mailto:contacts@dhpc.org.uk)) by 1 November 2022. All proposals will be published in the November edition of Skywords and on the club forum. There is no opportunity to raise new issues for voting after the 1st November, or on the night at the AGM. Voting on all proposals will be at the AGM in person only.

As well as setting membership subscriptions and contributions to the Flying Fund for the coming year, all committee posts are up for re-election, as per the constitution. Members are free to stand for any post - none of the incumbents will be offended if you wish to have a go at their role. Committee membership simply requires a little spare time and a willingness to put something back into the club. If you want to have a non-committal conversation about a role, then please contact the Chairman, Martin Baxter, at [chairman@dhpc.org.uk](mailto:chairman@dhpc.org.uk).

## Social

Stefan Sykes Reports

Following the superb success of the XDales and its accompanying Social Weekend, the winter nights dictate another set of flyer's evenings

### Red Lion, Burley in Wharfedale

starting on the **6th of October at 7:30pm** for an 8pm start.

This first evening will feature **Ed Cleasby**, organiser of the X Dales providing a full debrief of the event with perhaps a taste of what to expect in 2023. **Tam Morrison** will also give feedback on the DHPC Social alongside **Stef** with a full photographic history as a backdrop.

Future evenings will cover weather apps, a tale of XC, parahawking, film and photo competitions and more...

Your social secretary is always happy to hear of what you'd like to learn about over the winter, so please let me know - [socialsec@dhpc.org.uk](mailto:socialsec@dhpc.org.uk)

Please put these dates in your diary:

- Oct 6th
- Nov 3rd
- Dec 1st - AGM

- Jan 12th
- Feb 2nd
- Mar 2nd
- Apr 6th

Programme in detail to follow

## Library

Joseph Edmonds reports

The library is an **awesome** resource, providing free and unlimited time loans of flying related books, DVDs and even airmaps. Flying books are expensive, the library is free. What more do I need to say?

### Fancy Taking Over?

The position of librarian is currently up for grabs, as it seems your current librarian has now become in charge of Skywords and so the library is ready for someone else to take over.

**Do you fancy giving it a go?** I can confirm it's very easy. You would have the honour of spending our *generous* annual budget on whatever flying related books or DVDs you fancy.

With the start of a new financial year, it's the perfect time to take over...

Your primary responsibility is to bring books to the club nights and encourage people to borrow them. You need to keep track of who has what. This is very easy as I have set up a simple system for this that can all be managed from your mobile phone.

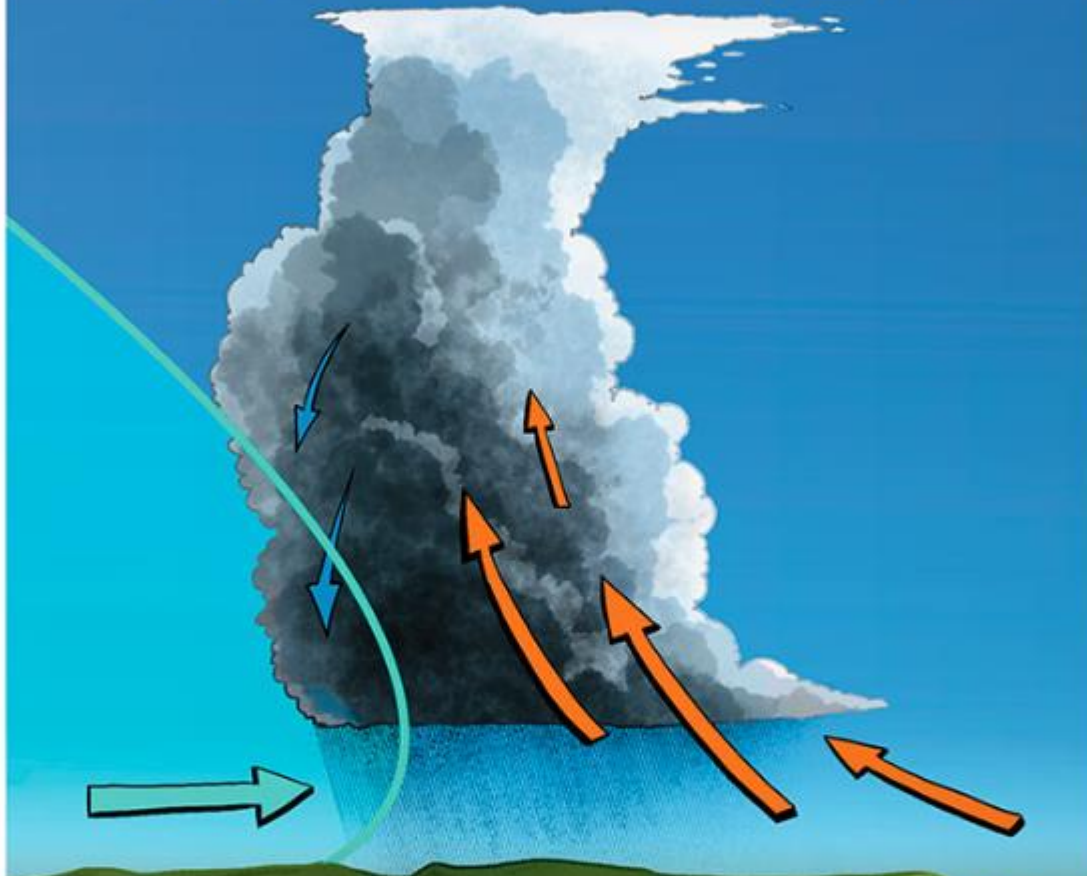
### New Books

I'm happy to announce that 2 more books have been ordered and will be delivered shortly. If you fancy borrowing one, get in touch with me (Joseph Edmonds) on whatsapp or via email [library@dhpc.org.uk](mailto:library@dhpc.org.uk)

### UNDERSTANDING THE SKY – NEW EDITION

<https://xcmag.com/shop/product/understanding-the-sky-new-edition/>

# UNDERSTANDING THE SKY



## THE WEATHER BOOK FOR SPORT PILOTS

CLEAR ILLUSTRATIONS  
BRING COMPLEX  
SUBJECTS TO LIFE

LEARN ALL ABOUT  
THE WEATHER –  
WHATEVER YOU FLY

WIND PATTERNS,  
THERMALS, SOARING,  
STORMS AND MORE

By Dennis Pagen

Understanding The Sky is the essential weather book for pilots – whatever you fly.

This new edition, published in August 2022, will give you a deep understanding of meteorology, from the micro to the macro – “absolutely essential” according to top paragliding coach Greg Hamerton.

Understanding The Sky will make you a better-informed and safer pilot, able to make accurate decisions based on enhanced knowledge. Build your knowledge of the way air flows and eddies over buildings and trees, understand how micro-climates are created by coastal systems and mountains, and appreciate the impact of different cloud developments on flying conditions.

It doesn't matter whether you fly paragliders, drones, balloons, RC models, ultralights, helicopters, or planes – this book has been the best-selling classic meteorology text for over 30 years. Substantially revised and updated, and packed with clear illustrations, you will find it seriously useful!

*“So informative, so in-depth, and so relevant to free flight. A masterclass in flying weather!”* – Greg Hamerton, Fly With Greg flight academy

*“Simply the best weather book – accessible and easy to read!”* – Five star Amazon review

## THERMAL FLYING - NEW EDITION

<https://xcmag.com/shop/product/thermal-flying-new-edition/>





Thermal Flying is the world's best-selling guide to the art of thermalling and XC flying. Cross Country's team has been hard at work thoroughly revising and updating the title, line by line, and the design and photography has been refreshed to bring it bang up to date.

Learning to climb well is probably the most valuable skill of all in free flying, but it can be an incredibly frustrating experience. Burki Martens' Thermal Flying has been written as a guidebook, and whether you have one hour or a thousand hours' airtime, you'll find it incredibly useful.

Hundreds of photos and illustrations make technical concepts come alive and easy to understand. Technical theory is kept to a minimum while real-world experience and practical advice help you grasp tricky concepts easily.

Thermal Flying Includes comprehensive instructions on:

- How to predict and find thermals
- How and where thermals form – sources and triggers
- Different types of thermal models
- Windward and lee-side thermals
- The theory of temperature gradients
- Vortex ring structure and lift distribution in thermals
- How to read clouds and weather

Plus hundreds of helpful tips on:

- Soaring, staying up and top-landing
- Coastal flying and sea breezes
- How to core thermals and get to cloudbase
- Valley winds, mountain flying and magic air
- Flying the flatlands
- XC tactics from first flights to 100km

Thermal Flying has been published in 15 languages and has sold over 50,000 copies worldwide. This third edition brings the art of thermal flying to a whole new generation of pilots. Burki Martens is a multiple XC League champion and an excellent coach and communicator.

*"I love the style of this book – you can jump around and learn loads. It deals with both the science of how thermals are formed and also the art of how to ride them – plus what to do in between. Brilliant!" – Pete Logan (he's everywhere this Pete guy...)*

## Coaching

Pete Logan, Chief Coach reports

Congratulations to Tom Shuttleworth, Darren Goodlad & Jacob Aubrey, our newest Pilots. Hopefully we'll be seeing them featuring more in the XC leagues in the years to come.

If you're wanting to level up from Club Pilot to Pilot, we'll be running pilot exam prep and revision sessions through the Autumn and we'll get your papers ordered too. Just make sure

you have your Pilot tasks ticked off by the time of the exam. Your list of friendly coaches is [here](#) and if you need to discuss anything let me know... [coaching@dhpc.org.uk](mailto:coaching@dhpc.org.uk)

Your useful links are:

- [Pilot task book](#)
- [Meteorology video](#)
- [Flight Theory video](#)
- [Air Law video](#)

## Safety - It's good to talk...

Clive Sury reports

Ever been in the air wanting to speak with another pilot but can't because they don't have any means of communicating handsfree? A minor frustration is not knowing whether they've heard your message regarding general conditions. More seriously, it means that you can't be sure that they have understood a message pertinent to their safety – or indeed, been able to let you know about something that could affect yours.

One can be flying in a group and some people come into land because of benign reasons but at other times due to adverse conditions which could also endanger others. Yet with only a radio that is too awkward to use whilst flying, a ready means of communication is missed. There are a myriad of other examples I could write about, however, the intention here is not to labour the point in 'what ifs' or actual incidents unnecessarily. I would like to add this though - which is that I can't believe that it was only after I'd passed CP that I was given advice to get accessible air-comms and I've been on several holidays where other pilots don't have this equipment.

Therefore, the message this month is this. If you don't have easy to use air-to-air comms you may wish to get the system in this photo. The cost is only £13.19 on Ebay - [\\_1x C2F2 Headset PTT Mic For Kenwood Puxing Wouxun Baofeng UV-5R 888s 2-Way Radio | eBay](#)

For the pilots who have this equipment the safety message is to ask that you help guide others to their benefits. Whilst it helps the user directly, it may also help you too in reporting to and about your needs.

### **Safety Notices:**

In June the BHPA posted notices [Importers & Manufacturers Safety Notices \(bhpa.co.uk\)](#) regarding the following items:

- Supair parachute bridles
- Sky paraglider twin harness
- BGD snug harness

P.S. Please don't get the throat mic for your radio. I did and on one trip was told I sounded like the Swedish Chef from the Muppets!

# X Dales 2022, from the Perspective of a Novice

Paul Rowntree reports

DHPC hosted the first X-Dales in 2021 - a hike and fly challenge. At the time I thought I fancied it, the X-Alps on a manageable scale, but I needed to get on with completing my pilot qualification - something I've been meaning to do for over 10 years. A year passes and the 2022 event was advertised. I kicked myself for doing nothing about the pilot qualification but then noticed the minimum requirement is CP to enter, boom, form filled in.

**This is my first paragliding competition.** Luckily, I took up the government's offer to contribute towards a new flying instrument a year ago, but I now needed to learn how to use it more than just listening for a beep. Ed very kindly guided me through apps, website registrations etc. that would be needed, the electronics aspect is the most daunting part.

**2 weeks to go** – with excitement I started looking at long distance weather forecasts. “Don't do it”, just about every forecast was issued, changing every few hours in the final days. The positive was it resulted in a lot of map reading. I thumbed through *Touching Cloudbase* again, put in a few ground handling hours and drew up a list of what I needed. Ed had the unenviable task of selecting which day the competition was on - it was going to be Saturday.

**My kit** has suffered the same as my qualification. I still fly the first wing I bought since passing my CP, now a 20yr old Gradient Bright. It does a perfectly good job when I turn up at a hill, soaring ridges and going up in thermals. Compared to others on the starting line-up, it looked big. I noticed there were a couple of other EN-A gliders entered, so I wasn't massively out of place.

**The night before** at the campsite around the fire gave a few clues as to the pilot's intentions, who wasn't having a beer, who was going to bed early... The atmosphere was relaxed with plenty of debating what the wind is going to do.

**The starting line** was dressed up with large tear flags, a registration table, and officials on standby. This isn't a gathering to go for a walk and fly around the hills, it is a serious competition. Ed gave the pre-race briefing. The wind is northerly, about the worst direction, and whilst a little strong, it was forecast to die down throughout the day - race on!



**And they're off.** A drone was in the air as a few set off running, most walked off. The first objective was to enter the first cylinder 50m away. I couldn't work out what my flight instrument was doing! Back I went to the start line to be informed of my rookie error, I didn't enter the waypoints on the machine. 20 mins later with the waypoints kindly entered by Ed, I'm off with the field strung out in front of me snaking up to TP1.

**By TP1, Castle Knott,** I'd caught up with some of the others. With TP2 further along the ridge past Calf Top, it was a relatively easy walk and we were starting to get a feeling of how strong the wind was.

**From TP2,** it was a trip to the valley bottom. Once I'd arrived there, the chat was that most had walked down, but someone was about to try and fly, and he did. Three of us thought why not, let's give it a go. The wind was on the strong side coming along the face of the hill. I discovered my skill set didn't include launching my glider angled up a slope in a strong wind and resulted in a few draggings, fortunately on soft grass. Half an hour after deciding to try flying, with a dip in the wind, I was off and landed in the bottom a minute or so later. It would have been much quicker to walk, but quite satisfying to have got a flight in!



**The support team** greeted me at the bottom, confirmed I was the last down and pointed me in the right direction.

Once packed up, the back markers caught each other up to become a group of four walking up to **TP3, Great Coum**. Race etiquette developed into chatting on the flat, but when it gets steeper, we cracked on, whichever way is best for you. On arriving at the bowl a few were ready to fly, but the wind was dropping. Do you rise the glider up and climb higher or wait for the wind to build? The bottom of the bowl looked boggy, not really the direction we were heading in and a big walk back up - a place of doom. One brave man showed us the way just staying up, then eventually lifting as the wind grew. He also demonstrated a sensible way of launching with a horizontal glider from the nib of the bowl rather than the angled approach I was attempting facing the bowl, thank you. A few of us took off, although some who'd walked to the top found the wind too strong now so had to walk back down.



With **Whernside, TP4** next, I clung to the contours de-risking the chance of ending up at the bottom of Deepdale. I checked in with Ed in the support van and set off to the top with three from the Peak District. The crowds were at the top where you could also see those higher up the race order flying around Ingleborough. With the wind coming straight along the ridge, walking down looking less than appealing, a cross wind take-off again it was.



This was my old **EN-A** vs three **EN-Cs**. I travelled 2km, they travelled +/-3km. 50% more from the top of the hill isn't too bad to deal with, 50% more from cloud-base would have been hard!

**A short walk past Ribbleshead Viaduct to TP5.** Directions and water were kindly received from the support team who told us that the winner had finished, hmmm. Another school-boy error was not fully grasping the directions, which led to some meaningless meandering back and forth trying to find the route up the hill. As beautiful as stone walls are, the gaps in them are a delightful sight.



**Back on track walking up to TP6, Park Fell,** the chat was that we'll make Ingleborough. I wasn't convinced but cracked on. I soon realised 6:30pm was approaching, the cut off time for flying. I strode on determined not to walk down. I'd spotted some non-competitors flying from Simon Fell to Ingleborough and back. With 13 mins left, I had a refreshingly conventional take-off from Simon Fell with the wind coming straight onto the slope. After two beats of the bowl, I guessed I wasn't going to gain much more height and headed over the back. I made it over, but that was it, no magical evening thermal, but there was a lovely path to the valley bottom and the road to Ingleton.

**Whilst only a few 100m from TP7, Ingleborough,** the party was starting at the campsite and I had a car to pick up from Barbon. At 7:15pm I reached the road, the first car stopped and two ladies gave me a lift who'd walked the three peaks, which seemed equally hard work. Not many stop on the A65, but a mushroom forager very kindly drove out of his way to take me back to Barbon.

**The Peak District lads kept on walking** and made Ingleborough before the 7:30pm cut off. As did Ciprian not far off their heels who picked up a prize for his gallant efforts. In the end I finished 18<sup>th</sup> out of 20, more than I was expecting and I was chuffed to bits, albeit without a full tracklog, but I'm not on my own there. More practice required in that department.





**At the other end of the field** it was a battle between Greg Chilton of Malvern and last year's champion, Mike Cavanagh. The lead changed throughout the day as Dales' wisdom fought youth, but it was Greg who took the trophy. To complete the podium was the only female competitor, Rosie Darwood, on an EN-A glider, very impressive. For those aspiring to take the podium on a day of limited flying, you will have to do something called running!

**Behind them**, the following nine competitors also passed through **TP8 near Wharfe** and into **goal, the campsite at Langcliffe**. 12 out of 20 completed the course, respect, full results [here](#).



**Back at the campsite around the fire**, many deserved beers were had, legs were rested and stories regaled of just about every part of the race. I'm not the only one who a week later was itching to do it again, but the year wait will make it all the more exciting and give me a whole year to contemplate upgrading the glider, and doing my pilot exam...

**Thank you Ed** for assisting me and all your efforts, and to everyone who helped out in the support team. Photos [here](#).

## X Dales Links

- [Main X Dales Page](#)
- [Photos](#)
- [Results](#)

## Dales Social Event 2022. Sept 9 -11

Tam reports

The forecast wasn't good. That's the problem with events that you have to commit to in advance, at some point months in advance - you have to press the button, book the venue, give people the dates so they can plan their year, organise infrastructure. Then it's down to chance to provide the weather. The forecast wasn't good. Luckily this year, there was pre commitment from a number of people – the competitors in the H&F event, many of whom were going to base themselves at the campsite. Was anyone else going to turn up? We

knew who definitely wasn't going to turn up, as a number of members were away on trips. Would anyone else bother, when TFWG?

As it turned out, people flew on the Friday, Saturday and Sunday of the event. I can't remember it raining at all (other than when we were in the air on Friday!). The H&F competitors making the goal at the campsite arrived with big smiles and looked incredibly fresh (mainly). There was ground handling on the Saturday in the field and coaching on the Sunday before people started drifting away. The harness hanger, marquee, landing field were all put to use. There was a short target golf competition using the paddling pool landing target (illegally filled using a hosepipe, oops). And the parabolox round the campfire each night was of the highest quality.

Things really got underway on the Friday, when Rich Meek, Jan Tempest and Tam headed to Ingleborough with a light WNW-NW forecast. It was anything but light at the top of the track up the bowl, and we decided to walk round the bowl towards Park Fell, and as we did the wind was markedly reducing. We were rewarded with a flight to goal – the campsite 13K away – after nearly avoiding all the encroaching showers which seemed to be coming from all directions. A great way to kick things off (though no one else saw us land!!) The marquee proved a perfect drying facility. As competitors for the Saturday H&F started turning up and people gathered round the fire, we suddenly had a flying event running.

Getting away from Ingleborough – low cloud but lifty



On glide into the campsite (centre right of picture)



More photos available on the GD (members only):  
<https://drive.google.com/drive/folders/12ONRcng5FuV3SzNIGj-CRbCzrowmrb3q?usp=sharing> - you can email me for access:  
[dhpcsecretary22@gmail.com](mailto:dhpcsecretary22@gmail.com))

Saturday was the Hike and Fly day and a convoy of cars headed out at 7am-ish to get everyone to the start. The campsite was pretty quiet most of the day, as most non-competitors were out and about helping and encouraging the competitors. Several members turned up during the day, which was warm and dry despite the forecast, and we had some ground handling, which was tricky with the switching light wind and also some line untangling technique practice - invaluable! The competitors started turning up around 4pm, looking incredibly fresh (for the most part!) after their, largely hiking, efforts. It was good to see club members well placed in the results. Pete Darwood ran the whole course (without a wing) – a remarkable effort and earning him a goal beer.



#### Pre-parabolox session

With more members arriving for the communal BBQ on the Saturday night we had a good night with lots of parabolox and tall tales being shared. The main unanswered question of the evening was “where are the Polish guys”. I assume Ed’s account of the Hike and Fly will answer this question at last.

On Sunday morning the campfire was still smouldering. A few with long journeys left early, with others heading to various hills to try and get some flying – Moughton, Stags, Nonts and Baildon all getting mentions. None of it was very successful but at least a few minutes were had at some of the sites. Back at the campsite, Pete did some coaching, and harness adjusting with some of the coaching group, and by mid afternoon the clean up started – it is remarkable how quickly things come down with a few helpers!

On Sunday evening the event field was empty and quiet again, with no real hint of the fun that had been had by those present. We are so lucky to have events like this available to us. They are only possible due to the generosity of members helping out with equipment etc –

sometimes when they are not even attending themselves due to family commitments for example. Many thanks are due to:

Adam Cox – for providing the marquee and fire pit

Simon Byrne – masses of firewood

Dave Bradwell – large communal BBQ

Stef Sykes – organisational assistance (and croquet set!)

Liam Toot - loan of climbing equipment to help set up the harness hanger

Pete Logan – coaching

Jan Tempest for assisting with redistributing the borrowed kit.

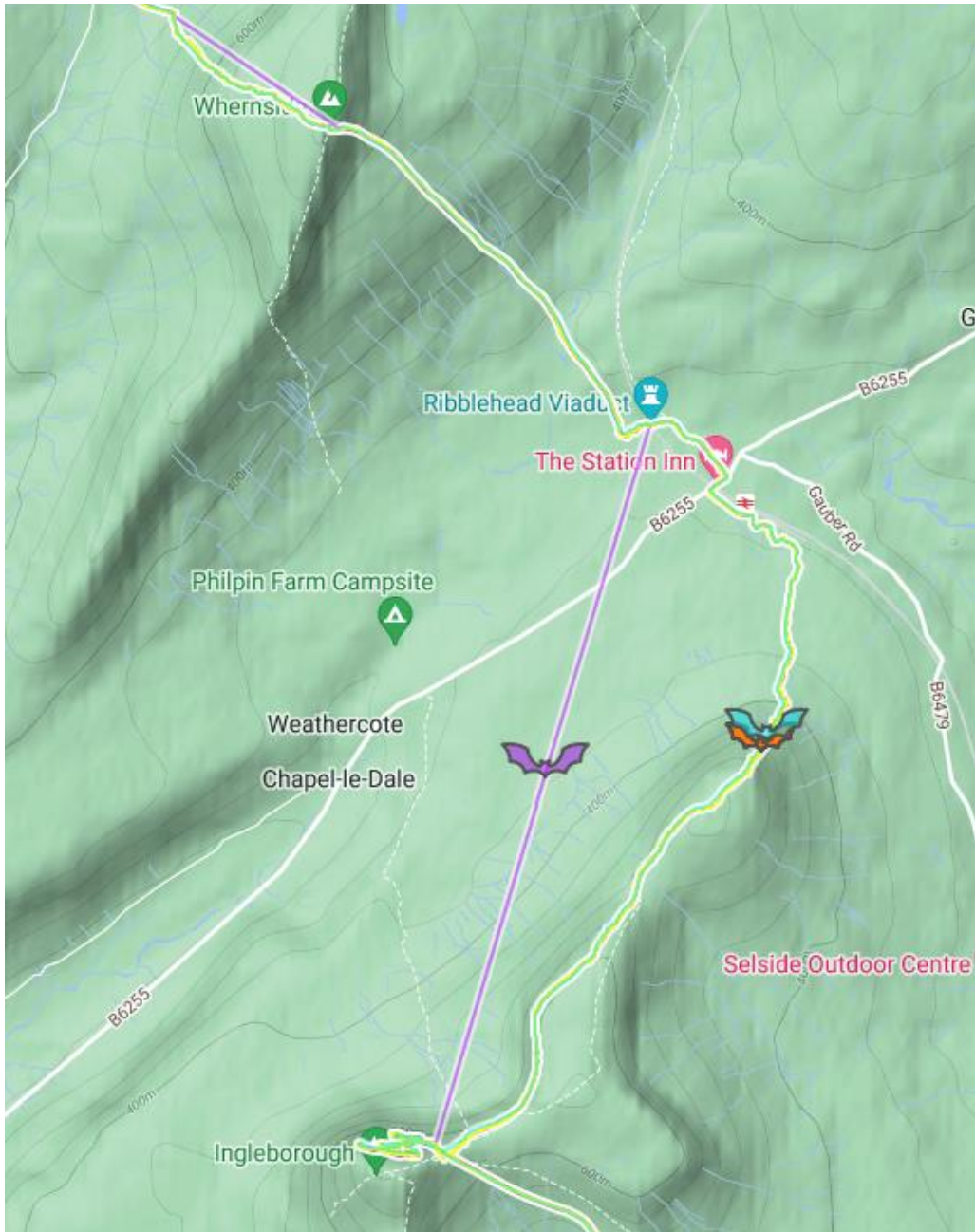
It was great to see everyone who turned up and all (I believe) enjoyed it. The more the merrier. With 2 events now behind us we now have a solid base on which to build, so we will be running the event again next year - perhaps inviting the farmers to come and socialise. If you have ideas for making the event bigger and better, please let us know. Never mind the forecast, it is only that - a forecast. And we didn't need to use our wet weather plans, so have them in stock for next year. Get yourselves there.

## **Hike & Fly Tracking notes from the X Dales 2022**

Peter Logan reports

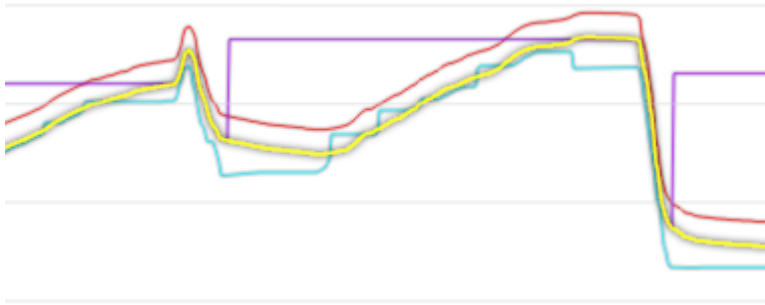
I wanted to jot down a few useful reminders for myself which might be helpful for others looking to compete in hike and fly without a specialist tracker like an XC Tracer.

From Ed Cleasby's X Dales 22 (<https://www.xcflight.com/x-dales-22-challenge/>) there were two tracks that were successful, the other two had problems that can probably be fixed for future events. With the length of H&F events it's worth having a belt and braces approach given the effort you're putting in.



- Red - XC Track
- Yellow - Tracker Android App
- Purple - XC Guide
- Blue - Suunto Ambit 3 Peak Watch

Here's the profile for the map



above.

Gear:

One Android phone plus this lot..... Weight 533g. Battery is 10,000mAh.



## Successful Tracks

### XCTrack

(Red trace) - set to manual landing detection and 1kmph TO detection - i.e. it starts and doesn't stop until you shutdown / quit the app, at which point it asks whether you want to stop recording the tracklog. This isn't specifically a hike and fly setting but it reliably worked



for 11 hours and was my main confirmation that I'd tagged each cylinder. Once the setting had been made and task uploaded it "just worked". This was reassuring since I wanted to concentrate on navigation, assessing conditions and walking, not jabbing buttons. In the app, pulldown menu > Preferences > Automatic Actions > Landing detection set to No detection & Takeoff speed 1.0 km/h.

Other people can track you via XContest and see you on their XCTrack app but it does not talk to Livetrack24 or other services like Open Glider Network.

## Tracker App:

<https://mycloudbase.com/tracker>, recommended by Tim Rogers. The install is a little complex in that the app is not on Google Play but the instructions talk you through what to do. Massively simple in use. Big start and stop buttons and very little else.

The yellow track it recorded was in agreement with XC Track but was consistently lower in height. That might be my fault with XC Track taking readings from the phone's barometric sensor whilst Tracker uses GPS height.

This did integrate with Livetrack24 and even emailed my igc to me at the end of the day. The only slight issue was that the app was not available as one of my open "backgrounded" apps at the end of the day when it came time to switch off. I reopened the app and there it was, still recording so I pressed stop and it was fine. It may be a feature of the way it "backgrounds" itself for low power usage. Definitely would use again.

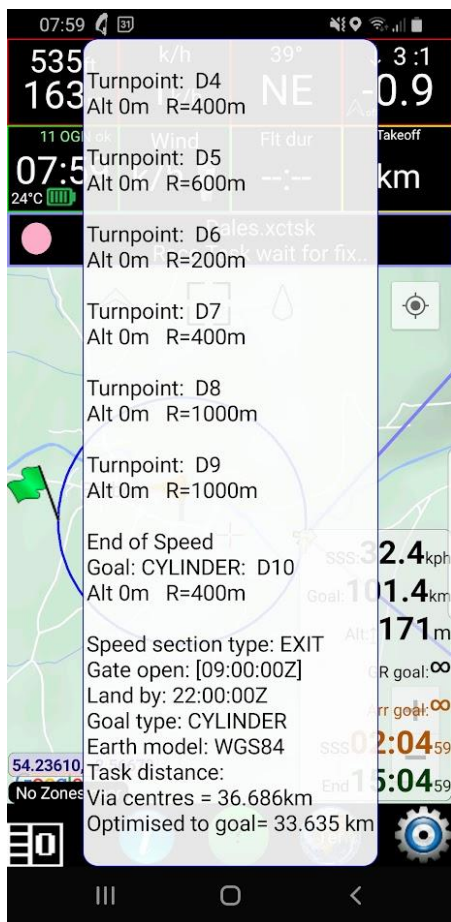
## Now come the problem tracks.

### Watch

First my watch, a **Suunto Ambit 3 Peak**. Set to record trail exercise every ten seconds so make sure you spend more than ten seconds in each task cylinder! You can see from the blue points that the trace is right, although the timing is a bit off. The altitude track on ascents definitely looks blocky.

What was happening was the watch was set to auto-pause tracking if my speed dropped below a few km/h. I was certainly slowing up climbing Whernside and Park Fell. The solution is fiddling with settings, as usual, so that the companion phone app tells the watch just to keep recording. Also, the day after, on trying to extract the track, it would not download over bluetooth. It just gave up, probably because the track was too big and the developers couldn't conceive of someone doing exercise for eleven hours. I had to use the charging cable to download to a PC.

It did record a whole tracklog, though, and was useful for the time. A word of caution. The apps and websites will change every few years and the manufacturers are always trying to get you to buy the next fitness tracker or service. C'est la vie.



## XC Guide

Android app was a bit of a surprise and I need to investigate more. You can see the purple track missing out whole chunks of the route. It does have a hike and fly mode in Settings > Flight Logging. My version of Android 9 and the way the app interacts with the phone trying to background apps for low power is probably the issue.

I had also entered Ed's task into XC Guide so that it could tag cylinders as well as XC Track. XC Guide then picked up or assigned the task a 10am start time. We actually started at 8:30ish, so it only recorded a track from 10am (09:00Z) by which time I was at the other end of Barkin Fell and well out of the start cylinder. One thing to watch out for while adding early tasks.

I like Indy Flyer's apps, and they generally work well. I was able to see most of the rest of the field's locations, so it did live tracking very well (L24, OGN, FLARM, FANET+, kitchen sink). See my screen grabs from during the task in the photos: <https://aeros.smugmug.com/Flying-2022/X-DALES22/>

Worth some investigation on the missing sections and a feature request to Indy that Hike and Fly tasks default to starting super early.

## Airtribune

I had thought of trying the **Airtribune** app again, as I'd used it last year. It did just record my flight segments though, so I clearly haven't got to grips with settings in it yet. You do have the options of your track being emailed to you at the end of the day which is a handy reminder for upload.

I'd like to keep this document live, and welcome any feedback or additions from other H&Fers out there. Get in touch - [pete@logans.me.uk](mailto:pete@logans.me.uk)

Whatever you choose, do spend some time with it beforehand. Walking up your third or fourth Dale with an hour to go before goal closes is no time to be working out why something's borked for no reason.

## Best of the Internet

Joel Rosengarten reports

Hi everyone, I volunteered to write this as a less than 20 hours CP pilot so it's not gonna be 'best of the internet' but the best videos I found helpful after leaving active edge with my licence, Perhaps it can be a guest slot so we all get a better demographic from the club members.

I still have a little Dean sat on my shoulder telling me that perhaps the decision I'm about to make isn't the best one and to reconsider my options so my best advice to any new pilots is to keep in mind your instructors guidance as their only motive is to get you flying safely with as much knowledge as you can acquire in the relatively short time you're with them. The journey really begins when the certificate is in your hands.

My other advice to all pilots is not to make eye contact with me cos I love a bit of parabollox and there's no guarantee that it'll be paragliding related.

I recently had a conversation while waiting for the wind to decide what it was doing that was along the lines of, the longer you wait and watch the more likely you are to talk yourself out of flying. If your instructor would have you in the air then get in the air. On that note I trimmed my lavender in the middle of August as it had grown wonky around a sunflower and a rose plant, it didn't die, wasn't attacked by Japanese wood beetles and now looks rather healthy and a nice shape. Sometimes the internet is wrong and all the time there's a mix of opinions, you just have to make a decision for yourself!

The YouTube algorithm is quite good and will more often than not recommend you videos that are suited to your searches i.e search for Jennifer rush 'power of love' YouTube suggested that I may enjoy pat benatar . . . Yes YouTube I do enjoy Pat benatar thanks 👍

In the same vein It suggested that I might like Kamran Sayed videos. . . It's 10 minutes of folk crashing, every week, I now have a morbid fascination and can't help myself. . . Thanks YouTube 👍 I'd advise all pilots not to watch this kind of thing!

Anyway I've rambled on, sat here thinking I'm Clark Kent or Shakespeare or something....

I'd like to finish by saying thanks for the advice on the various hills from various folk about site dangers etc. Whether I took it or not (pilot in the harness and all that) I appreciated most of it, chats when parawaiting is the only option and mostly thanks for the club itself and what y'all do as I know it takes 2 days to dish out the beer run at Christmas, weeks to write

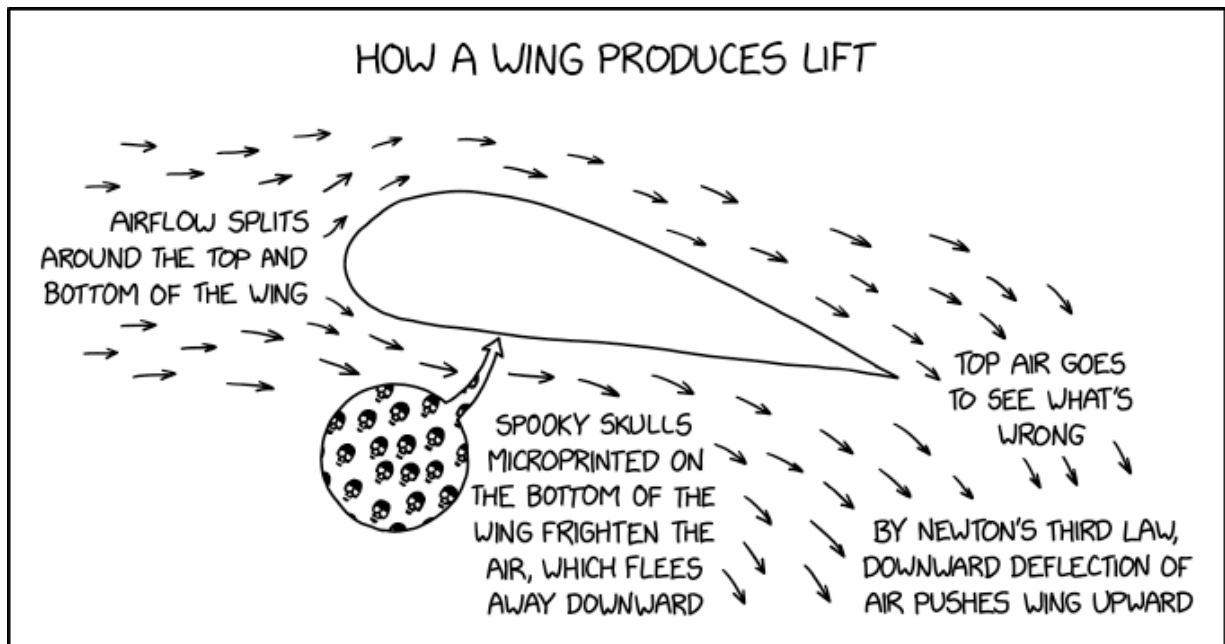
Skywords, and nobody wants to have to calm down an irate farmer to ensure that we all get to keep flying but someone does it.

Thanks for the offers of coaching and the coaching I've received (this applies to the nysc crew too and across Britain ensuring we have access) I may attend more but can't bring myself to drive past Tailbridge to another site if it's on there. A round of applause for you all 🙌

Here are a few links worth checking out:

- [Pat Benatar - Shadows Of The Night Lyrics](#) needs no introduction
- [THEO DE BLIC'S TUTORIAL : RAPID DESCENT TECHNICS](#) I watched this after getting caught in rain, still had time to top land safely but one day I might use the 1 ear technique
- [Paragliding cobra take off tips Paragliding Tutorial](#) I like this cobra technique as you don't get dragged sideways, haven't used it on a hill yet though
- [Paragliding Skills: Improve Your Ground Handling](#) that Greg fella from flybubble
- [Paragliding @HM Holme Moss on 10th Sept 22 \(nothing special\)](#) Jamie who you might know, good egg and in this video he works a ridge and gets lots of height so it's good for noobs to see
- [RACE! - FLARE Moustache](#) immerse yourself in this and any of their videos, just for the craic
- [PARAGLIDING TUTORIALS: 5 TIPS FOR AFTER TAKE OFF](#) good tips for noobs, I'd advise tightening leg straps if you're struggling to get in your harness though. Also hanging leg raises at home will help
- [XC Decisions Talk](#) - A 70 minute talk with members of the Southern Club on XC flying in the UK. Includes preparation and planning, mental bandwidth, cloud selection, low saves and general tactics

Theory of flight from XKCD.com



## Club themed clothing

You can get club themed buffs, T shirts, sweatshirts, from the links below - the club does not hold stock of these items, they are all made to order by the companies concerned. Note that Giraffe, the buff manufacturer, often has a 50% sale after Xmas.

[Dales Hang Gliding Giraffe Design Multi-functional Bandana](#)



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100% Polyester  
Lightweight fabric with inherent wickability and quick drying properties.  
Polo with left breast embroidery and back transfer

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**Ladies cool polo shirt (white)**



100% Polyester  
Lightweight fabric with inherent wickability and quick drying properties.  
Polo with left breast embroidery and back print

[VIEW PRODUCT](#) Price from £14.46

**Ladies T-shirt (choice of 17 colours)**



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

**Ladies T-shirt (white)**



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

**Sweatshirt**



80% Cotton, 20% Polyester  
Sweatshirt with left

# Members Photos











