

# Skywords - January 2023



The newsletter of the Dales Hang gliding and Paragliding Club

## Chairman's Chat

Martin Baxter reports

You can leave your hat on...

[Baildon Moor](#) has been used as a training slope for hang gliders since they were first introduced to the UK, initially with Keith Cockcroft in the 1980s, and more latterly with Eddie Royal of the Pennine Flying School. Though the last hang-gliding school in the area is long gone, the site is still popular with local paraglider pilots and is great for a bit of low-level soaring or ground handling practice on a windy day. It's also famous for the internationally renowned [Baildon Sod](#) competition. The club also has a site at [Ilkley Moor](#); the name is iconic even if the flying often isn't. The problem is that both sites lie within Leeds Bradford Control Zone (CTZ) which is class D airspace down to ground level. So, for those of us unwilling to purchase an airband radio, obtain a licence to operate it, and invest in an ADS-B transponder, how can we fly there?

Back in 2014 I negotiated a Letter of Agreement (LoA) with Leeds Bradford Airport (LBA), that basically said that we could fly at either site not above 100' AGL, without permission. If conditions were suitable, you could give them a call and, with permission, increase your ceiling to 1,500' AMSL (about 500' AGL) within a 1 nm radius.

At the time, and having walked from Addingham Moorside (just outside the CTZ and below the CTA – 3,000' QNH) to Ilkley, Trev told me that it was possible to fly a hang-glider between the 2 sites, so I also negotiated a 'corridor' up to 1,500' AMSL and 2nm wide, linking them together – again only with permission. (1nm either side of a direct path is massive – forwards to the river Wharfe and back over the tops of Ilkley Moor.)

The LoA came up for renewal last year and we managed to negotiate a couple of modifications.

We moved the location at Baildon from the traditional East facing take-off to the trig point so that you're covered for the other faces as well (check with a local, and note the hazards in the site guide).

During COVID-19 (when LBA was closed) Pete Logan confirmed that it was possible to [fly between Addingham and Ilkley sites](#), although he used thermals to climb to about 3,000' AMSL. Working on the principle of 'don't ask: don't get' we decided to ask for something more than the previous 1,500' AMSL.

LBA were surprisingly accommodating but, to my horror we discovered that the location quoted for Ilkley Moor was about one nautical mile to the West of the site that we actually use (Pancake Stone). This was probably down to a mistake translating between grid reference and the variety of lat/long configurations. (In my defence, a map clearly showing the take-off at the Pancake Stone, was included in the LoA, but nobody noticed.) I briefly closed the site to club members as a sign of good faith to LBA, whilst we tried to work out an amicable solution.

The location to the West isn't suitable as a take-off, but in the end LBA has allowed us to continue to fly from the Pancake Stone, up to 100' AGL, without permission. I did ask for a bit more height if we agreed not to cross the road in front of take-off (passing the Cow and Calf pub) but we got a firm refusal, citing conflicts with GA and low flying military aircraft in Wharfedale. (I explained that we were well used to mixing it with those types elsewhere in the Dales, but of course it's different in controlled airspace where pilots receiving a service from ATC expect to be notified of any conflicting traffic. It's controlled airspace!)

Requests to fly up to 1,500' AMSL (from the Pancake Stone) will be considered once the LoA has been ratified and included in the formal LBA Air Information Publication (AIP). Yes, the Captain of a Boeing 737 flying into LBA gets a warning that YOU might be flying!

Moving the site at Ilkley Moor (in the eyes of LBA) also means that we have moved that end of the corridor. They wouldn't accept 2,000' AMSL over the Pancake Stone, even on request.



We compromised. With permission the ceiling of the corridor is 2,000' AMSL to the West of Willy Hall's Wood (see image), and 1,500' AMSL to the East of it. On a flight from Addingham Moorside to Ilkley your ceiling steps down from 3,000' (CTA) to 2,000' and then 1,000' (all QNH/AMSL). That makes the return trip even harder. Personally, I doubt that anyone will bother to activate it, but that in itself presents an additional challenge, and someone will, no doubt, prove me wrong. I wasn't going to give away an existing freedom for no reason, even if we don't use it!

I'll publish the LoA when it's been signed, and update the site guides in due course. In summary – no change at Baildon. Stay below 100' AGL at Ilkley Moor until I confirm that they are ready to be bombarded with requests to fly higher and further.

## Social - Club Night Delayed to 12th

Stef Sykes Reports

Two major issues of concern for members this January that relate to their social calendars:

The first is that our monthly winter season's social date is a week late to allow for our early start. We meet on **Thursday the 12th of January** at 7:30pm for an 8pm start at the Horse and Farrier in Otley to hear from Richard Meek about his recent trip to the Himalaya. Please bring sunglasses as there will be snowy peaks.

The second news item may hopefully lead you to pencil in the **1st, 2nd and 3rd of September** this year to attend the Dales Fly In. This is the new annual XDales, Social and Farmers Dinner combined. Full details to follow, but know that a Hog Roast, casks of beer, a large marquee and many entertaining and instructional sessions will make this a great leap forward in Dale's larks. Stand by to book your place.

Other sessions for the year are: Feb 2nd with Pete Darwood, Mar 2nd with Pete Logan and Apr 6th with Dean Crosby (tbc).

## AGM Note

Tam reports

The AGM was held on Thursday December 1st, at the Horse and Farrier, Otley. 10 committee members present (apologies from Richard Meek, Clive Sury), and 7 members present (apologies from Tom Shuttleworth).

The note of the meeting is on the [members forum](#)

## Sites and News

Author Name reports

Sites related news here, any other short news items

## Librarian

Mike Barker reports

Hi folks, I thought I would take this opportunity following December's AGM to introduce myself as the new librarian for the club. I've been paragliding on and off for about 8 years and paramotoring for about 2 years, trying not to let work get in the way, which has been a losing battle...until recently when I went part-time or 'part-retired' as I prefer to call it!

I should have all the books at the club night next week, so that would be a great opportunity to book one out and/or return any books you have finished with. If you have any recommendations for new books for the library please drop me an email at [library@dhpc.org.uk](mailto:library@dhpc.org.uk) as there is a small budget for this purpose. I look forward to developing the role further this year and would welcome any feedback or ideas from fellow pilots.

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## The Shaggy Dog adventure

Pete D reports

**Starring: Richard, Rosie, Pete, Toby (ex-Dales), Barney (token Lancastrian), Bennie (random bloke from miles away) and no dogs**

Leaving the cold, forbidding, but spectacular snow-blanketed peaks and glaciers of the Dhauladhar range, we committed to the transition. We were heading high across the Solang valley, the geographic extension to the Kullu valley above Manali, for a somewhat random spot of south to south-west facing hillside on the far side. From a distance the lower slopes looked verdant with pine and Himalayan cedar, all the way to the raging river at the bottom. With the exception of the paragliding training area at the base of the Solang ski “resort”, this is largely unlandable terrain. However, above 3000m the steep tree line started to give way to alpine meadows with several level spots providing camping options before the grass and shrubs relented to the spectacular rocks of the mountainside above.



## Rosie leaving the Dhauladhar for ShagDugh

The mighty Beas river leaves its source, the Beas Kund glacier, and plunges through the Solang valley on the way to Manali, before flowing down the Kullu valley where it separates the Dhauladhar from the Pir Panjal ranges. Finally, it enters the spectacular Larji gorges, best viewed from the rough and precipitous national highway 3, before emerging through the Himalayan foothills at Mandi on its way to the Punjab. Whilst the river, with the exception of the gorges, generally eases in seriousness along its descent, the same cannot be said for the paragliding landing options. The Kullu is famous for its orchards, but other than the riverbed in the dry season offers few desirable valley-bottom touchdown options that are not criss-crossed with power lines or packed with villages. High up the Beas, Manali is a laid-back hippy cum tourist town, at the foot of the famous Rohtang La, on the once-tortuous overland route to Ladakh. It holds mixed memories for Rosie and I, but is a place I have wanted to fly to from the very start of our Bir adventures. We first imbibed too much of the Manali's flora 25 years ago, but tragically Gary, one of our kayaking friends from university days, met his untimely end paddling the Beas in 2006.

After scouting the hillside at altitude, it was clear that the chosen area was a gem, offering a commanding view of the surrounding peaks and set far enough up and back to be isolated from pretty much everywhere. However, the sizeable camping area meant that Rosie and Toby, who were simultaneously on the ground to investigate our night's bivvy options, initially landed 500m apart. Bennie and I played in the afternoon thermals on the cliffs above camp until a consensus was reached. On the ground we congregated around a little alpine puddle at 3600m with shrubs and a stream valley for water off to one side and the remains of a shepherd's stone shelter with fireplace the other. It was an idyllic spot which we had to ourselves for all of half an hour, when seemingly out of nowhere Kinga and her four US guidees appeared overhead. The initial disappointment of having our solitude interrupted soon dissipated as they proved good company and added to the tales around the campfire.



## Cold morning in ShagDugh with Hanuman Tibba in the background

With the exception of Kinga, none of us had been to Shaggy Dog before and how we got there formed a considerable amount of the excited babble that emanated from the fire until even that could not keep us warm. In our case the journey started four years ago when listening to Brian and Richie's tales in a Bir café one non-flyable afternoon. They described an isolated spot at the end of the Kullu from which you could explore the surrounding 6000m peaks and that was protected from the katabatic flow of the Rohtang pass. The seed was planted, but for various reasons, covid and perhaps lack of collective cojones included, Richard, Rosie, Toby and I had not ventured that far up the Kullu.

After several exploratory missions north of the Sari pass, we had planned for the previous day to be our introduction to ShagDugh. However, super stable conditions on launch, a slow, tricky and late climb out, with the clouds over the back building all the while, put paid to that plan and we turned halfway when the advancing snowstorm threatened to forcefully curtail activities. The next morning turned out to offer a better opportunity and within an hour of launch we had climbed out, crossed over the back and were leaving the cat's tail heading northeast. Bennie and Toby were leading the way, whilst Richard, Rosie and I stuck together. Unfortunately, Barney had opted to bivvy on dam ridge the previous night and without communication was set to miss the adventure.

Base over the back was 4400m and rising as we headed north, with a far less threatening sky, and it was soon clear that we were not going to be constrained by Sari pass. We headed directly over the dead-end valley south of Thangahar getting to 4800m and weaving our way along a spectacular snow-corniced ridge. This provided an opportunity to change positions as Bennie and Toby missed a climb and we did not see them again until the Solang valley. A long glide offered time to relax a little whilst soaking up the high mountain scenery, before the next climb saw Rosie and I almost 1000m above the beautiful holy lake of Naag Dhumal Saur at 4300m.



North of Sari pass



## Richard heading for the Kullu valley

Heading north along the spine of the Dhauladhar range, freezing our bits off at 5300m, Rosie and I parted company with Richard west of Manali. His two-prong plan, brewed en route, included making it back to Bir for a huge closed-circuit flight (it's all about the points) as well as picking up Barney and joining us at Shaggy Dog the next day. All very well except that Rosie, Toby and I had planned one night out with one extra night's emergency rations. However, that was tomorrow's problem, now was time to enjoy one of the most mind-bending flights any of us had accomplished.

The next day was a slow start; leaving the tent before the sun had cleared the 6000m peaks in the Pir Panjal range east of the Kullu we were met with bitter cold and frozen solid ground and puddle. As the sun eventually warmed up our slopes, a light breeze could be felt, but not convincingly and the cumulus clouds were stubbornly refusing to pop. We waited, climbed above camp a bit, watched to see if Kinga's group would launch, waited again, all ready to launch but holding back for someone else to commit. The stakes were high; if it was too stable and you could land below camp then a good high-altitude hike up would follow. If you had committed completely and had to land at Solang then this would be anywhere upwards of three hours!

In the end I lost the patience game at midday and took off just above our bivvy spot. As soon as I had started soaring and circling up the gully next to camp everyone was off and we collectively climbed out. It was at this point we realised that nobody had an actual plan, or if they did it was not shared other than to "fly around a bit and land at the same spot". Kinga's group headed off towards Manali in an unsuccessful attempt to escape the Kullu valley and head back to Bir; Rosie boated around in the valley, Toby headed over to Friendship peak, whilst I, after some dithering, followed Bennie across the front of the Rohtang La and on towards Bhriagu lake. It was tempting to head further east into the big mountains, but conditions did not seem appropriate, it was already gone 2pm, I would be on my own, plus Barney and Richard were now on glide for Shaggy Dog. So, after a mere 2 ½ hours in the air, I retreated before needing to find another climb. My decision to head to camp proved insightful, or rather lucky, as Bennie had not made it back. He landed at Vashit in the valley bottom near Manali and hiked up further south in the morning to attempt to fly back with us.

Another amazing evening and freezing night at ShagDugh followed, with only one light visible in the whole valley. The following morning dawned with some clouds in the sky, less of yesterday's stability and low rations and gas for a few of us. Barney and Richard were off first and after a little scratching headed for the rock wall behind camp and started to climb; Rosie, Toby and I were soon airborne as well. By the time I had crested Patalsu peak, Barney and Richard were already heading north, away from Bir, for an attempt to circumnavigate Beas Kund before heading south. The lure of the amazing rock walls, glacier rim and views into the Lahaul valley were too much, and I set off ten minutes after them planning to catch Rosie and Toby on the flight home.

The south facing rim of the Beas Kund was a huge fold mountain of exposed and dramatic rock nappes; this was soaring on steroids. Passing Friendship peak, a popular Manali trekking destination that is a relatively insignificant top from the air, and heading over the glacier was even more mind-blowing. However, the best was yet to come as the southwest corner of the basin, and in fact the whole Dhauladhar range, is dominated by Hanuman Tibba, a 5900m iconic peak. We flew along the northeast flanks at heights up to 5400m with massive ice fields below, pinching ourselves not just to check our circulation.





## Hanuman Tibba from the north

Leaving the Beas Kund I decided to cut the corner over a high rocky col in an attempt to catch Richard. This proved to be the first of many such low-clearance, pant-staining manoeuvres in a day that was easily my most intense and difficult in the air. The initial amazing conditions at the head of the Beas succumbed to the more stable air in the Kullu valley and getting enough height to cross the many ridges required to get back to Bir proved a lot more taxing than the journey out.

Desperate soaring close to the terrain in order to exploit the weaknesses in the stable air, with few or no visible landing options at some points, whilst being forced well away from the high ground and known terrain started to take its toll on our number. Staying together was proving impossible as some scraped over cols whilst others took circuitous routes towards the valley. I was stranded several times and after realising that height was hard to come by, decided pushing on regardless was my only chance of making it back that night. Rosie succumbed on the slopes high above Pangan, worried about finding a safe landing in the valley, whilst Bennie and I caught up with Barney and Richard when they misjudged a col crossing.

The day was advancing, 15:30-16:00 over the back in Bir is far from ideal, and getting high above the terrain was still proving impossible, so spur hopping was the only option. Richard pushed on at one point but was soon isolated with not enough height and had to land before dropping below the tree line. Barney and I were also stuck one ridge back with Richard kindly reminding us that we had no immediate landing options should we not gain any height. Barney made a dash for the valley whilst he could. Bennie and a lone Skywalk appeared and collectively we cleared Richard's bivvy ridge and made it to horse-piss lake at the top of the Prasha ridge. Bennie being lowest decided to touch down for the night as we scraped through, whilst the Skywalk and I soared the bowl to the southwest where a single below-ridge-height cloud afforded us an invaluable 200m. We hugged the terrain south of Sari pass, now in familiar territory, and I set off on the 9km glide to the front ridge uncomfortably close to my minimum altitude for that manoeuvre, aware that the day was shutting down around me.

Arriving on the front ridge at 16:30 with only 300m to spare, I wasted no time soaring below the tops past train station to minus two (the ridge two southeast of launch) where a lack of altitude forced me along the spur. A couple of gliders circling on the end initially attracted me, but once I realised they were in zeros and were in danger of getting stuck I pushed on straight-lining it to the landing. Fortunately, the west wind was not strong, and the air was buoyant meaning I arrived with 200m to spare at 5pm. Relief, joy and a delicious chana burger greeted me before a welcome shower and change of clothes. Toby was the only other one of our team of six to make it back, via a very different route to me, and we spent the evening swapping stories and tracking the progress of the others who were scattered at various points in the Dhauladhar looking forward to another hungry night under the stars. The Shaggy Dog adventure was easily the highlight of our trip, and as Toby, veteran of 19 seasons in Bir, stated we need to make it a regular bivvy spot in the Bir itinerary as there is so much more to explore.

Reference: [Richie's adventures Shaggy Dog blog](#)



## Guerilla Marketing Campaign

It's the New Year and time for a clean out. If you're recycling those old Skywings mags make sure they end up at one of these places....

Hairshop, Gym, Coffee shop paper rack, Train Station snack shop, College cafeteria, Mountain Hut, Barracks, Youth Hostel, Campsite shop/snack store, anywhere I haven't had the imagination to put down.

We have an idea brewing to get a load of stickers printed that can be stuck to magazine covers before being dropped off. The sticker will have a QR code and URL pointing to a page with info about getting started with paragliding.

Anyone who has a bit of graphic design skill and can share some time, please get in touch with a committee member.



# Coaching

Pete Logan, Chief Coach reports

**Pete asked ChatGPT:** Could you make the article longer and talk about specific paragliding techniques that could be improved.

**ChatGPT said:** Sure! Here is a revised version of the article that focuses on specific paragliding techniques that intermediate level pilots may want to work on improving:

As an intermediate level paraglider pilot, you have likely mastered the basic skills of launching, flying, and landing your paraglider. Now, it's time to take your flying to the next level by focusing on a specific aspect of your technique and working to improve it. Here are some steps you can follow to do this effectively:

Identify an area of your flying that you want to improve. This could be something specific, like your accuracy in landing, or something more general, like your overall flying efficiency. Some specific techniques that you may want to work on improving include:

**Turning:** As a paraglider pilot, being able to turn smoothly and efficiently is essential for navigating through the sky. You can improve your turning technique by practising different types of turns (such as flat, wing-over, or spiral) and focusing on maintaining a consistent bank angle and turn radius.

**Thermalling:** Thermalling is the art of using rising air currents to gain altitude. To become a proficient thermic pilot, you will need to develop a strong sense of feel for the air and practice identifying and climbing in thermals.

**Cross-country flying:** If you are interested in covering longer distances, you will need to learn how to navigate effectively and make strategic use of the wind and terrain to your advantage.

Analyse your current technique. Take a close look at how you are currently performing the skill you want to improve. Are there any specific habits or behaviours that might be holding you back? Make a list of these areas so you can focus on them during your training.

Seek feedback from a coach or experienced pilot. An outside perspective can be very helpful in identifying areas of your technique that need improvement. Your coach or mentor can provide valuable insights and suggestions for how to address any weaknesses you have identified.

Practice, practice, practice! The only way to truly improve your flying technique is to get out there and fly as much as possible. Make a plan for how you will incorporate focused practice on the skill you are working on into your regular flying routine.

Monitor your progress and make adjustments as needed. As you practise and improve, pay attention to how your flying is evolving. Are you making progress in the area you are focusing on? If not, you may need to adjust your approach or seek additional help from your coach or mentor.

Remember, the key to improving your flying technique is to be patient and consistent. It takes time and practice to develop new skills and habits, but with dedication and perseverance, you can make significant progress. Good luck on your journey to becoming a better paraglider pilot!

**Real person here again....**

I did want to be specific with this coaching article and I did wonder whilst playing about with the ChatGPT AI model how good a job it can do at talking about specifics; real, tangible improvements we can all make to flying. As you probably noticed it all makes sense but what it's saying is vague and definitely non specific.

The reason I wanted to be specific is that with it being New Year, you may have a whole set of other things nagging at you for improvement, plus tax returns, flying holiday choices to make. The list goes on. I'm saying choose one technique to work on or one attitude to change that you think is going to make a noticeable difference to your experience of flying.

One change is definitely doable and something you will stick with. You've probably already got what it is for you in mind right now but if you're struggling for ideas then maybe think about these:

- Tightening your thermal turns.
- Build a wall and launching from your glider being balled up or non ideal layout.
- Smoother getting into harness after TO so you're aware more quickly.
- Every landing is on a spot you choose.
- Using specific tasks if turbulence is making you nervous.
- Building up to wing overs to sharpen your timing.
- Swoop flares.

That last one is going to be mine. I want to combine it with my practice of choosing my spot to land. It'll help with my timing of brake inputs and be a challenge to get right consistently. Good luck choosing and working on yours this year.

BTW I hope you weren't too freaked out by the picture. That was created by an AI model too.

## **Safety - Reserve Repack Day - Saturday 11th Feb**

Clive Sury reports

Please note that the DHPC Reserve Repack Day has been booked for Saturday 4<sup>th</sup> February at Ilkley Grammar School – B Hall from 10am to 2pm.

Details of this event have been posted on the DHPC website and forum. However, in case anyone has missed this points to note are as follows:

1. If you would like to attend, please register your interest noting your make and model of reserve for reference by emailing me at [safety@dhpc.org.uk](mailto:safety@dhpc.org.uk)
2. The fee is £10 – this is to cover fuel expenses for Guy Richardson, Gingernomad and his assistants. This should be paid in cash on the day to me – Clive Sury
3. At the beginning of the day there will be a short briefing session after which people can re-pack their reserves themselves.
4. This session's purpose is to oversee people re-packing their own reserves, it should not be viewed as a re-pack directly undertaken by a qualified person. Instruction will be given but essentially this is a DIY exercise. Alternatively you can leave your reserve and harness with one of the qualified packers who will professionally repack it and provide a certificate to prove it. This service attracts a different fee and no guarantee can be made that the job can be done on the day.
5. Note that certificates are required for SIV courses.
6. Regallos & Beamers will not be repacked on the day as they are too complicated and time-consuming. Please see point 4 regarding professional repacking of these if required as a separate service.
7. Reserves over 10 years will not be repacked.
8. Discounts on new reserves will be available on the day and a small amount of spares are available from Guy

9. Please ensure you are familiar with your repacking instructions. It is strongly advisable to have a printed copy of instructions on the day since electronic devices are not as clear. Manuals are available for your reserves online.

10. We have the hall from 10am till 2pm and have to out promptly at this time as there is another event after us. Therefore, please allow for this time and ensure any rubbish is taken with you.

## Northern Challenge Series (NCS) 2023

Ed Cleasby reports

The NCS opens for 2023 on the 1st February and closes 31st October - as previous years. I'm currently in the process of updating both the tasks for the MAIN and HIKE and FLY sets, along with any updating of the guidance, rules and scoring notes - any changes other than to tasks will be very minor, mainly just a roll-over. If you're new to the NCS all information can be found at <https://www.xcflight.com/northern-challenge-series-2023/>

With regards to the tasks. I've taken on board suggestions both in terms of difficulty level and new tasks. A few older tasks that didn't prove popular have been removed or altered slightly. The odd one focuses on a previously unused site or has been tweaked. My dislike of the GRIDS has grown ... and some have been deleted to archive - still there, just no longer part of the NCS. If you attempt any tasks please use the latest, 2023 sets when downloading from xcmmap. Ignore any sets marked 2023 that are currently there - they are NOT the final set. The final set should be up before 20th Jan. and posted on the forum and various groups.

Awards are as per 2022, but a new one for leisure class (ENB and below) may be introduced.

Any questions re the NCS should be directed to me please in the first instance ... if they require being forwarded to Chris Foster for a techy answer, they still need to go through me initially.

**Photo:** Returning from TP3 on the new Tailbridge/Mallerstang task - looking north along ridgeline.



# Lasing the Clouds Away

Daedalus reports

The weather, in particular rain, is still annoyingly beyond human control. Even the most careful cloud seeding cannot deliver its rain to any particular point. Daedalus plans to remedy this technical deficiency and points out that if you ejected an electron from a cloud droplet, it would be left with a positive charge. The ejected electron would soon lodge in an adjacent droplet, which would acquire a corresponding negative charge. The two droplets would then rush together under their electrostatic attraction and coalesce. Repeat the process within a cloud and all the droplets would grow steadily by repeated coalescence until they fell out of the cloud as rain. The obvious way of ejecting electrons from cloud droplets is by using the photoelectric effect; Daedalus calculates that ultraviolet light of 100 nanometres wavelength or less is energetic enough to work this trick. Furthermore, there are so few droplets in a cloud compared to the photons in a U.V. beam that a mere watt or so of radiation should be ample for the job. So, the DREADCO high-precision weather machine is simply a little steerable UV laser pointing at the sky.



At last, the sombre British climate will be tamed. From the steady overcast, or the scattered clouds, the farmer will be able to cut out a swathe to fall precisely in their own fields. The ceremonial gathering or threatened garden fete could pre-emptively discharge just the required section from an approaching storm and steer it into a suitable canal or reservoir, leaving the celebration bone dry while rain swept past its outer boundaries. A second laser aimed at the Sun would bore a hole through the murk of just the right diameter to bathe the proceedings in a precise spotlight of sunshine. Who knows? Maybe even flying competitions could be a realistic proposition in the UK? The strange circles and oblongs this carved from the cloudscape would look rather odd, but turbulence would soon heal them, so that communities downwind could employ the same tricks again. Indeed, this new form of skywriting will enable advertisements, political slogans, and graffiti of all kinds to be transiently engraved into the scudding

cumulus. But the sudden flash-flood rainstorms thus unleashed on the watchers beneath might dampen their enthusiasm for the products or policies recommended in this striking manner.

Daedalus 4th December 1980.

## Best of the Internet

Joel Rosengarten reports

So it finally happened, after a 2 month grounding due to work and some of the weirdest weather ( [https://www.cpc.ncep.noaa.gov/products/analysis\\_monitoring/enso\\_advisory/ensodisc.shtml](https://www.cpc.ncep.noaa.gov/products/analysis_monitoring/enso_advisory/ensodisc.shtml) ) since I started chasing the wind 6 years ago with my kite and board I had a coastal flight at blackhall colliery with some of the sky god's in the nysc.

I managed about a half hour flight in laminar conditions but some quite strong gusts, before rain stopped play and we went for coffee.

Without any chance of ground handling at the field near me my currency was particularly low and my enjoyment of being in the air was high so when the gusts came in and blew my wing back it pitched forward and I just sat watching it a few times before the memories of Dean, coaches and other helpful pilots came to mind saying that I should probably be flying more actively and not just sitting like a pudding watching my wing pitch and passers by play with their dogs.

So the theme for this month is keeping current when flying isn't an option. The obvious do your ground handling mantra comes to mind but I've already touched on the subject in an earlier newsletter so I'll see what I can find and maybe change the theme to 'people doing stoopid shiz' as it's the festive season and there'll be an endless amount of paragliding Santa's.

[Paragliding Forum - View topic - Maintaining Currency \(Active Air Substitutes\) - new](#) here's a forum post on the subject. The author makes a good point about stepping down, high b to low b, if your lifestyle changes and affects how many hours you can fly. I'm not sure if it's scalable though. I don't think a million hours in laminar air will help in 10 minutes of active air, more likely to be the other way around.

[SIV: Your questions answered \(What to know BEFORE your Course\)](#) loads of siv videos on YouTube, picked this as it answers most questions you might have. I've also been told by a top pilot in the nysc that the first siv course he did put him back 6 months due to the extreme nature of the activity. Something to consider.

[Coaching - The Dales Hang Gliding and Paragliding Club](#) scroll down for some top tips on currency.

[Why and how should you keep a paragliding logbook](#) info on the importance and the uses of keeping a comprehensive flight log. I admit that sometimes I record my flights on xcontest and sometimes I don't. I never make notes of the weather or what I've done in the air. This was also discussed on our WhatsApp group so here's some links in case you missed it <http://paraglidinglogbook.com> <https://www.dhpc.org.uk/forum/viewforum.php?f=22> you can check other folks flight logs and compare your day to theirs and see what you did right or wrong. You can also use it to help with currency.

## Members Photos and Link

[Souquest`.' - YouTube](#)













