

Skywords - November 2022



The newsletter of the Dales Hang gliding and Paragliding Club

Chairman's Chat

Martin Baxter reports

It's that time of year again. Our constitution, mandated by the BHPA, says that we have to hold an Annual General Meeting. Yes, I know: 'boring, boring, boring – I just want to go flying'; but it does provide a useful opportunity for you to hold the committee to account. But be warned: whilst we welcome ideas and constructive criticism, challenges are likely to be met with an invitation to join the committee!

Aside from avoiding an appointment on the committee, the one thing that you might be interested in is what we have spent your money on, what we intend to spend even more on next year, and how much we intend to charge you for the privilege: your membership fee.

(Old hands ignore the next 2 paragraphs.) The Flying Fund was set up in 2005. In essence it's a savings account and, at the time, members agreed to pay an extra £10 pa into it. The initial intention was to have some money up our sleeves to assist with site purchase if one of our major sites came under threat, but this was later modified slightly so that we can use the money to counter any significant threat to our flying (e.g. airspace, electronic conspicuity, etc). The key point is that it can only be accessed by agreement at an AGM or EGM – the committee doesn't have the authority to spend it without your agreement.

In 2017, in a 'knee jerk' reaction to seemingly excessive expenditure, we reduced members' contributions from 35% (about £10) to 15% (more like £3.75) and it's been like that since then. Money not in the Flying Fund is called Working Capital and that's what we use for the day to day running of the club. Our stated aim is to reduce this to £2,000 (was £2,300) but, mostly through underspending, we haven't managed that yet.

The Light Aircraft Association was recently scammed out of £65 grand. One of the problems is that, with internet banking, access to a single password allows you to clear out the whole account. A couple of years ago we moved the Flying Fund into a separate savings account. It took us ages to find one that didn't come with internet access, and requires 2 real signatures to access the funds, but now we're glad that we did.

The trouble with savings is that they are devalued by inflation and, with inflation in double figures, the effect is particularly acute at the moment. Whilst there is a view that we should abandon our aim of increasing the Flying Fund by further reducing our contribution, the committee agreed (by a vote of 6 to 1) that we should revert back to the original contribution of 35%, without any change to subscriptions. This should help to reduce our Working Capital, and reduce our vulnerability to scamming.

In the past we have given free drinks, and one year we even provided free food, to entice members to come to the AGM. Everyone is welcome, but it doesn't seem fair to ask those that can't make it, or live a long way away, to subsidise the rest of us. Reports from committee members will appear in the next edition of Skywords, and anyone that can't make it to the AGM in person is free to ask questions on the forum. I'm even hopeful that we'll have a couple of volunteers standing for committee appointments...

Social - TONIGHT

Stefan Sykes Reports

TRACK LOGS - where to put them and how to use them, by Chris Foster of XCmap

Please come along to the **Horse and Farrier in Otley** on Thursday the 3rd of November from 7:30pm for an 8pm start. Bring the instrument you use to monitor your spatial flight and a friend to buy a drink for (you can use me for this, if necessary). A tracklog is a digital record of the journey or flight your device (XC Track, FlySkyHi, etc) makes every time you use it.

We shall be hearing from Chris about the two web applications he created that are extremely useful in both using and understanding your tracklog, but also to generate your own tasks in the air.

Once we've exhausted Chris, we'll team up and use our own devices to learn how to use our own tracklogs and use xcmmap.

See you **Tonight**

AGM Notice

DHPC Annual General Meeting

December 1st 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. Voting on committee proposals will only be possible in person at the meeting.

No proposals were received from members in response to the AGM notice in the October edition of Skywords.

AGENDA

1. Actions from previous AGM

Action: In the light of continued uncertainty in the economy, and rising inflation, committee to revisit the £2,300 target for working capital.

2. Adoption of reports from committee members

Reports from committee members will be published on the website by the end of November and in the December edition of Skywords.

Members will be able to raise any questions regarding these at the AGM.

3. Approval of financial statement

The Treasurer's report for 2021/2 will be published on the website by 21st November, including proposed expenditure for 2022/23.

4. Appointment of Auditors

5. Subscriptions 2022/23

Committee proposal

- i. Membership fees remain the same (£25/£22.50 for prompt payment).
- ii. Contributions to the Flying Fund to return to 35% (up from 15%).
- iii. Removal of the category of Joint Membership.

6. Revision of Club Rules/Constitution

Minor amendment to [Club Constitution](#) to remove any liability on honorary and life members, by adjusting paragraph structure and adding the words in bold below.

3. Titles in Recognition of Services to the Club

3a. The titles of Honorary **or Life Member** are awarded at the discretion of the committee. Such titles are suitable for pilots who have done a lot for the club **and whom the club wish to recognise or honour.**

3b. The titles of Honorary Member or Life Member are strictly honorific and do not render the person so honoured as being entitled to the assets or proceeds, or liability for the debts or liabilities, of the club. There is no fee for Honorary Members, who have no voting rights.

3c. Honorary and Life Members who wish to fly the Club sites must either be current members of the BHPA, flying in accordance with their rating, or comply with the rules for visiting pilots.

7. Election of Officers

All committee posts are up for re-election. You are welcome to stand for any post. All you need is a little spare time and a willingness to put something back into the club. No current committee member is going to be insulted if you want to put your name forward.

8. AOB

Not for voting on.

Mark Morrison (Tam)
Secretary
2nd November 2022

Safety – Know your flying weight

Clive Sury reports

On the BHPA website can be found the formal in informal incident report investigations. Reviewing these there is an interesting report from an incident that occurred on 10th August 2021 at Barton On Sea. The full article is very detailed and very informative ([BHPA Incident Report: GBR-2021-19516](#)). A very brief summary of key learning points are:

1. Turbulence caused from a sharp cliff edge impacting on the wing when attempting to top land
2. The weight imbalance (too light) between the flying weight and the recommended wing load weight.

Commenting on the first point it is worth noting that where there are no 'rounded' slopes that turbulence is highly likely. Indeed, this site specifically mentions such an issue with regard to the difficulty in taking off. Therefore, reminder lesson 1 here is to check the nature of launch and landing areas for shear hillsides and other features that could cause turbulence.

The second point in regard to flying weight is illuminating with in this case the pilot's flying weight being assessed at 90kg whilst the wing's recommended range was 95-110kg. The obvious questions to ask the reader are:

- Do you know your flying weight?
- Have you accounted for your clothes, equipment and additional items (e.g., water)?
- Have you lost or put on weight since you bought your glider that could dramatically affect your flying weight?

I specifically mention this last point as in the last 18 months' I've lost 12kg in weight and gone from being 'heavy' on my wing to 'light' and it was this article that prompted me to double check that I was still safe. This is also something to clearly keep in mind if looking to change harnesses, reserves and gliders where there is innovative lightweight equipment to buy. There are wider considerations regarding the flying characteristics, speed and tension (stability) regarding weight loading with the focus of this article being that if it's too light, then it could be a contributory factor in causing an asymmetric collapse if encountering rotating wind.

Getting your all up weight is simple. Get all your gear, coat, food, water, rucksack etc and stand on the scales.

In summary the key messages to note are:

1. This is a safety aspect that is within a pilot's control – specifically to know one's flying weight and ensure it is within the recommended wing tolerances.
2. Check the terrain and environment for its potential to induce turbulence

Forward notice:

Reserve re-pack day - Saturday 4th February 2023 10am - 2pm - further details to be announced

Safety notices:

[4th October 2021 - Eurofly Snake & other sub-70kg self-propelled hang gliders](#)

GIN G-LITE RESCUE PARACHUTE [SAFETY NOTICE: GIN G-LITE RESCUE PARACHUTE - UK Airsports](#)

Himalayan Diaries

Richard Meek Reports direct from Bir, India

Thursday 6th October

Depart autumnal England, destination Bir, Himachap Pradesh, India

Friday 7th October

Arrive Delhi airport, use the thoroughly modern metro to transfe to Kashmiri Gate bus station. Overnight bus to Bir.

Saturday 8th October

Arrive around 9AM. Breakfast at the Ram Badhur. Leave Pete to watch my bag as I wander down to the guesthouse I'veyed previously to see if they've any rooms - nope. Quick google for the nearest guesthouse (25m); success, they do have a room. It's facing west, which is away from the road and hence quiet, has it's own facilities for the princely sum of INR1200/ night. Sorted.

Sunday 9th October

Looking good in Bir this morning but apparently it's likely to cloud in early.



local flight today curtailed by lowering cloud. Still, it was good to get the first forward launch out of the way and check the kit.

A few spots of rain this evening but hoping there's no more which should reduce the humidity and give us a better day tomorrow. The forecasts suggest it'll be low clouds until Thursday then it's gonna be EPIC !

Monday 10th October

Launch is shrouded in cloud this morning as is the valley.



Minimal prospect to fly. Head to Baijnath in search of samosas, walk through the forest to Baijnath via the Palpung Sherabling monastery. Looked around the Shiv Temple Baijnath which is, I'm told, one of the twelve most holy Hindu shrines.

Rewarded with truly excellent samosa chaat for late lunch.

Heavy rain, thunder and lightening this evening which doesn't bode well for flying tomorrow but the forecast shows the weather coming good on Thursday.





Tuesday 11th October

Heavy rain overnight, awoke to leaden skies. Turned over and went back to sleep.

Wednesday 12th October

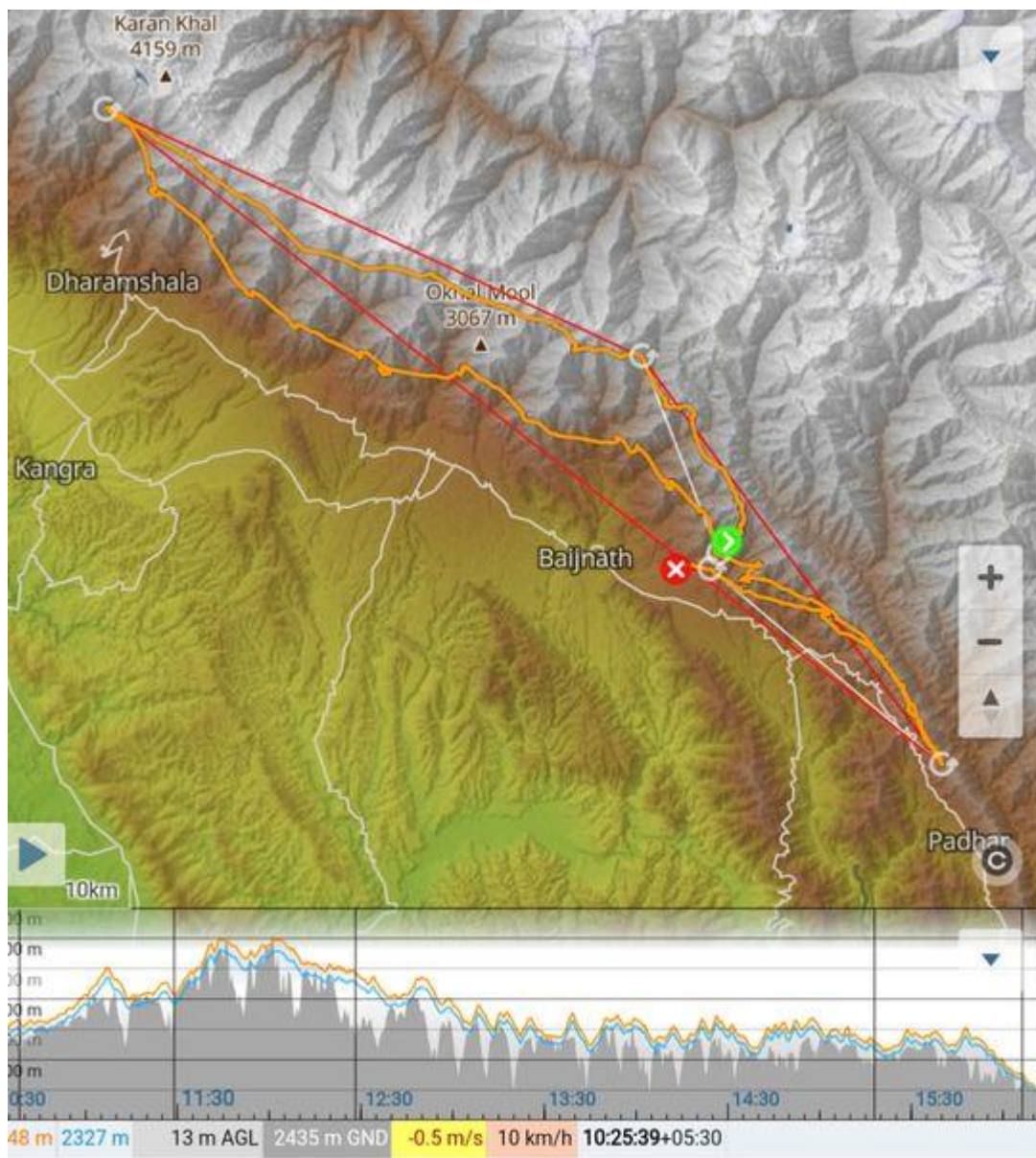
Weather better today with early cloud clearing by mid morning and forecast to remain good until early afternoon.

Unfortunately I popped a couple of brake lines on launch. Landed to sort out repair,

Thursday 13th October

Monsoon has Broken.

Great day flying. Up past Dharamsala, return to takeoff, 20km south then to the landing field. 5:45 140km almost 4,000m, a grand day topped off with a portion of momos and veg thali.



Friday 14th October

One Good, One Bad

First "bomb out" flight I can recall in Bir. Launched with small RHS tip cravat which didn't come out with line pull or big ears. I knew it needed to be cleared by spinning but wanted to gain some height first. I fuffed around and ended up losing height, relocated to the house thermal area and cleared it but couldn't climb back out.

Went up for a second flight and went over the back to the glacier which was the first turnpoint of a 100k FAI . Missed it by 13m as the terrain gets shallow and there was no lift due to the snow. Bit tricky on the way back as clouds coming down. Great flight nonetheless, just shy of 5,000m.

81km FAI. 3:57



Saturday 15th October

Glaciers

Headed up the Thangahar valley again today with the intention of bagging the turnpoint and having a peep at the terrain further on. Did that but again lowering cloud base prevented getting the second turnpoint.



Sunday 16th October

Slow, slow, quick, quick, slow.

That's the story of today. Flying with [Barney](#) Woodhead, Pete Darwood and Ariel (an Alaskan pilot we met here). Planned a 100km FAI using the 'standard' first leg along Thangahar valley to the glacier then, in a change from previous days, push south before returning to launch.

I launched around 10:15 already fifteen minutes behind the early birds. Initial climbs were slow and I further delayed myself by pushing out to bag the start cylinder (the others weren't bothered about the UK XC League rules). Ariel was super speedy having climbed out and headed over the back to Barot before 10:30. Pete was 20 mins behind with Barney and I a further 10 mins.

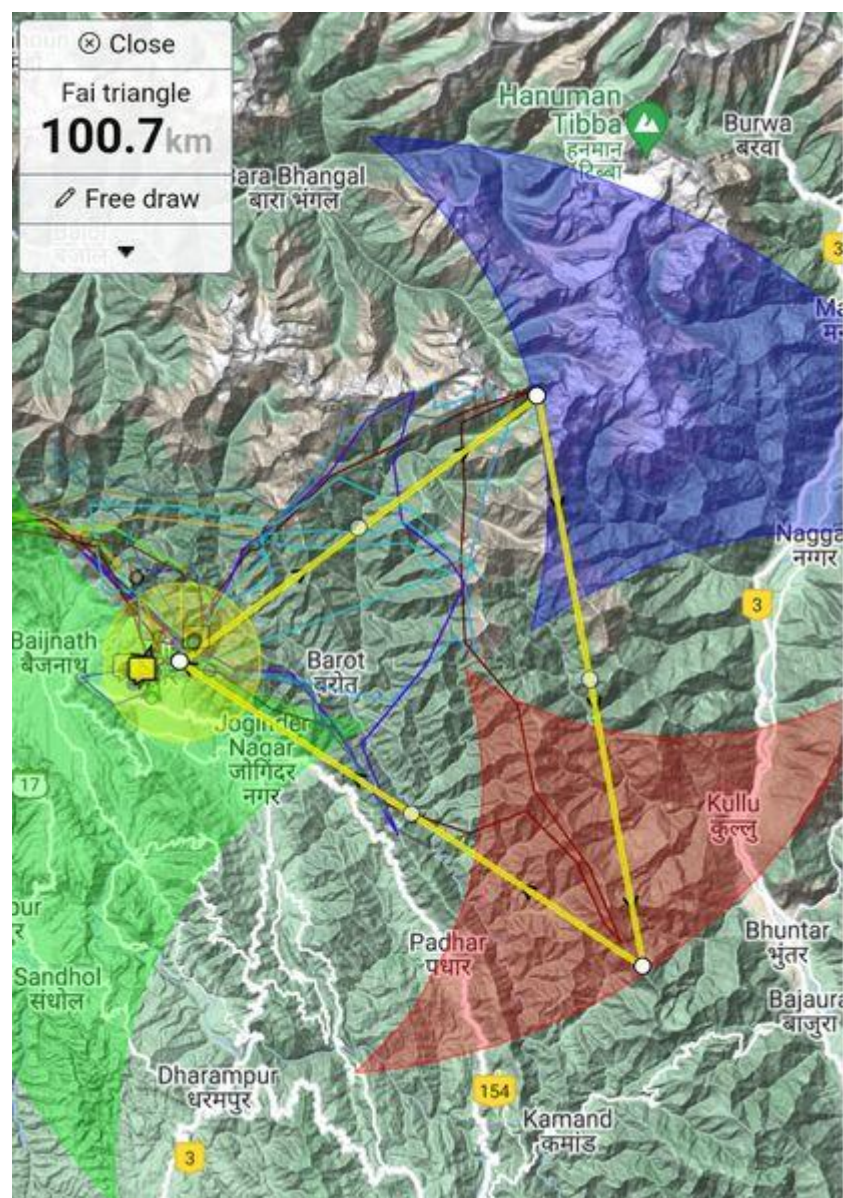
Usually the "Cats Tail" flank of Barot works really well, but not today. It took fifteen minutes of patiently working weak bubbles of lift until the thermal properly released and hooped us up 1,000m in short order. Once high, the day speeded up, the climbs were consistently strong and encouraged us to press on.

Ariel was miles ahead, Pete was kilometres ahead and doing his own thing. That left Barney and I to stick to the plan, blasting along to bag the first turn point shortly after midday. From there we headed south, crossed to the front ridge then raced back to the start/ finish cylinder in race mode.

Having completed the declared task I decided to press north to extend it whilst Pete and Barney decided terra firma offered more enticing prospects. The clouds were down to 2,400m on the front ridge which contrasted markedly with the 5,000m cloud base over the back.

When I turned around just shy of Palampur it was looking a wee bit tricky get back to the LZ let alone close the triangle. With the sun lowering in the sky providing less energy to drive the thermals, that last eighteen km was sooooo slow.

The reward for 7:20 in the harness ? Momos plus a non-veg curry thali.



pilot:	Richard Meek	GB
date:	16.10.2022 10:12	UTC+05:30
launch:	Bir Billing	IN
route:	127.79 km	204.46 p.
glider:	OZONE Alpina 2	
airtime:	7:21 h	19.28 km/h

airtime:	7:21:08 h
max. altitude:	5026 m
max. alt. gain:	2593 m
max. climb:	4.6 m/s
max. sink:	3.4 m/s
tracklog length:	227.829 km
free distance:	51.85 km / 134.43 km



Monday 17th October

Rrrrrracing

We had in mind another foray over the back to recce the route to Manali but canned that plan due weak conditions to begin with. Big clouds started to build around midday over the mountains above Palampur.

Change of plan. Pete, Barney, Ariel and I setoff south with the idea to top land at Camp 360 for lunch. We'd assess conditions before either flying back or take taxi if the sky went boom.

It was slow to begin with but things began to speed up past the train station ridge. Barney led out and sailed straight past Camp 360, I guess we're not stopping for lunch then!

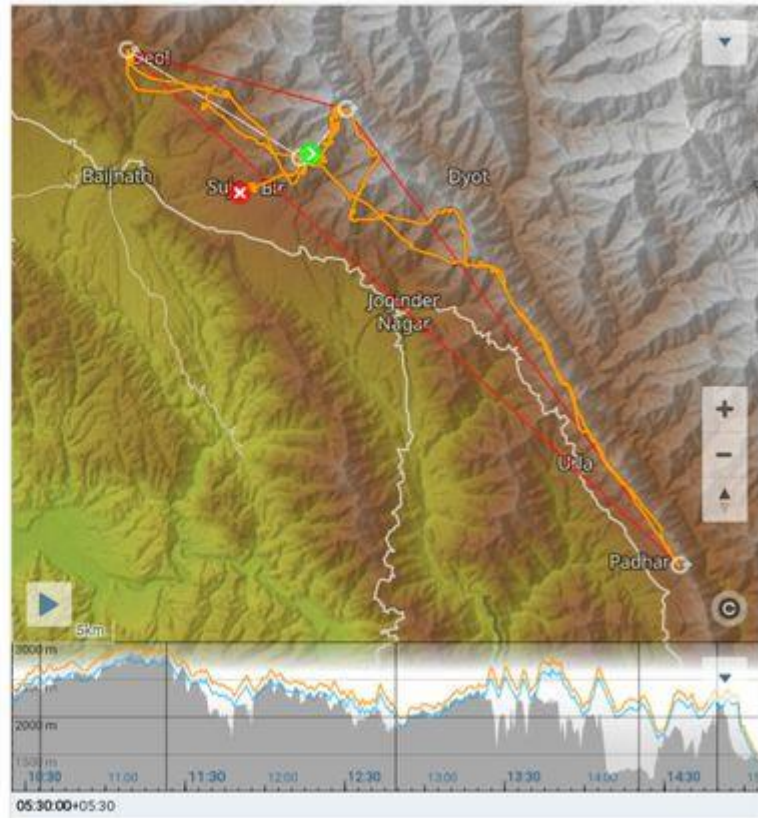
We pushed on for about 25km then turned around and began racing back. Neck and neck the whole way, it was a hoot !

Regrouped in front of launch then worked collaboratively as we pushed north to extend the flight.

Back to the landing field just after 3pm giving us plenty of time to enjoy a plate of samosas.

pilot:	Richard Meek	GB
date:	17.10.2022 10:24	UTC+05:30
launch:	Bir Billing	IN
route:	74.91 km	104.87 p
glider:	OZONE Alpina 2	
airtime:	4:41 h	17.72 km/h
	IGC file	Google Earth

airtime:	4:41:34 h
max. altitude:	2960 m
max. alt. gain:	526 m
max. climb:	3.6 m/s
max. sink:	9.0 m/s
tracklog length:	153.307 km
free distance:	36.77 km / 78.00 km



Tuesday 18th October

A mini adventure.

Slow to get ready, as usual, last to launch and the wind had swung around to be slightly cross. Three failed attempts before I accepted the inevitable and walked around to the launch area which was in to wind. Off at the fourth attempt and now about 30 mins behind Pete and Barney who were high on Hanuman Garh.

The chaps headed off over the back as I climbed out. Cloudbase was lowering and only just clear of the back ridge by the time I got there. Their reports that it was working well the other side tempted me to head over leaving at 2,950m rather than the minimum 3,300m threshold I normally use.

Arriving low on the Cats Tail I couldn't climb and landed out in Bara Garan. I chose a good spot in the terraced fields right next to a track and as I made my way back to Bir I saw the decent landing options reduce as the valley narrowed.

Walked a few km before I was offered a ride, very welcome as it was another 15km into Barot and the rain became heavy as we drive. From Barot I transferred to a taxi which got me back to Bir by 16:15.

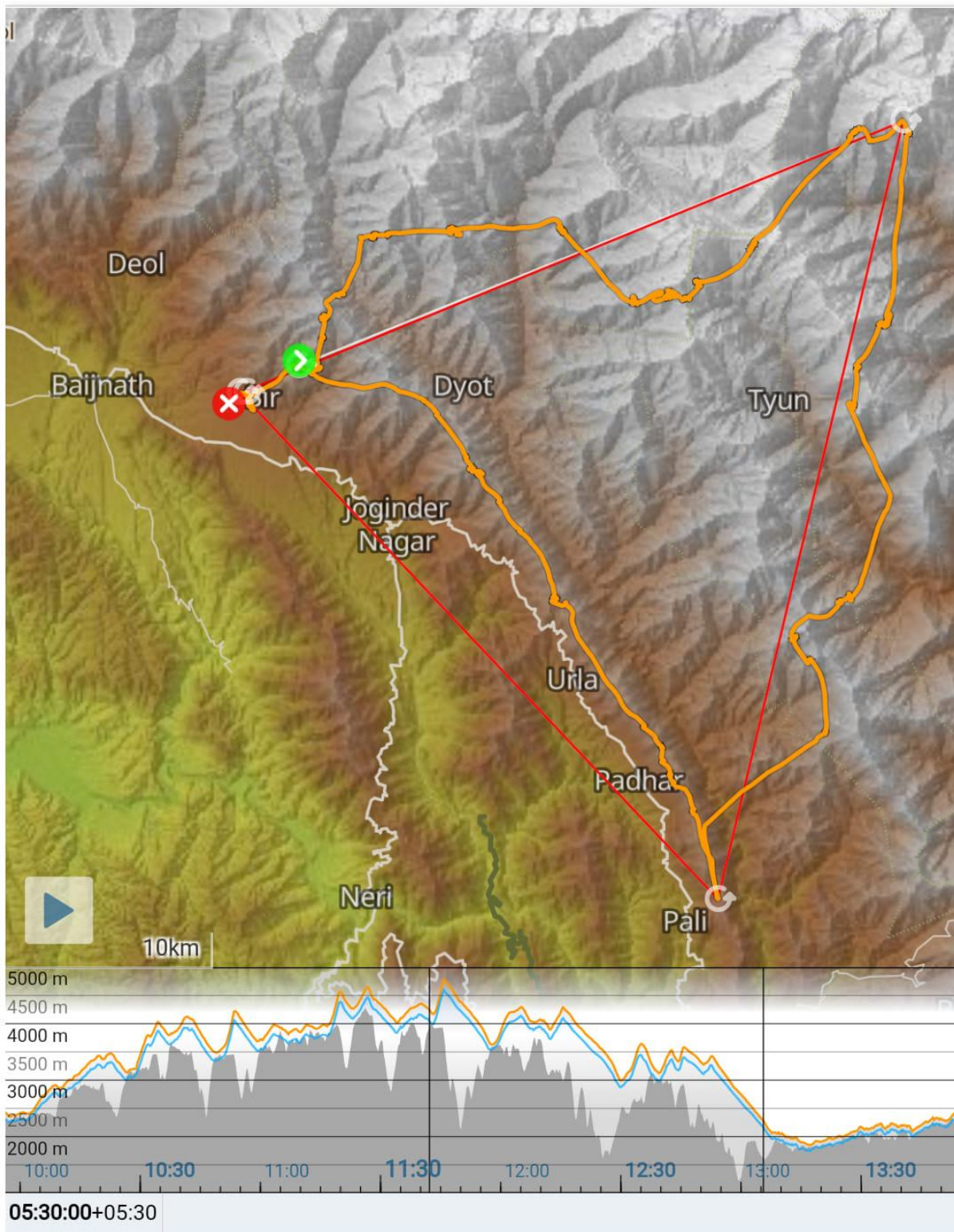
Wednesday 19th October

Plan to recce 60% of the route to Manali via Sari pass before tracking south and turn it into an FAI.

Conditions turned out better than forecast, managed to complete the planned FAI triangle.

Excellent flight encompassing breathtaking scenery and magical moments flying with Himalayan Griffin Vultures (HGV for short). With Pete on the first leg but he decided to land at Manali (for a 10 hour retrieve!). The sky did start to over-develop around Barot Peak which chased me southwards on leg 2. Reached the south section of the front ridge much earlier than usual, it wasn't working quite as well as later in the afternoon when the sun has come around more.

Got back to the start/ finish cylinder at 14:20, decided against extending it to the north as the sky looked ominous.



Thursday 20th October

Didn't see this coming.

There was an air of optimism yesterday evening. The non-flying day had recharged our enthusiasm and the forecast was wall to wall sunshine.

Woken from my slumber by thunder and lightening, turned over and went back to sleep. It's 8:15 now, the time we usually head up the hill, it's still a little bit grim.

Friday 21st October

One Helluva Glide

The rain and wind abated by mid morning so we headed up the hill at 11:15. There remained a modest easterly breeze, sufficient for a comfortable reverse launch which is unusual for Bir. That wind and building cloud put paid to any aspiration to head over the back despite Barney's enthusiasm.

We were launched in pretty short order Pete and Rosie taking position at the top of the stack over Hanuman Gahr before venturing off towards minus one. Barney and I headed off north for an attempt at the UK speed record over 100km out and return. We got separated soon in to the flight, at Dam Ridge, where we took different climbs and Barney had about a kilometer lead on me. That separation remained through most of the first leg but I leapfrogged into the lead around Chamunda ridge.

The easterly cross-tailwind and sucky clouds gave us a a great speed on the first leg which I made in 1:20, Barney turned around a couple of km before as he didn't like the placement of the turn point. Can't blame him really, it was definitely sub-optimal placement for the conditions - like heading into Mordor !

After bagging the turn point I turned left 90 degrees left heading out to where the mountains meet the plains for the sunshine. Things were going well until the Yol ridge where the clouds forced me to make another 90 degree deviation out into the flats. It went OK for another 5km until Hobbiton ridge when I had to make a similar move even further out from the mountains to keep clear of cloud.

South of Palampur I took a line back in towards the high ground, at that stage I only needed another couple of hundred meters to get me back to the LZ. On reflection that probably wasn't the best decision as it put me into a mostly shaded area. Had I taken a direct line to LZ I would have been nearer the edge of the clouds and sunshine. That would have also tracked directly over Baijnath and given an option to land on the outskirts and join Pete for another portion of the best samosa chat in the district.

The rising ground gave absolutely nothing so I then headed for a patch of sunshine west of the Sherbaling Monastery in the hope that a thermal would release from the edge of the forest. Unfortunately that didn't come to pass either and I landed in a paddy field 3km short.

Barney kept his 2km lead on me throughout our return leg and landed just 1k short of the LZ.

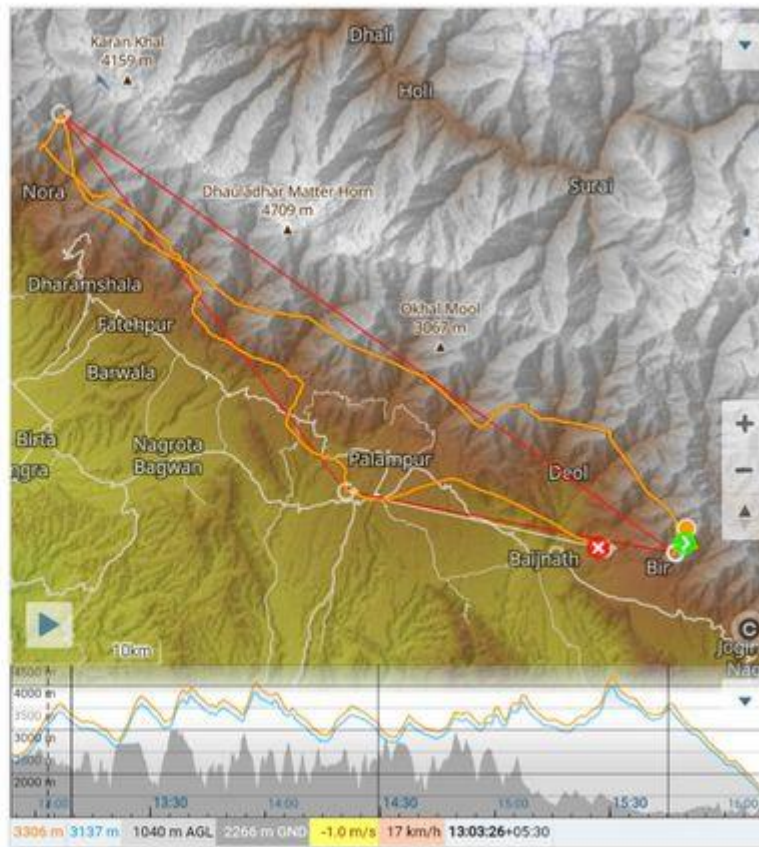
The last 360 turn I made was at Triund ridge before Mcleod Ganj. It was a forty kilometer glide. FORTY KILOMETERS ! I think that must be a personal record.

Seconds after my feet touched the ground a local came across to say Namaste and pleasantly enquire why I had landed there. I explained, as best I could, that it wasn't by design. After I'd packed he kindly organised a taxi to bring me into Bir which made the retrieve super easy.

All in all a fabulous day considering how things started out.

pilot:	Richard Meek	GB
date:	21.10.2022 12:53 UTC+05:30	
launch:	Bir Billing	IN
route:	99.36 km	139.10 p.
glider:	OZONE Alpina 2	
airtime:	3:21 h	32.79 km/h
IGC file Google Earth		

airtime:	3:21:34 h
max. altitude:	4213 m
max. alt. gain:	1776 m
max. climb:	5.6 m/s
max. sink:	4.2 m/s
tracklog length:	130.504 km
free distance:	51.28 km / 102.20 km



Saturday 22nd October

Six hours, fifty three minutes in the saddle.

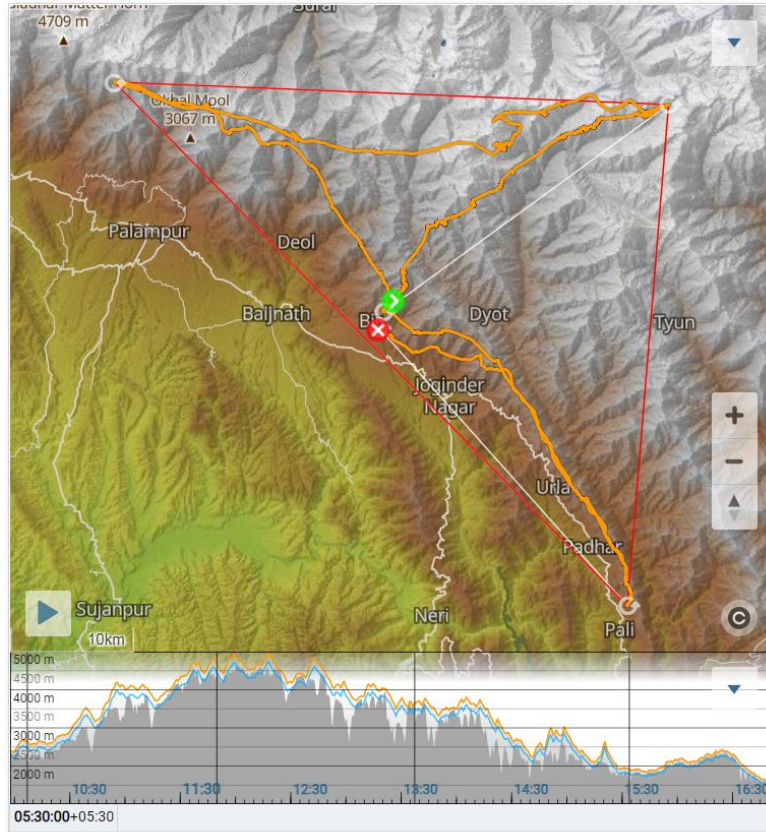
Another stupendous day with 5,000m cloud base and crystal clear views.

Planned and flew a 100km FAI triangle (UK rules) with [Barney Woodhead](#) then extended it to the south for 140 (XContest). The day switched off early and there was very little lift after 4pm. Couldn't quite make it back to the LZ landed 2km short.

Having trouble uploading pictures and videos, will try to add some clips.

pilot :	Richard Meek	GB
date :	22.10.2022 09:57	=UTC+05:30
launch :	Bir Billing	IN
route :	142.73 km	228.37 p.
glider :	OZONE Alpina 2	
airtime :	6:53 h	21.28 km/h

airtime :	6:53:49 h
max. altitude :	4990 m
max. alt. gain :	2567 m
max. climb :	4.3 m/s
max. sink :	3.8 m/s
tracklog length :	267.461 km
free distance :	59.04 km / 161.97 km



This is your flight

Share

Sunday 23rd October

Col Bustin'

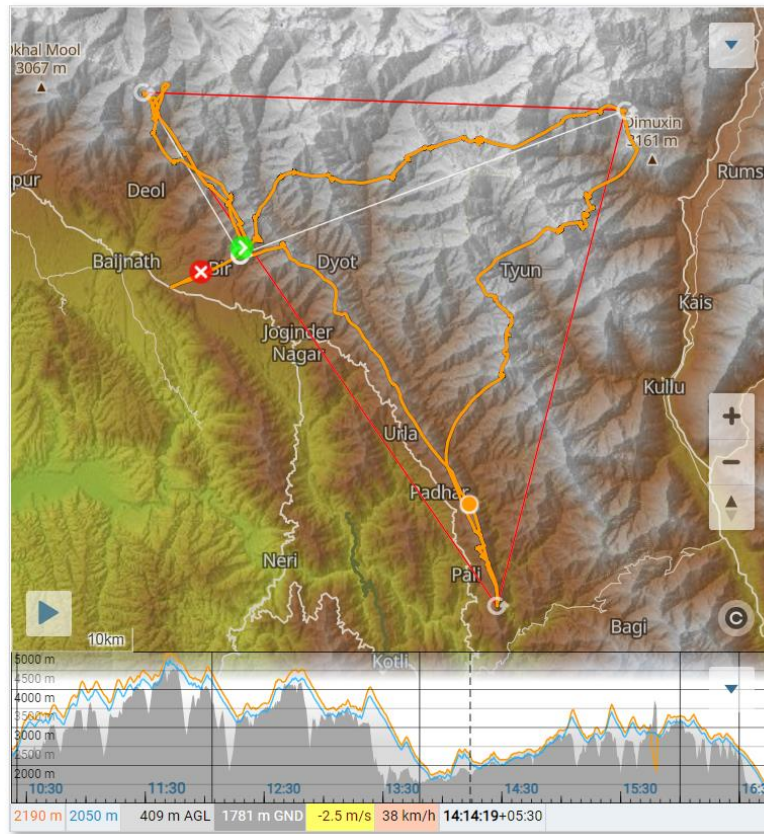
Set a task of 110km declared as per UK XC League rules with the option to extend within XContest rules. The first leg saw us head 33km ENE towards Manali, further than I've been before and through some different, higher valleys. Leg two took us SSW across the back country to reconnect with the front ridge. Final leg of the declare north back to take-off then extended further north.



pilot :	Richard Meek	GB 
	[RichardMeek]	
date :	23.10.2022 10:22 =UTC+05:30	
launch :	Bir Billing	IN 
route :	131.51 km 	210.42 p.
glider :	OZONE Alpina 2	
airtime :	6:22 h	Ø 21.68 km/h
	 IGC file	 Google Earth

[Flight](#) [Route](#) [Start](#) [Land](#)

airtime :	6:22:43 h
max. altitude :	4982 m
max. alt. gain :	2522 m
max. climb :	20.0 m/s
max. sink :	8.9 m/s
tracklog length :	251.291 km
free distance :	50.72 km / 141.98 km



Monday 24th October

Arfur Day.

Late start as airspace cleared for heli rescue of a PG pilot who crashed yesterday (23rd) and spent a night on the side of a rock face. Reports are that he had been recovered with a broken arm - which can be regarded as an extremely good outcome given the area we operate in. [Barney](#) and I headed up around 11 whilst [Rosie](#) and Pete had gone for a walk.

Our plan was a modest FAI incorporating a pass through the col to the rear of Barot Peak (which I've missed twice) plus a run along the back wall of the high Dhauladar range.

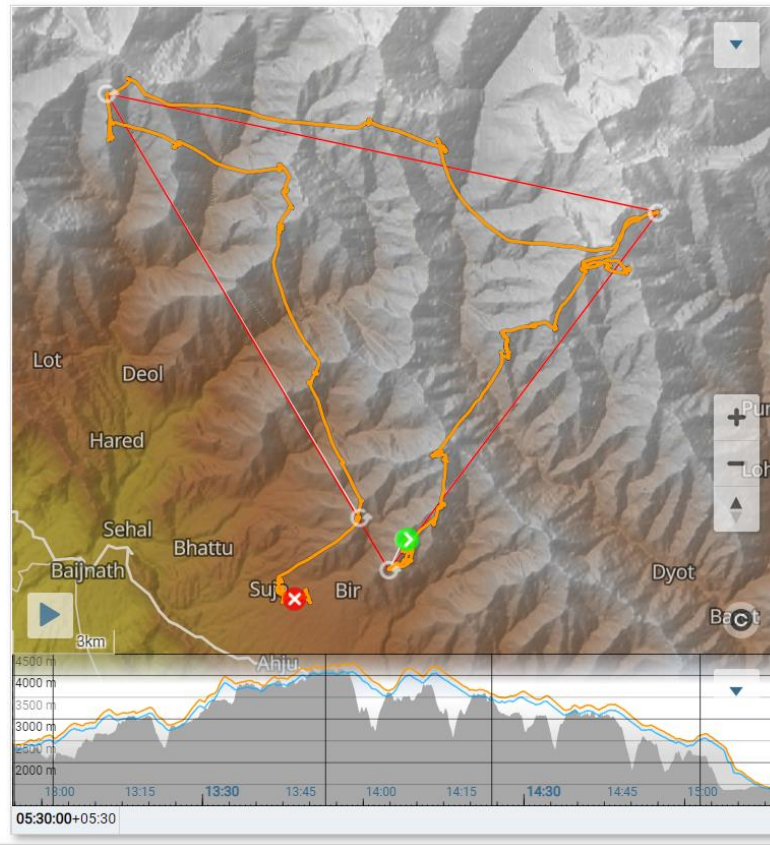
Slow climbs initially but they picked up above 2800m. We left at 3150m for the crossing to the Cats Tail on the flanks of Barot, through strong sink arriving low.

The Cats Tail worked well as we were soon up. Cloudbase was now 4300m but that meant the col was out of the question. We cut short the first leg and headed around Barot rejoining the route as we cut through to Waldo. Conditions at the front were weak, we decided to cut the flight short and head to the LZ For a tasty snack.

'Arfur, half a day.

pilot :	Richard Meek	GB 
	[RichardMeek]	
date :	24.10.2022 12:54 -UTC+05:30	
launch :	Bir Billing	IN 
route :	44.27 km	 70.83 p.
glider :	OZONE Alpina 2	
airtime :	2:22 h	 20.79 km/h
	 IGC file	 Google Earth

Flight	Route	Start	Land
airtime :	2:22:13 h		
max. altitude :	4275 m		
max. alt. gain :	1861 m		
max. climb :	5.4 m/s		
max. sink :	6.4 m/s		
tracklog length :	92.072 km		
free distance :	16.46 km / 47.85 km		



Tuesday 25th October

Decision Time.

Today's plan; head to Manali and camp at Shaggy Dog (ShagaDugh Camp

<https://maps.app.goo.gl/svT4oX4vzg9CXfB69>) perhaps calling by some of the 5,000m+ peaks if the situation allowed.

It was a late start, 10:30 or so, as conditions didn't seem great - those who launched early were taking an age to climb. And it was slow for us too, but patience and a tolerance for close proximity flying, bore fruits and we climbed to 3,300m over Hanumangarh.

Over the back the thermals became much stronger and we soon caught 2.5-3m/s climbs to close at 4,200m. A hop across the south side of Barot Peak, a skip across the valley and a jump put us at the head of the Dehnasar.

With some snow visible on our course line the first questions arose; which route to take. Consensus being a slightly circuitous route south via the Sari pass would be most sensible to avoid the possibility of getting blocked off by the snow in a high valley. As it turned out we climbed and actually passed over the top of Shea Gohru.

Couple of km further east we were at a point where we needed to turn north. We were flying in light snow and the heavier showers were blocking the optimum line. We could fly further east to get around them but that would push us off the mountains and closer to the main Kullu valley.

Pete declared his intention to turn around, Toby and I followed suit. Barney was keen to carry on but fell in line with the group so as not to become isolated. From there we split into pairs; Pete & Toby headed south then west to rejoin the front ridge for an FAI triangle, Barney & I headed back to Barot with the idea to try the north east Col (3rd attempt for me) and the back wall of the Dhauladar Range for Barney. Unfortunately a variable cloud base around Barot stymied our plans and we were forced around the south - I'll get that Col one of these days. I had a strong climb in a blue hole surrounded by clouds. As I started the glide out I had -5m/s sink then copped for a front collapse. After that it became super smooth and we arrived above the cumulus clouds.

Barney decided to top land and bivvie on the Dam ridge, I boated around somewhat aimlessly for an hour before landing in Bir for a cosy night in my lodgings - the sleeping bag and tent can wait for another day.



Wednesday 26th October

There and back again, to see how far it is.

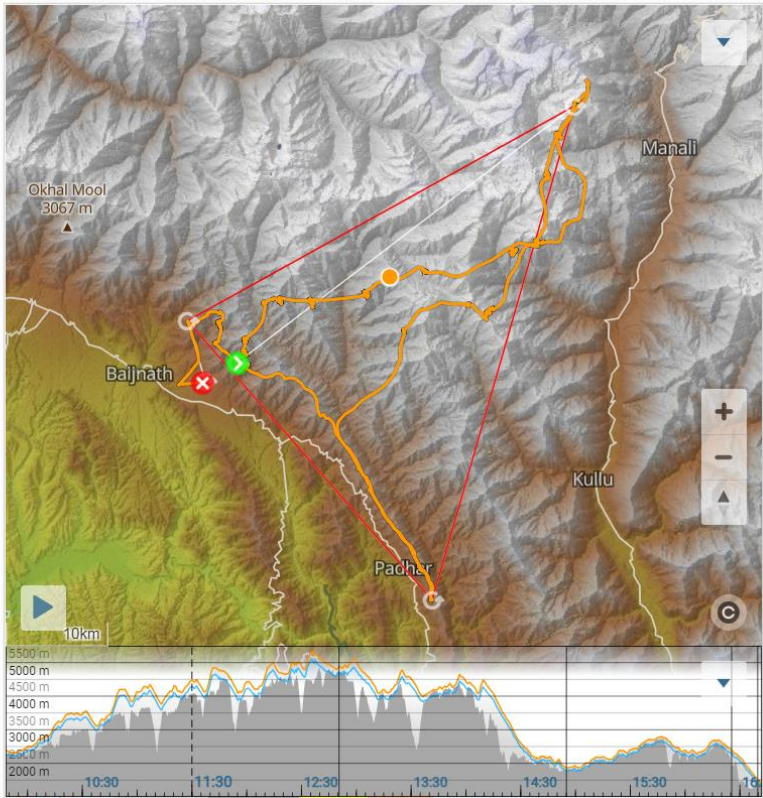
Planned flight to ShagaDugh Camp a few km north of Manali with Rosie and Pete Darwood, Toby Briggs and Benny from the US. Fantastic conditions again with just a few clouds up to 5,500m. Launch at 9:47 and we were on final glide by 12:47. I decided not to land and bivvi but to return to Bir and, hopefully, repeat the flight again tomorrow with Barney.

Flight detail Richard Meek · 26.10.2022 · 124.35 km

pilot :	Richard Meek	GB
	[RichardMeek]	
date :	26.10.2022 09:47	=UTC+05:30
launch :	Bir Billing	IN
route :	124.35 km	198.96 p.
glider :	OZONE Alpina 2	
airtime :	6:53 h	18.14 km/h
	IGC file	Google Earth

Flight | **Route** | **Start** | **Land**

airtime :	6:53:38 h
max. altitude :	5325 m
max. alt. gain :	2902 m
max. climb :	4.8 m/s
max. sink :	3.5 m/s
tracklog length :	264.424 km
free distance :	52.32 km / 139.23 km





Thursday 27th October

Scooby Snacks at ShaggyDog.

What a fantastic day. Flew from Bir to Manali with [Barney](#) to meet up with Rosie, Pete and Toby at ShaggyDog - a place where we can land and camp at 3,600m.

Arrived mid afternoon so went for a little tour taking in the sights of Hanuman Tibba (a 6,000m peak) and the Rotang Pass.

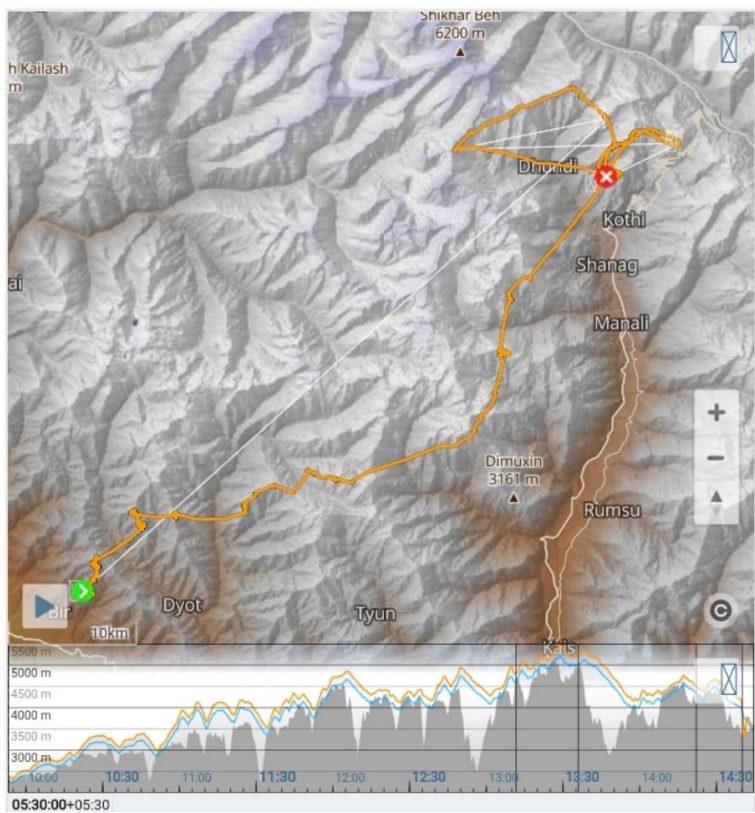
There's water, firewood, clear star filled skies, peace, quiet and friends. Truly amazing.

Flight detail Richard Meek · 27.10.2022 · 90.96 km

pilot:	Richard Meek	GB
date:	27.10.2022 09:52 =UTC+05:30	
launch:	Bir Billing	IN
route:	90.96 km	90.96 p.
glider:	OZONE Alpina 2	
airtime:	4:51 h	Ø 19.04 km/h
IGC file Google Earth		

[Flight](#) [Route](#) [Start](#) [Land](#)

airtime:	4:51:30 h
max. altitude:	5463 m
max. alt. gain:	3035 m
max. climb:	18.9 m/s
max. sink:	13.9 m/s
tracklog length:	194.921 km
free distance:	57.68 km / 90.96 km





Friday 28th October

An unplanned vol biv.

After an exciting, if cold, overnight camping at Shaggy Dog we had in mind another tour of Hanuman Tibba before returning to Bir. Launched just after eleven we were treated to strong climbs taking us over 5,500m with crystal blue skies affording fantastic views.

Those early conditions lulled us into false sense of security as we started on the route back to Bir at 12:20. Progressing south past Manali along the Kullu valley the climbs were topping out at 4,500m then after passing Dimuxin 4,000m. That's an issue as it forced to cross the Prasher ridge further south at the Sari Pass (3,800m).




Things got even tougher as we had to cross a Col even further south than Sari and when we passed that terrain obstacle we had more ahead. I was leading out at this stage and came to a point where the next ridge crossing looked dubious and a failed attempt would put me in very tricky situation for landing lower in the valley. I tried unsuccessfully to gain some height but achieved the opposite. With landing options in mind I took the safe option touching down at a very nice meadow at 3,550m. My thinking being I could perhaps walk up a few metres, relaunch and try again.

Few minutes later a group of four, including Pete and Bennie, came sailing overhead onto my ridge. They searched in vain for lift just as I had then pushed on. Bennie landed but the others made it.

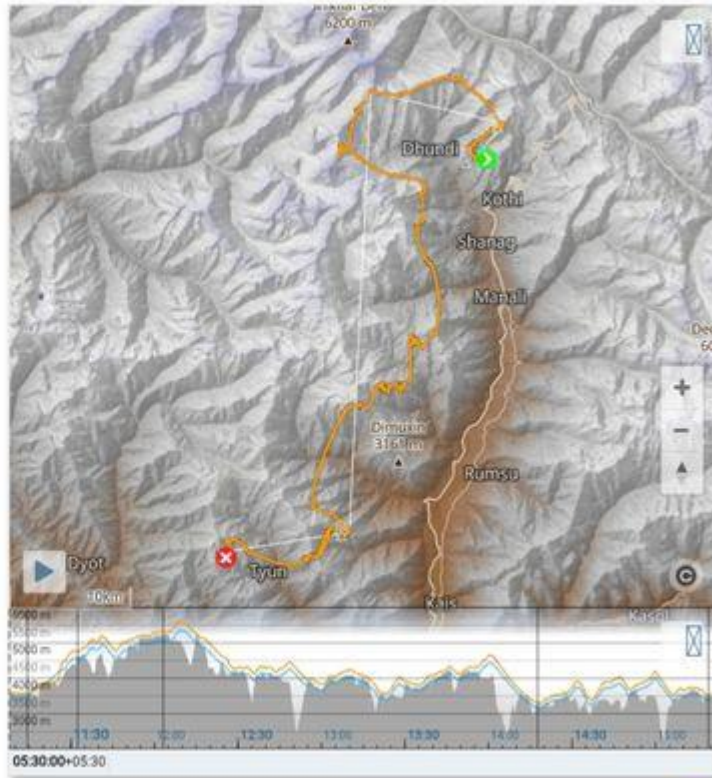
That showed I needed at least a couple of hundred metres more altitude to make the next move and with the day slowing down minute by minute I decided to bed down for the night and try again in the morning. Travelling with my camping gear enabled me to make that safety decision, without I would have been forced to walk 10+km across difficult terrain, in the fading light, to reach any form of civilization.

Very peaceful night with just the stars and a fire for company. I wrapped up warm and fell asleep planning the next day's flight.

Pete managed to get all the way back to Bir but Rosie and Barney also landed out with interesting stories that often accompany these situations.

pilot:	Richard Meek	GB 
date:	28.10.2022 11:07	+UTC+05:30
launch:	2	IN 
route:	61.77 km	 61.77 p.
glider:	OZONE Alpina 2	
airtime:	4:14 h	⊙ 15.18 km/h
IGC file Google Earth		

airtime:	4:14:19 h
max. altitude:	5608 m
max. alt. gain:	2009 m
max. climb:	13.4 m/s
max. sink:	8.5 m/s
tracklog length:	145.124 km
free distance:	43.81 km / 61.77 km



 This is your flight.

Share 



Saturday 29th October.

This ain't no walk in the park.

After the impromptu biv I need to get to civilization as running low on food. (I saved one packet in case of real emergency.) The morning dawned clear and still, by 10:00 there was a reasonable breeze up slope. The overnight camp was 3,550m and I climbed a further 160m to increase my chance of a successful flight, it was all I could manage carrying 30kg of gear.

My plan was to progress 9km north by hopping from south facing ridge to ridge, transition (glide) north west on to the flanks of Barot Peak where I'd climb high enough to glide to the front ridge and the landing zone in Bir. I'd chosen mountains which I am familiar with and which had worked well previously, a walk in the park or so I thought.

Launching at 11:30 from a steep south east facing slope with a reasonable breeze I was surprised to find little lift. It as a real struggle to gain any altitude taking 45 mins to gain 200m which I needed to cross the next col - 1km along my route. Hmm, this isn't as easy as I'd hoped.

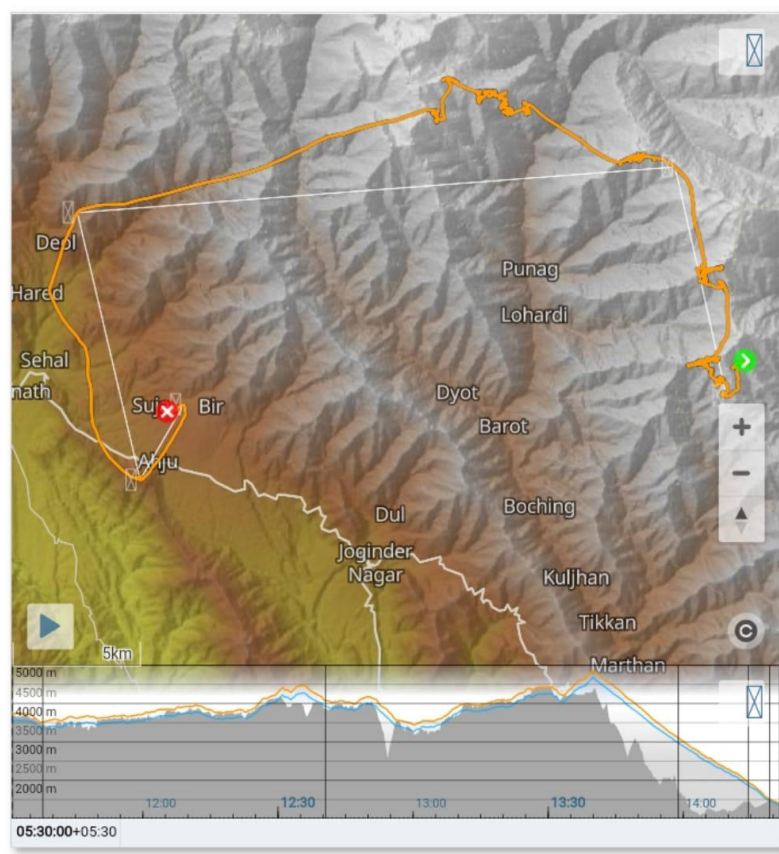
By 12:55 I had reached the lower slopes of Barot Peak and wasn't surprised that this was unusually weak. 45 minutes of scratching uncomfortably close to intimidating rock faces got me to 4,200m where I got a decent (1m/s) climb of the day which I took to 4,850m.

From this altitude we should be golden - can definitely make the LZ. The blanket of low cloud shrouding the ground was a minor detail. Fortunately I'm equipped with sat nav which tells me height above the terrain and projects that forward. I set course towards a valley in the cloud which also retained a couple of holes to maintain sight of the ground. The 14km/ 20 min glide over the clouds was simply stunning.

That left a simple glide south for a 46km / 2:50 flight - short but important.

pilot:	Richard Meek	GB
date:	29.10.2022 11:30	-UTC+05:30
launch:	2	IN
route:	46.16 km	46.16 p.
glider:	OZONE Alpina 2	
airtime:	2:50 h	17.19 km/h
IGC file Google Earth		

airtime:	2:50:26 h
max. altitude:	4858 m
max. alt. gain:	1141 m
max. climb:	3.3 m/s
max. sink:	3.5 m/s
tracklog length:	110.165 km
free distance:	27.13 km / 46.16 km





Best of the Internet

Joel Rosengarten reports

Hi again, nobody else volunteered so you're stuck with my legendary craic for another month! Nobody will hold it against you if you swipe straight to the videos lol.

I'm more comfortable at height than I have been before but I've still got some mint excuses for landing when I should get a grip and stay up. I'm confident I'll get to where I want to be, so these videos are based on what I watch now (20 hours) minus crash reels (that Greg fella has some videos that break down spins and what to do if it happens without having actual crashes in the video), Theo de blic spinnny spinner tutorials and various other paragliding videos that are mere entertainment.

This month's videos are from the perspective of someone who is comfortable soaring, pushing out and attempting to thermal. They reinforce the lessons from Dean, the coaches in the club and other pilots who are willing and able to articulate their advice. The bonus is you can watch these in your pants eating donuts and take it in without being bounced about wondering where your reserve handle is.

- [Dales Hanggliding and Paragliding Club DHPC - YouTube](#) This is our club's channel, it has a grand total of 28 subscribers. . . . For shame 🙄 if we get 1000 subscriptions and 10,000 views YouTube will pay us then we

can buy an electric quad with a trailer to get us up the hills but most likely a pint for the committee to share at Christmas

- [Paragliding reality](#) This is the first video I watched from this guy, ripstop pilot, I was firstly impressed by his camera editing out wind noise, his narration is constant and on point and he explains what he's doing whilst flying. I wondered the whole time in this video why he didn't top land then he explains his reasons for continuing when he bottom lands. A few other videos that are thought provoking too
 - [Paragliding XC Secrets: Getting away from a small hill on a paraglider](#) A shortened version of getting away from the hill. I'm not considering going xc just yet, I am pushing out and looking for thermals though.
 - [Improve Your Flying by Reading Clouds](#) A good description of what to look for and avoid in clouds and thermals
 - [Flatland XC Paragliding Tips : Understanding Thermal Sources & Triggers](#) Jocky Sanderson with a good, short explanation of flatland thermal triggers. Not sure where it's filmed but from the air it's similar to what's in front of model ridge and other sites that have crop farms in front
 - [Stags 13/10 landing](#) this is Frank, he's in the DHPC and filmed this at Stags with a 360 camera so you can see the launch, ridges, views. Irrelevant to the theme of this month but it ties in with my request for site videos.
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