

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



Skyywords

www.dhpc.org.uk

July 2015





Martin Baxter

CHAIRMAN'S CHAT – July 15

I haven't done any flying in the last month due to the achilles tendon injury that I reported last month. I'm very grateful to Phil Wallbank for responding. He suffers from a similar problem and provided some practical advice and much needed moral support. It was also reassuring to know that someone actually reads my ramblings each month!

So my paragliding has been limited to reading about other peoples exploits in social media and on the Dales Club website. How frustrating! A couple of people mentioned a NOTice To AirMen (NOTAM) in the shoutbox. It was a warning along the lines that 2 jets and 2 helicopters would be performing high energy manoeuvres and may not be able to comply with the rules of the air by maintaining a good look out. It covered much of the north of England was active over a number of days.

Personally I wouldn't let a NOTAM like this stop me flying, although I'd always think carefully about it. I guess it depends on your attitude to risk, but don't forget it's just a warning (a bit like a MATZ or an AIAA). The military is giving notice that their pilots will be less likely to be able to see and avoid you. But let's not forget that the Dales is a low flying training area. Lucky us - we get to play with helicopters and fast jets every weekday, and (having been a military pilot myself) I'm not entirely assured of their ability to miss us by an adequate safety margin on a normal working day.

Our counter to the military is Civil Air Notification Procedure (CANP). To see what would happen I followed the CANP for 2 of our sites within the above mentioned NOTAM. I even added a comment to say that I was aware of the NOTAM. My booking was accepted without question. It illustrates that these sort of NOTAMs, like our CANPs, are just warnings. Treat with respect, but don't think of them as avoids.

Of course this only applies to warnings (and you need to read the detail). Avoid means exactly what it says on the tin.

Fly safely,

Martin Baxter
Chairman

Welcome!

A warm welcome to our new members this month:

Chris Williams

Robin Hartley

We wish you safe flying and soft landings!

TAM

DHPC Website omission corrected!

Until very recently, the club website showed no site records for hang gliders. This has now been corrected—as below. If you can add to this, contact Trev!

Dales Site XC Hang Gliding Records

Site	Pilot	Wing	Date	Distance	Landing
Cow Close Fell	Trevor Birkbeck	Solar S3	1985	63 km	Winter Hill
Dodd Fell	Trevor Birkbeck	WW T2	2014	134 km	South Ferriby
Hawswick	Trevor Birkbeck	Magic 4	1985	62 km	A1
Nont Sarahs	Trevor Birkbeck	Magic 4	1986	14 km	Halifax
Semer Water	John Stirk	Solar	1984	129 km	Ecclefechan
Stags Fell	Gary Wirdnam	Combat L	2010	90 km	Souter Lighthouse
Sutton Bank	Trevor Birkbeck	Combat L	1990	72 km	Bridlington
Tailbridge Hill	Steve Mann	Combat L	2014	73 km	Hartlepool
Wether Fell	Nick Pain	Combat L	2004	230 km	Boston

If you think that you have broken the hang gliding record for any site (including those not listed) please contact trev.birkbeck@gmail.com Distances are open from take off (i.e. straight line) rather than turnpoint.

If viewing this in Adobe:

Select “Show Cover Page

To view side by side pages:

in Two Page View”

In Adobe Reader XI:

Uncheck “Show Gap Between Pages”

View > Page Display.

This should work. Let me know if not!

Select “Two Page View”

Tam

Please note there will be no August edition of Skywords, due to the editor’s holiday plans! Unless someone else volunteers! Tam

Red Bull X-Alps SALZBURG TO MONACO

Red Bull MOBILE LIVE TRACKING STARTS JULY 2, 2015 - 10:00 AM redbullxalps.com

MAZDA GARMIN SKYWALK powerstroke DermaPlast RECCO Asahan

LED LENSER JO LEATHERMAN

The image is a promotional poster for the Red Bull X-Alps Salzburg to Monaco event. It features a dramatic mountain landscape with a hang glider in flight against a blue sky. The Red Bull logo is prominent at the top left. The text 'Red Bull X-Alps SALZBURG TO MONACO' is written in a stylized font. Below that, 'Red Bull MOBILE LIVE TRACKING STARTS JULY 2, 2015 - 10:00 AM' is written in large, bold, red letters. At the bottom, there is a row of logos for sponsors: Mazda, Garmin, Skywalk, Powerstroke, DermaPlast, Recco, Asahan, Led Lenser, and Jo Leatherman.

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SkyDemon will help give you the confidence to fly further and to more interesting places. Plan a journey, brief yourself on potential hazards, prepare for flight and analyse your track logs. Live briefing data includes NOTAM, airfield documents and maps, TAF, METAR and wind forecasts at altitude.



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Paragliding Simulator

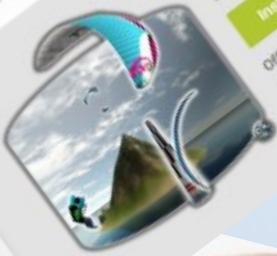
Asynchronous - June 18, 2015

Simulation

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(Level: Medium)
How much
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Time limit



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HANG GLIDING AND PARAGLIDING

News Personalities What's up at the CIVL?

Paragliding : An Olympic Sport ?

Tuesday, 09 June 2015 15:30

On request from the Organizing Committee of the 2020 Tokyo Olympic Games, FAI has selected Paragliding as a potential additional event. FAI, CIVL, the Japan Aeronautic Association and the Japan Hang and Paragliding Federation have worked on a proposal.

By the end of September, we will know if our sport is in the "short list". The International Olympic Committee will then choose from it.

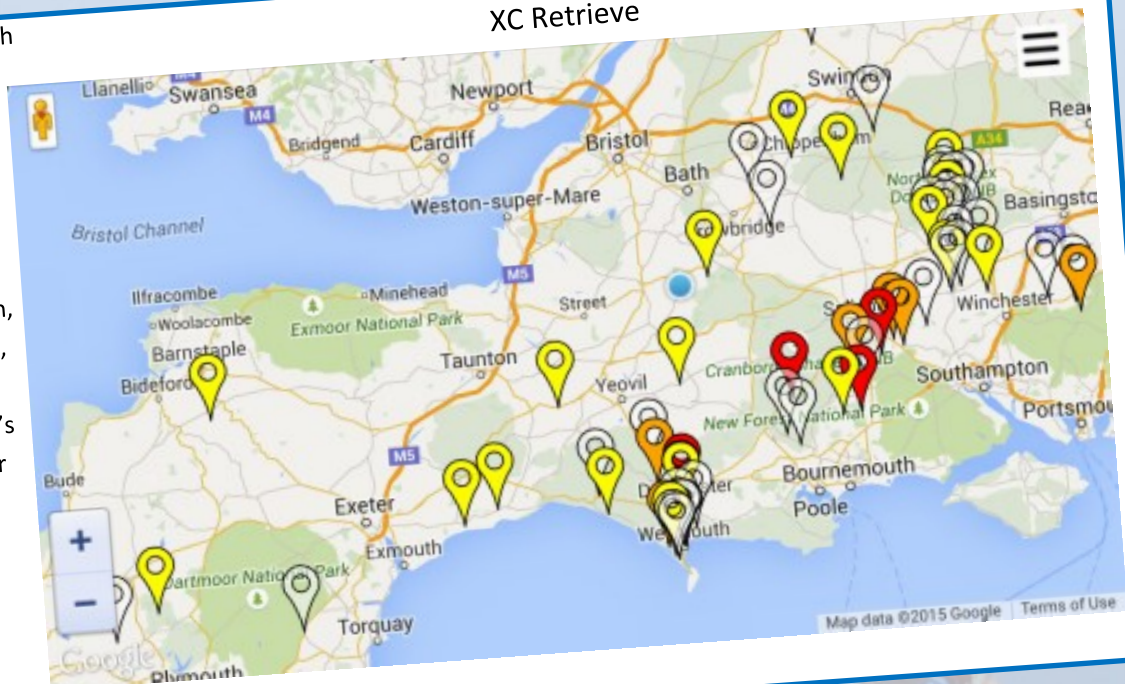
(Photo: Martin Scheel - Azoom.ch)

Latest News

- Paragliding : An Olympic Sport ?
- Handover of FAI World Air Games Dubai 2015 Flame Marks Starts to Global Event Promotion
- FAI World Air Games Dubai 2015 Flame Handover Ceremony and Airshow to Take Place on 28 May in Lausanne
- 2015 Section 7 Published
- Do you need a TUE?
- FAI Announces Winners of the 2015 FAI Young Artists Contest
- A Series of Fruitful Meetings Ahead of the FAI World Air

XC Retrieve is a system which integrates the group messaging app [Telegram](#) and Google Maps, in order to provide an easy to use system for pilots to log their position when they land and see both their position, and other pilots' positions, on a single Google Map – see www.xcr.org.uk. So it's perfect to see if any other pilots have landed near you, and perfect for retrieve drivers to pick up multiple people in one swoop.

XC Retrieve



Paragliding Quiz

m. 898 plays. Best time today: 1 Min 12.92 Secs

How do you know about Paragliding?

Answer the following questions to see how well you score.

Time: 2 minutes and 30 seconds

Start



Happy Landings - Nigel Page

Until quite recently we ran a series of safety articles from Nigel Page—until we had used up all his available material! Nigel has recently been in touch to say that he has updated some of the articles. We reproduce below the first part, of three, which will cover landing safely. We are again indebted to Nigel for his permission to reproduce this material.

Landing accidents continue to happen, even to experienced pilots. The techniques below are intended to help make landings easy and safe each time we fly. In Britain we normally fly in conditions dominated by the geostrophic or “meteo” wind and the direction is usually obvious in ridge soaring conditions. However when wind is determined by local thermic conditions things can be more tricky.

Priorities and Margins

If the field is big, use it! More than one experienced pilot has crashed trying to land in a particular spot near the edge of a massive field. Our list of priorities should be a bit like this:

- 1) Not to get hurt or to hurt anyone else.
- 2) Not to damage our glider or other peoples property.
- 3) To do a “nice” landing without struggling or thumping in.
- 4) To land in the landing field.
- 5) To land in particular place in the landing field. Not to millimetre accuracy (this is not about accuracy competitions!), but within a limited area as a practise for when we might really have to.

We should always try and land with some of our safety margins and options unused. If little or none are left when we have landed we need to have a good think about the decisions we made on that flight.

Assessing Landing Conditions - Be Observant - Be Sceptical!

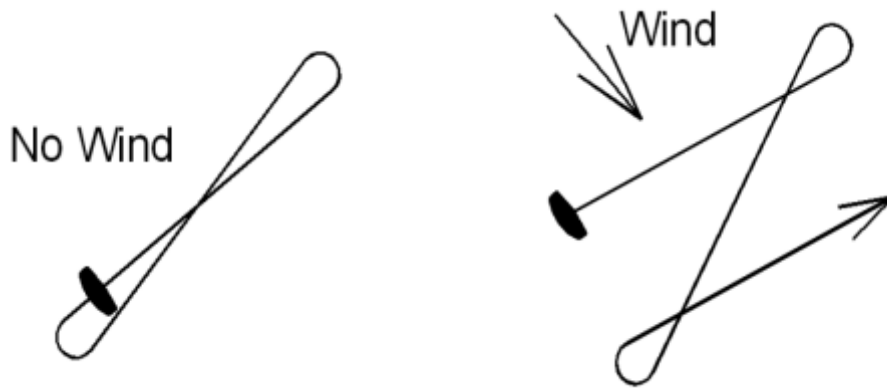
We should be positive about what we are doing when landing but being sceptical about conditions in the area we expect to land is often beneficial. From, say, 400 feet up we may think we know what the wind is doing in the landing area but it may be quite different when we get lower.

Observing the presence and behaviour of other aircraft which are trying to land will also be part of our assessment. We should keep a sharp lookout for other pilots throughout our approach and landing. Once down, we must continue to look out for other aircraft while we clear the landing area and keep out of their way whilst they land.

Assessing Wind

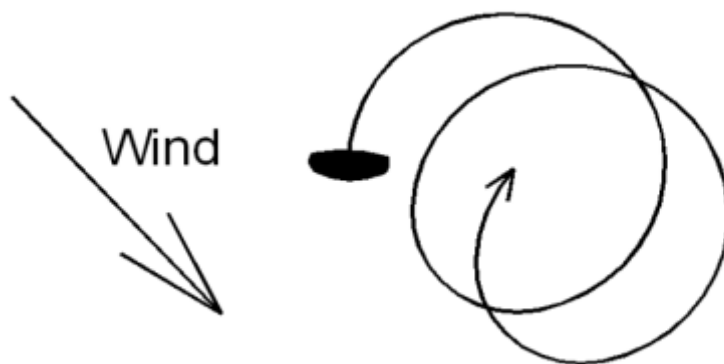
Observation of trees, water, flags, windsocks, gliders landing etc. can tell us a lot about the wind at the surface. We can also test the wind at our height by flying particular patterns. One way is to simply fly back

and forth and see if we drift.



If the direction of the wind is roughly aligned with the line along which we are flying we may notice a higher ground speed on one leg than the other. GPS will give us a ground speed directly but after each change of direction we must make sure we have flown for a few seconds to allow the value to settle before taking a reading.

We can also check the wind by flying in circles.



Some GPS instruments can determine wind speed and direction when a glider is flown in circles. These can work very well but do need the circle to be flown smoothly. Near the ground it may be a better idea to rely on our eyes and brain.

When the wind is strong enough for its direction to be obvious we can check its strength by briefly turning into wind.



Again if we know our glider's trim speed, the GPS ground speed and a quick sum will give us a numerical value for the wind.

Keep Doing It!

Don't just check the wind once. Keep an eye on it all the way down.

Practising Wind Assessment

Even when landing in well known fields at regular sites we can still treat each landing as a training exercise. We may have a wind sock or be able to watch others land but we can still assess the wind by other methods for practise and comparison. Today the wind strength and direction may be obvious but would we have been able to tell that if the wind sock was not there or other pilots landing?

Controlling Rate Of Descent And Approach Angle

Landing any aircraft is easy if we have a large enough landing field. Just get downwind, aim at the middle of the field and wait until the ground comes up to meet us. We need to do better than that though. We want to be able to steepen our approach in a controlled way. Sailplanes have a special control lever to do this, usually coloured blue, which works the airbrakes.

Unfortunately paragliders do not have such a device so we have to use other methods.

Wing Control

Tucks or closures near the ground are particularly dangerous so we must be able to deal with any turbulence we find over the landing field. Wing control or "pilotage" courses are greatly recommended.

Brakes

In many ways brakes on a paraglider do exactly what they say. They slow us down. This also has the effect of steepening our glide and we can use them to control our approach. The problem is that the more we slow our wing the less stable it becomes and the greater the risk of stalling or being stalled by a gust.

Nevertheless controlling our approach angle with the brakes is fine as long as we don't overbrake and maintain a good reserve of airspeed for the conditions we are in.

© Nigel Page

<http://www.50k-or-bust.com>

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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	steve.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@advaoptical.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



Trevor Birkbeck

The Dales hang gliding round of the British Open Series

Anyone involved in organising a round of either hang gliding or paragliding competition lives in fear of a weather wipe-out so, as the local organiser of this round, I was apprehensive that conditions may be as bad as last year – pilots had it in their head that the Dales always spelt bad weather but, hey, the Gods shone on us and it was flown on all 5 days with scoring tasks completed on 3 of those days.

I took the precaution of asking Mr Dibb if we could take 4WD's up Windbank should we fly there and he agreed, on a one off basis – whoopee! Carrying hang gliders all the way up from the road is not popular and puts pilots in a very grumpy mode. A change of base venue was also desired as the Green Dragon did not meet all our desires – Cliff Allen recommended using his local pub, the Foun-

tain, in the centre of Hawes. Kate and I checked it out and it met the requirements having a scoring area, large room for our main meal (80 persons), decent WiFi, friendly staff and non rip-off prices - a good decision.

The very first day, Saturday 23rd, was SW with a good forecast so the agreement with Mr Dibb was much appreciated – you can see from this pic that it's still quite a hoik getting to take-off, even from the top of Windbank. Not a problem with PG's.

A task was set by our new meet director, Jenny Buck (hang gliding daughter of Rod Buck of Wendy Windblows fame) of 96Km to Seaham, just south of Sunderland and the sky looked good.

Wind was just moderate on take-off and a few pi-



The carry up Windbank

lots were unfortunate enough to go down, generally the end of a HG day, though one keeney did come up for a second go. Conditions were very good, with 6 up climbs and a cloudbase of 5400 ft reported by Gordon Rigg - the gaggles left the hill in droves.

Many pilots got good distance and 4 got to goal, 2 rigids (Mike Armstrong and Stew Reid) and 2 flexwings (Luke Nicol and Grant Crossingham). A



Kev Gay

brilliant start to the comp.

On the Sunday Nick Pain and I decided that we would take the comp to Dodd Fell

as it would have been too windy on Wether. There was much deliberation as to whether it was safe to fly – I advised against going over the valleys in this

wind strength – ultimately the day was canned, leaving pilots to free fly as a safe task could not be envisaged.

About 8 pilots took off, seemed to be doing Ok but Gordon kept saying it was evil on the radio, as the wave was causing broken thermal effects. One by one pilots came in to land – Dodd Fell demonstrated that landing there is quite smooth. Local guys, Kev Gay and Tony Fillingham flew, both going over



Tony Fillingham

the back to Wether. Kev wouldn't have had much of a smile on his face as he got pinned in strong wind – Nick and I went to measure the wind on



Rigged and ready for tasking—Windbank

Wether underneath him and found it to be around 40 mph. He eventually flew down the valley, landing safely at Apperset, where his digs were. Tony flew around a triangle and on the way back hit 1650 fpm up followed by 1400 fpm down in the strong wave. His Atos gave a heavy “crack” sound

but landed back on Dodd OK.

Cork job.

Sunday dawned with lots of low cloud so, on the basis of our Met Office forecaster, Rebecca, the day was canned. The cloudbase rose and, as the



Ben Philpot—marking the climb

direction was good for Wether Fell, pilots went to see how good conditions were, as they improved. Pilots flew and there was a bit of a suggestion that a task could have been run, albeit with a late start. Hey ho.

We all assembled at the Fountain that evening for the "League" meal and did they do us proud? Great food, copious quantities, all served with a friendly smile – certainly, if there is a Dales comp next year, the Fountain will be our base of choice.



The forecast for Tuesday was good again, predicted to be the second best day of this comp, so we were all herded up to Wether Fell. A task was set by Jenny of 113 Km to Junction 38 of the M62, near Goole with a turnpoint at Rufforth airfield at 72 Km. Wave clouds could be seen above the cumulus so there was some anticipation that conditions could become really good. Sadly, this didn't turn out to be the case as the wave just made climbs unpleasant and bumpy.

Five pilots glided forward onto Dodd where it is known to be easier to set off XC, down the Kettlewell valley and three of these did leave the hill at cloudbase, one being Justin Needham.

As I was not flying (see Trev's Woes) I was retrieving Justin, Craig Dolwyn and Nick Pain so I had to keep a keen eye on these three.

Today, it seemed the way to go was straight over the back of Wether, using Wensleydale.

Nick and Craig had struggled and got stuck above Stalling Busk, the other side of Semer where I



(eventually) found them. Nick was having tea and cakes (and talking them to death) with one of our farmer friends who recognised me from the Farmer's dinner. Justin landed near Ramsgill, before Pateley Bridge, having had a tough time in impenetrable winds on the moor tops. He had to land on the moor and carry out.

Best for the day was Tim King on his Atos, landing at Rufforth – a good effort. A few got past Ripon, including flexwing winner, Tony Stephens. Darren Brown unfortunately flew through the ATZ at Dishforth (500 points penalty), earning him “nil points”. So, although the flying was difficult, we had a second scoring task – a good result.

Our last day, Wednesday, did not look too good with lowish cloud and WSW wind. It was a toss-up between Tailbridge and Wether but Tailbridge was not fancied as Mallerstang tops were probably below cloudbase and downwind there is that long moor crossing. So, Wether Fell it was and the outlook was





Luke Nicol rigging his Moyes

gloomy, with low cloud-base and the wind miles off to the left – however, a 60 Km race to anywhere was set by meet head Jenny. Pilots lobbed off and, lo and behold, good height was gained, radio contact indicated that the flying was surprisingly pleasant – they soon were heading down-wind in the wispies, heading for Nappa Scar. Best distance achieved was a modest 24 Km but, hey ho, a valid task! Winner of the day was Steve Blackler.



Wayne Thompson on his T2C

The comp was over and I'm sure all pilots went away fairly happy. Five days flying and 3 scored tasks is one in the eye for all those critical of the Dales – this pleased me a lot although I would have preferred to have been flying.

Flexwing winner was Tony Stephens, 2nd was Luke Nicol whilst 3rd was Gordon Rigg. In the Rigid class, Stew Reid from Scotland beat the others whilst the Club Class went to Tim Swait. Great thanks to meet heads Jenny Buck and Martin Colclough, weather guru Rebecca and all the retrieve drivers, without whom these comps would not happen.



Meet head Jenny Buck



Choosing a landing field at Ripon barracks



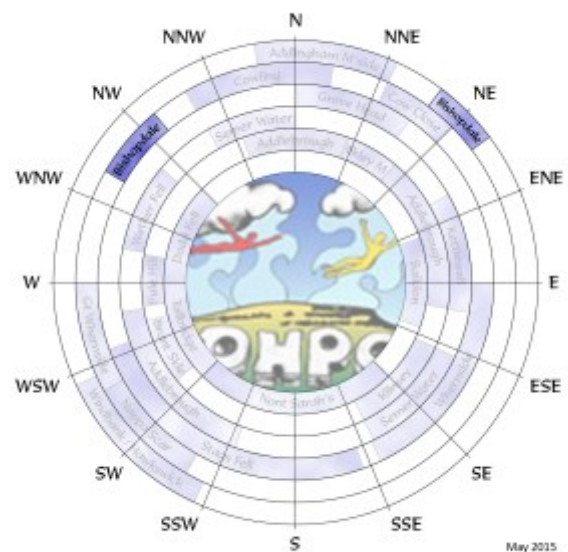
Northern Sites-Focus on Bishopdale

David Brown



Earlier this year, I was tasked with reviewing the sites that I am responsible for and to update the sites guide on our the DHPC web site. Most of the northern sites have no issues with our flying activities. Only 2 sites have some ongoing problems with them.

Great Whernside has one owner who has been consistently anti Paragliding and any change soon seems unlikely. Some intrepid pilots use the site knowing full well of these difficulties. Bishopdale is the other sensitive site and for all practical purposes is closed at the moment, unless anyone seeks permission on the day as per guide. Consequently, I asked the question at the March committee meeting whether we should remove the site altogether but only after a final attempt to talk to the person in charge of the site, Mr Wilkinson, the gamekeeper. But first, I wanted to have a look at the site, having never visiting it during all the time I've been a member of the club. I asked myself is it worth the effort keeping the site in our guide. This article is to inform the membership of my initial impressions.



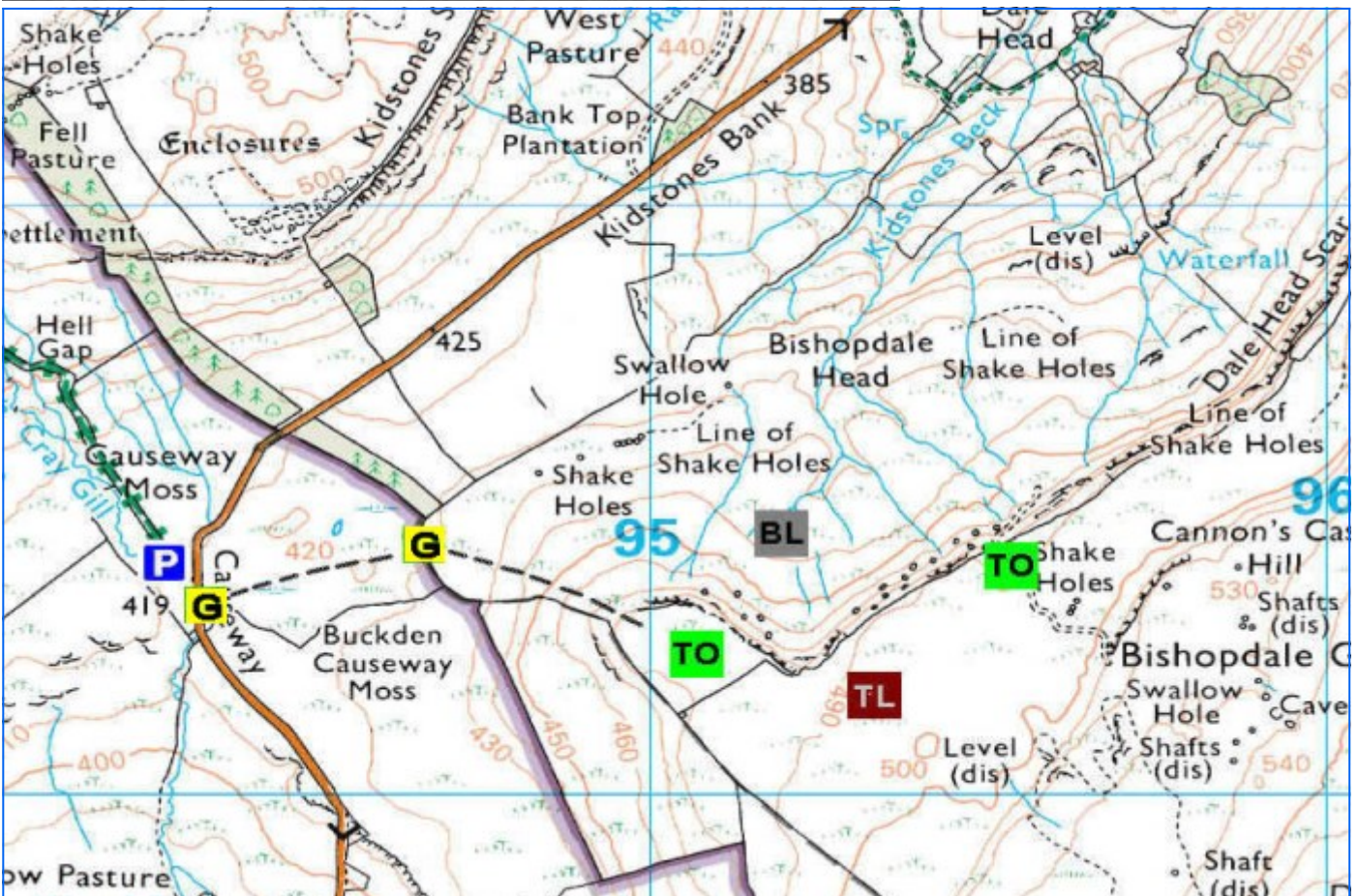
Location: SD 950 803
Site Ref : 17.054
Wind Direction: NE and NW
Height: Top 1585', Bottom landing 1485',
Valley bottom 585'



Looking at the site guide, it has two faces, a short north easterly face, and quite a long north westerly face. The north westerly face is backed by an extensive grouse moor and this is the reason given for the gamekeeper's reluctance/objection to give us permission to fly there. The north easterly face is small but has good XC potential to the Fylde coast with no problems downwind and virtually no airspace problems either. On the other hand, reading the description of the northwesterly face, it would seem to be suitable only to experienced pilots. Have a look at the site guide and judge it for yourself.

I took a number of photos to illustrate the two faces, the approach path and the parking area.

I plan to discuss with my fellow committee members whether it would be worth abandoning the north westerly face and try to nego-



tiate a year round access to the north easterly. North easterlies in the Dales are in short supply so it would be good to have this available. North Westerlies are served by Whether and Dodd, and increasingly by Ingleborough, so I think it would be no great loss. Please let me know what you think or if you object the above proposal.

In any event I'm away now for nearly six weeks travelling through Europe and flying in Slovenia at the end of this month plus the Gin Wide Open in July. I will be checking e-mails whenever I can so let me know your views. Hope the flying weather is good to you while I'm away.







Trev's Woes

The story starts on the 7th April going XC from Wether Fell, landing near Ramsgill before Pateley Bridge. An interesting flight with low moor crossings and some good climbs from being low on valley sides. Ran out of lift at the edge of the Dales and, not wanting to land on the moor, viewed the North bank of Gouthwaite Reservoir. Power lines, trees and walls everywhere but spotted an up slope field across the reservoir. Unfortunately, the field seemed to be in the lee of down-going air and I went in hard, smacking my right shoulder. Ouch! Oh well – nothing seemed to be broken – or did it?

A couple of weeks later, a group of us went to fly at Beadlam Rigg, east of Helmsley – I took off first into a moderate wind and was straight away below the top. Not a good site to go down at and immediately realised that the “angle for dangle” control on the harness was non-existent, meaning that I was having to push up all the time to maintain angle. Down the far end of the ridge I got a thermal climb, giving me enough height to top land so, in I went, a fair way back from take-off.

Now, it is alleged (Rich) that I was flying too slow and stalled the model. Probably there just wasn't wind that far back. However, I went in bloody hard – I still can't believe how hard. Broke an upright and couldn't move under the glider. Help came and, when they pulled me out from under the wing, my left arm, which was lying on my chest, did a 180 degrees flip in the other direction. That really hurt and I thought I had broken the humerus – bad news, if that was the case. I utilised my Ozone stretchy top as a sling and after the glider was

packed away, Nick Pain kindly took me to Friarage Hospital.

In fact, all my friends were really helpful in this time of need, for which I was extremely grateful. This was a classic example of the risks of flying on your own but, hey, we all do that to an extent when we go XC.

When I arrived at the Friarage Hospital, the nurse took my suit off and I immediately felt my left humerus and was most relieved to find it was not broken. In fact, my elbow was dislocated but, slightly good news, the X-ray

showed that there was no chipping of the bone. A specialist doctor had three goes at re-locating the elbow, using ever increasing doses of morphine. Jeez – the effort they had to put into getting it back really hurt but I can't complain about the excellent treatment from the NHS in my case.

Now the long haul of getting the arm working properly begins – it's been one and a half months now (since 19th April) and so far I'm driving and cycling again, probably motorcycling this week. I am religiously carrying out my physio

exercises – Rachel, my physio specialist, warns that if I don't work at the problem, I may end up with an arm that won't straighten.

Flying is still a while away but I'm hoping to be back in the air before the next comp around the end of July.

Trev



DHPC Site Officers



David Brown

d.brown208@btinternet.com

0775 733 3480

0152 424 2192

Northern Sites

Addleborough

Bishopdale

Brant Side

Dodd Fell & Grove Hd

Great Whernside

Nappa Scar

Semer Water

Stags Fell

Tail Bridge

Wether Fell

Whernside



Pete Johnson

pjohnson2503@aol.com

0796 875 9422

01756 636162

Southern Sites

Addingham

Baildon

Cow Close Fell

Cowling and Sutton

Hawkswick

Ilkley Moor

Kettlewell

Kilnsey

Nont Sarahs

Algo Trip



“There will be a club trip to Algodonales with Baz & Sam at October half term that’s

Sat 24TH Oct to Sat 31st Oct. 2015.

Tony, Zena & Mrs Rawlinson are already booked. We only need one more to get the group discount and free airport transfers.

There are 4 places available over & above the 3 already booked.

Deposit to secure a place is £150. to book please contact:

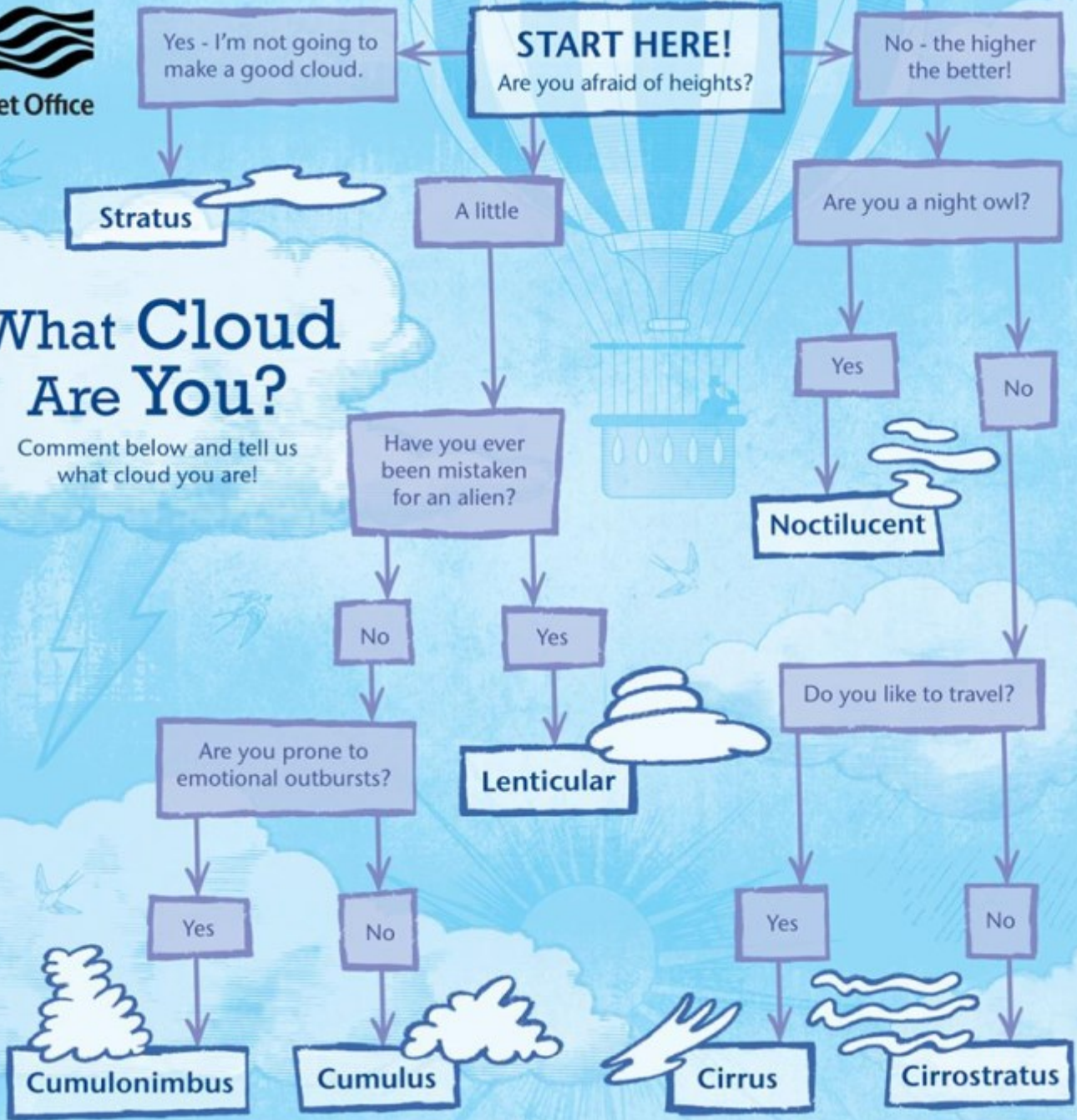
Tony Pickering on 07474 387773 or 01535 662846

KNOW YOUR CLOUDS



What Cloud Are You?

Comment below and tell us what cloud you are!



Skywords July: Wordcloud

downwind about Great flying
 much day approach direction
 one Wether know air
 north before wave last being flew back
 pilots really any field some time whether
 comp need look each Nick set quite broken
 area still see cloudbase ground left hurt problem
 long hey Fell over land face away think use
 Now glider having well weather above top flown Tony
 sites enough Km end just keep days moor even
 local month
 NOTAM Jenny like
 meet angle low wind went able
 doing Dodd fly conditions go all task
 seemed fly conditions go all way
 landing good other
 Dales



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