

Skywords

Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Kate x

Thursday 6th September 2012

CLUB NIGHTS ARE BACK!

Join us on the first
Thursday of each
month at 8pm:

**The Black Horse
Otley
Westgate
LS21 3AS**

DHPC Pilot's including Simon Goodman



share their experiences, slides & film of
flying the Zillertal Valley Austria, Nepal
and lots more.....

Possibly Ed's Coaching Column Live!!

Check September's issue of Skywords for more details

Inside this month's issue:

- Chairman's Chat
- Pennine Parafest
- Dales Bash
- Inter County Comp Results so far
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Chairman's Chat

As you will read elsewhere in this issue we have found a new venue for our club nights – The Black Horse in Otley. The function room has been refurbished complete with projector and screen, and the place is just about perfect for our needs. We held our first committee meeting there last night and I can personally recommend the early bird menu (5-7pm) – 2 courses for £5.95 and there's a lot more good stuff on the menu. I haven't quite decided whether I prefer Timothy Taylor's or the Copper Dragon yet; more tasting required!

Also in this edition is our first amendment to your hard copy sites guide. Whilst it's fairly easy to keep the website up to date, it's always useful to be able to refer to your hard copy. I tend to keep mine in the car. It's up to you what you do with the amendment – manuscript amendments (recommended), print and paste/staple or just read and remember.

We have decided that we need a more prominent area for coaching on the website and Alex has been tasked to create a new page for it.

Kate has reluctantly decided to cancel the Dales Bash, mainly because so few are willing to commit to a weather dependent event. She will expand on her reasoning in this issue, but we have to accept the fact that most of our members live some distance from our main flying sites. You are willing to travel to fly, but not to socialise.

Trev is trying to find a supplier who will produce club clothing/mugs/etc. The club is happy to fund the design software/set up but is not prepared to hold stock. Once a supplier has been identified individuals/groups will be invited to place orders.

Trev is also getting some A3 laminated signs 'Glider Pilot – Need a lift please' made up. These will be given out free at the next club night. I hope to see you there.

Fly safely,

Martin Baxter
Chairman

Dales Bash – unfortunately I have decided not to run the Dales Bash this year due mainly to a lack of interest from members in a flying/social event. We need a certain amount of interest to warrant spending club funds on things like a loo, entertainment and BBQ food etc. Sorry folks maybe next year.

Kate

PSC Parafest

Chipping 6-8th July



Simon Goodman

Given the weather over the last few weeks hoping for a flyable window at the PSC Parafest may have been considered 'optimistic' at best. Apparently a few brave souls did arrive Friday night after the flooding had subsided, but the majority showed up Saturday morning. The forecast was for strongish easterlies with a chance of showers, but soaring in Parlick east bowl seemed a possibility at least. As I'd only managed about 90 mins flying time in the last month I was happy to take whatever I could get.

From late morning onwards there was a bright sky with periodic sun. A good crowd of 30 to 40 pilots were on take-off, but only a few Dales pilots were present including myself, Kate Rawlinson, Alex Colbeck, and newly qualified CP Mark Gilthorpe.

A strong breeze proved ideal for some entertaining speed wing antics from the Pennine guys, but apart from a few top end cross country wings, full sized paragliders remained packed up. After a few hours of parawaiting, the odd big wing pilot started to head despondently down the hill. Then around 3.15pm, Kate also decided to call it a day as there seemed little prospect of a drop in the wind. Her sacrifice provided the required appeasement to the Wind Gods, and within 15 minutes of Kate's departure, we were enjoying some excellent soaring in the bowl. After 30 minutes or so, the sun came out, and regular thermal cycles started blowing through. I picked up a few good climbs, and eventually followed one to about 3500ft, just short of cloud base and way over the back to the west.

Five of us, (Phil Colbert and one other on a racy Niviuk wing, plus 2 Pennine pilots on 1-2s) drifted off downwind, following a lifty line under large grey cumulus. By the time we reached the M6 little height had been lost, and there was another climb to top up on. Towards the coast the sky was mainly filled in with only a handful of sunny patches, but we were able to drift along in zeros and +/- 1m/s. A large patch of sunny ground was visible on the outskirts of Blackpool but it proved just out of reach with myself and another pilot landing by Little Singleton for 25km, and just 7km from the sea. Only Phil got further, reaching the coast and landing in a football field by Blackpool railway station (he was going for the beach but the tide was in!). The retrieve was courtesy of a friend of the pilot I landed with, and that in itself was

interesting, consisting of four people and two paragliders crammed into a mini! The flight was my first UK XC, so still feeling quite pleased even now.

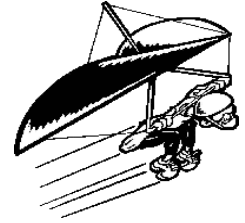
Mark Gilthorpe had a great soaring flight around the east bowl maintaining height in the lulls when other more experienced pilots were sliding down the hill, flying for 1 hour 20 mins and getting 1200ft above take off. I believe Alex made some kms, but I'm not completely sure just how far he got.

The evening bash in Chipping was excellent fun with the obligatory beers and banter. A few more Dales faces, including Toby Briggs arrived in time for the party. The camping was comfortable and rain free! Very early Sunday morning provided some soaring opportunities on Parlick east face for the unnaturally keen, and a few paramotor flights, however, breakfast in the Cobbled Corner seemed like a better option to me – the right choice I think as the wind had switched off by 9.30. A crowd headed over to Longdridge around 11-12, but nothing was on, and a few showers threatened, so everybody drifted home.

Overall a hugely enjoyable weekend, and many thanks to the PSC for organising it.



Noticeboard



Our New Club Night Venue

(well actually an old one we have gone back to)



The Black Horse Otley

We have sole use of a re-furnished function room with overhead projector, screen and wifi it's perfect. Food is also available downstairs; the committee will selflessly try the food (and beer) out for you at their next committee meeting ;-)

Don't miss our Club Nights on the first Thursday of every month through until April 2013 we have some excellent speakers lined up.

Free parking from 5.30pm just across the road, check out the menu at:

<http://www.otleypubclub.co.uk/otley-pubs-present/the-black-horse>

DHPC ALGODONALES OCTOBER 2012 - October 27th - 3rd November

andalucian
experience

SOLD OUT




I'D RATHER BE PARAGLIDING



Ed's Coaching Column The Art of Out-landing

A good landing is one you can walk away from – anon. Early aviation pioneer.

This month's column is devoted to out-landings. Out-landings being defined as other than officially marked top and bottom landing areas. The intention is to give some insight into the thought processes behind the careful selection of a safe landing place, both before, during and especially in the latter stages of a flight. There are few distinctions between a short 10k hop and a long 100k flight, although mental fatigue may come into play more at the end of a long draining flight.

As always, these are my own thoughts and techniques; others may do things a little differently yet be equally acceptable.

Most early flying tends to be on familiar sites with good advice on where to land, where to avoid and the sort of approach to make. Should it go wrong (because you won't be alone on the site will you) help is often quickly to hand. Landing out, even a few kilometres away can be a more serious affair even with minor injuries especially if it's a bit remote and with a mobile signal that can't be relied on.. Whilst out-landings may seem for the XC orientated there are also many unplanned or forced xc's due to changing weather or pushing a little too far along the ridge. Regardless of whether you can't make it back or chose not to, any landing away from the hill is an outlanding. Therefore it's useful to know a little about preparing yourself in terms of what to look for in assessing a safe place to put down; this often ends up as on the job training. We learn from experience.

Perhaps coming from a hang gliding background I am always very conscious of the need for careful selection of a good landing field. Because hang gliders are faster and less forgiving to land I became quite drilled in the attention to slope, terrain, size, wind direction, obstacles and upwind turbulence generators. To get it right meant earlier and higher decision making. Unlike paragliders pushing it low into tight valleys or congested and restricted areas wasn't healthy. Most of the time landing out on paragliders is quite simple, it still requires concentration and planning. In fact I would go so far as to say that statistically out-landings are far safer than on recognised site landing fields.

Landing out may be easy (with care and thought) BUT requires some demystifying. Advance knowledge helps. I know the area I fly in pretty well, not just through flying but also driving and walking it. For example, if I drive up Bishopdale I have a habit of mentally noting possible landing fields or hazards like power lines. Over most of the Lakes/Pennine and Dales areas I would say



I'm pretty familiar with the valleys, fell sides and where the minor roads lie. Familiarity breeds confidence. The lie of the land can all look quite different from above and in some ways quite intimidating and confusing. Fields seem smaller, valleys tighter, moors more remote you're often alone. It can be wonderful away from the comfort of the ridge and all those gliders, but it can also be a little scary too. So the first advice is to **become familiar your flying area.**

XC pilots spend half their time studying maps/Google earth/tracklogs/talking to each other and planning. If you intend to seriously fly away from any ridge in the UK you need to know your Airspace. So get an airmap. XCplanner is also good for layering the airspace to make more sense of it. You'll see there are places you cannot fly, therefore any outlanding within say an ATZ or D area is out other places are restricted in some way by prior approval or even days of the week. Some sites have more local restrictions agreed (Stags and the moors behind are a good example). This is still all part of pre flight briefing. Knowing exactly where you are when at 5000' is not easy so a good gps with a map of airspace on is fairly essential if you intend to fly far even in the Dales you need it after about 20miles.

The second point is **know where you are and can and cannot go** (in some cases legally)

Every XC flight eventually ends in a landing. Very rarely does anyone know where they will land exactly unless it's a short downwind agreed hop. At the moment I would say half my flights are pre planned (to some degree.... but not the landing) and half are opportunist. Only once in the last thirty flights have I known a landing field from previous acquaintance. Even with hindsight I have to say they have all been good choices not because of any special talent but because it's not difficult with a bit of care.. I may be a bit unusual in this, but from the moment I leave the hill until my final approach for landing I give some thought to landing; especially when getting below about 1000'and regardless of how far I've flown and still hoping to get back high. The reason for 1000' is that however good our paragliders (or you) are you can find yourself on the ground in little more than five minutes from that height and with a decreasing search area (roughly an ellipse mostly downwind). The sooner you find a safe place to land then it can become secondary to concentrating on that elusive low save. Good pilots often work the low save option down to a few hundred feet, but with the landing option always over their shoulder. Check some tracklogs. BUT don't fly into the ground in your fixation with staying up it has been done!

Once climbing and established in a thermal, regardless to some degree of height, I give almost no thought to landing. Such thoughts are negative at this stage and mostly irrelevant. The sheer act of thermalling provides constant 360 degree scanning of clouds, route, thermal source/indicators, terrain etc. Because I'm quite cautious I do consider landing as a distinct possibility when working out my general route however. This is more the case if it involves big moorland or forest crossings, remote mountain areas and airspace. The rule that applies is that the lower you descend the more landing options need to be considered, route decisions have put you where you are. If that happens to be over a hugh forest then you better pray for a large clearing free of stumps, over a large built up area, a big playing field, hemmed up against airspace needing a light enough wind to get forward. In other words route decisions made when high can catch you out later if you leave it too late! Probably the worst that can happen in the Dales is a sweaty few hours walk out from a moor. (This Spring a hang glider pilot pushed it a bit far and ended up with six hour

walk out in the Highlands). You'll hear plenty of retrieve stories but less of the arrival in a bog, tree, tall barley, wrong side of a river etc. For that to happen something went wrong at some point. My favourite is the Lakes pilot who took refuge in a tree to escape excited cows and phoned the rescue services. They wouldn't even enter the field he landed in.

Third point. **Don't leave the planning or actual landing too late**

Whether you do 10k or 100k there comes the inevitable landing. If you've thought about this at 1000' then you'll have a field in mind. Well actually field B and C too.

Wind direction is vital. There will be no windsock but there are always other sources and don't assume the wind strength and direction match the hill you've left several hours before. A good set of instruments will give a fair indication at height but once lower, ground reference points are more useful and accurate. In fact you should be 100% visually focused on the ground and surroundings, not instruments readings. I often change my mind on fields as I get lower. It may be that I notice poles which equal power lines, it may be tall trees upwind and if it's quite fresh this could equal turbulence. The pleasant green field could be 2' of crop; if twin coloured split by an electric fence. I'm very much a no stock in the field person. Sheep with lambs could mean angry farmer; cows could mean angry cows, golf courses are full of weird unpredictable hazards including the players. On the approach into the field I look for the gate out and often how the roads/tracks run.

Wherever you land the chances are you are on private land, for that reason alone I think it pays to try to be inconspicuous and be able to demonstrate that you did give consideration to where you landed. Farmers can get angry if you choose a field with a crop or young excitable stock. Rarely are they upset if it's an empty field and you explain why. Walk your balled up glider to the edge of the field and pack up there.

Final point Always give yourself options, be flexible and read the wind and terrain signs.

To summarise:

- know the area you fly as well as you can before you fly off into the blue yonder
- know the airspace and any restrictions. Be able to read airmaps and use a gps.
- know the weighting you need to give to landing at different stages of your flight
- be aware that poor route choice can limit your landing options
- know how to select a landing field and give yourself options.
- be flexible in your decision making if need be
- know how to assess wind direction/strength
- if strong winds, chose big open areas that are soft. Know how to kill the wing.
- know how to assess terrain types.
- expect possible low level turbulence; usually it smooth's out in final few feet.
- valleys are OK, valley junctions can be turbulent
- know the types of possible hazard and how to spot them
- be prepared to fine tune your final approach
- carry your mobile in an easy to get pocket for emergency use
- be discrete after landing and polite if challenged.

Retrieves? Don't get me started now that's where the real adventure begins.
Did I ever tell you about

OTHER:

The weather has so far made coaching days a non starter. But we continue to try. By the time you read this the one called for tomorrow (14th) may have been a wild success that bucked the trend or not! A number of people have gone out with me on an occasional basis. Often this works best as we can be a lot more flexible if terms of when and where. Could I also urge you to use the Club Coaches (every Skywords has the list) and ask if people will help you gain experience.

Late News:

The coaching day on the 14th actually came off. Few were inspired enough to chance it but we did fly and we did fly two sites, one of which, Brantside was a new site to most. Thanks to Tam, John Parsons, Phil Dale, Mark SG and the coaches Kev and Neil for being there.

After sitting out a light shower in the Creamery café we ventured up to Wether. It was pleasant enough, but zero wind. True to forecast it came on and got up to 10mph; enough to soar until the next shower hit. I think we'll say the weather won that one as it rained for longer than we flew.

As it looked better to the west we quickly packed and headed for Brantside. The sun shone (briefly) as we walked across and the wind was perfect on the hill. A mad scramble to get into the air, behind Neil who'd stolen a march on us. Once airborne it was smooth, lifty and at one point I thought XC'able. Of course it was too good to last and after 30 minutes a shower emerged from Whernside and didn't



manage to skirt past us. So we landed, sheltered under the rear door of Phil's van and agreed it had been worthwhile after such a long weather break.



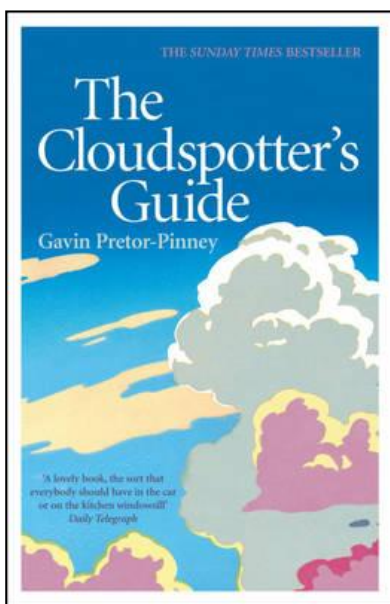
Some pictures plus a short video clip can be found on the forum.

Library News – Melise Harland



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night. If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

If anyone who has an item out of the library would like to write a review over the summer it would be much appreciated, I'm sure people would like to hear someone else's view rather than just mine from time to time, thanks.



Book Review The Cloudspotter's Guide

By Gavin Pretor-Pinney

Reviewed by Melise Harland

This book has 320 pages divided into sections based on the low (cumulus, cumulonimbus, stratus and stratocumulus), middle (altocumulus, altostratus and nimbostratus) and high (cirrus, cirrocumulus and cirrostratus) level clouds with an additional chapter on all the “other” clouds, plus the Morning Glory and contrails.

I admit that I know very few of the names of clouds so I was looking forward to reading this and learning something, but in the end I had mixed feelings about it. It is a bit romanticised and waffly for my liking; I could have done without things like the reference to “convective currents being a glimpse of the soul of cumulous clouds”.

From a layout and presentation point of view there are useful photographs and diagrams throughout. However, the photographs weren't always clear, as being in black and white made some of the thinner cloud formations difficult to see. I personally didn't like the snippets of text in *italics* in the margins as they weren't necessary and interrupted the flow of the main text.

There are some interesting stories, like the one about the pilot who got stuck in a cu-nim after ejecting from his plane. There are also some quite nice science bits about the optical effects of light passing through water droplets, which seem to have been put in to fill up the chapter on cirrostratus in the high clouds section, but these bits aren't particularly useful to pilots.

I really liked the “how to spot” tables at the front of some the sections which give clear, concise information with descriptions. For some chapters these tables would have been

enough for me as you didn't learn very much more of use for flying within the text. To it's credit it has got me looking up at the clouds and trying to remember their names now but to sum up I think this is a book aimed at people who just like clouds rather than actively use them. That said it is an easy read with some nice history and stories and he has made some complex science clear to understand.

Dales Hang Gliding and Paragliding Club – Feb 2012

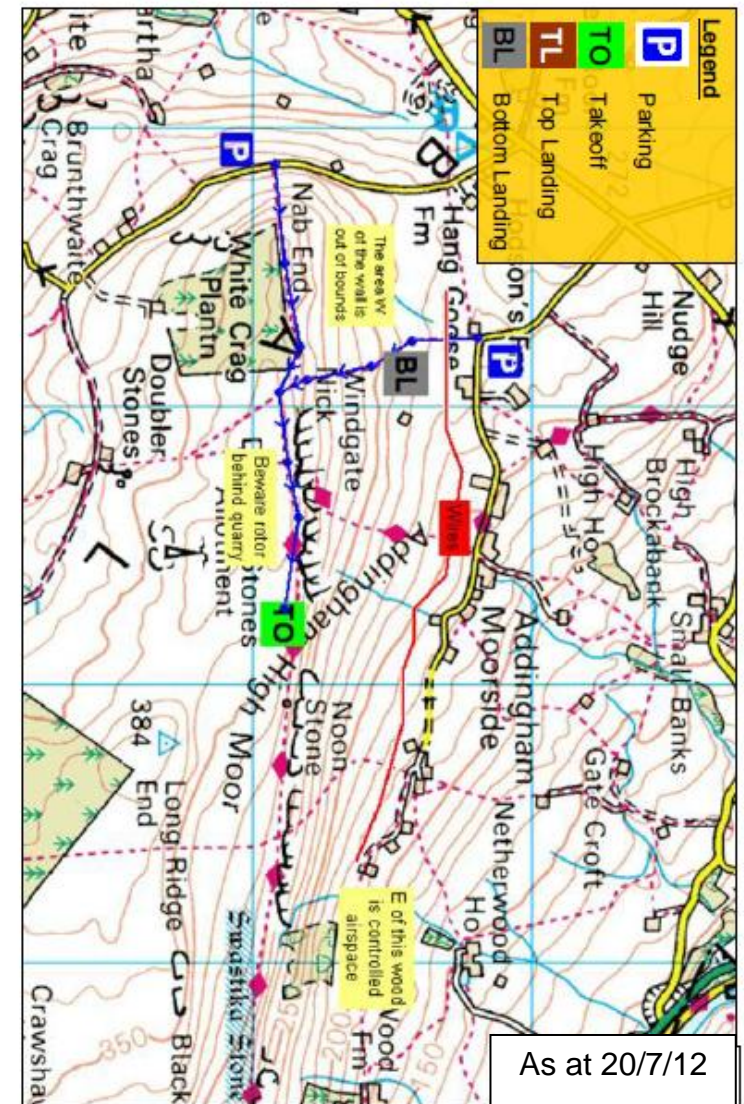
Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@btinternet.com	01765 650372
Kevin Gay	Various	Ripon	krGay@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balm forth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillett	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrBaxter@hotmail.co.uk	07775785479
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Kate Rawlinson	W/e's and school hols	Laneshaw Bridge/ Colne	katerawlinson@hotmail.co.uk	07976510272

Site Name	Addingham Moorside
Site Code	17.050 (use for Notams mid week)
Grid Ref	SE 078 471
Wind Direction	N – NE (000 – 025)
Height	1200ft AMSL 300ft top to bottom
Grade of Flyer	Experienced
Parking	Without blocking the road or track at the house on the right as the road turns left. Alternatively park to the west and walk up the shoulder.
Access	Follow the public footpaths. Walk beyond the quarry for the best T/O and T/L. B/L on the moor outside the enclosures.
Telephone	Good mobile coverage.
Capacity	Six, a hill of reasonable length, but with a narrow lift band that limits numbers in the air.
Hazards	HT cables near the road. Be careful not to overshoot. Rocky ridge and slope. Cross wind landing required in the bottom landing field. Likely rotor behind the quarry. Heather snagging your lines.
Rules	This site is below controlled airspace. Stay below 3,000' AMSL. Do not fly east of the walled wood on the ridge (opposite Netherworthy House) as this takes you into controlled airspace (down to GL).
Owners	TO: Mr A. Fothergill, The Bungalow, Doublerstone Farm, Silsden, 01535 652038. BL: David/Philip Croft, Lumb Beck Farm House, Moorside Lane, Addingham Moorside (TBC).
Comments	A long walk. Interesting RAF memorial to the crew of a deHaviland Mosquito that crashed here in 1943



BPCup Final Round = Peaks.

The silence on the forum regarding the direction and future of the Cup, if it has one, has prompted a radical suggestion for the Peaks round. With the absence of any forthcoming 'future event organisers', we, the current incumbents, propose the following.

Entry to the Peaks round will be £50 for those that have previously supported the cup and £75 for all others. The remainder of the cash required to run the 7 day event will come from the remaining funds and is, in effect, repaying those that contributed to it in the first place.

The Peaks PC club have stipulated a maximum of 60 pilots as stated on the Cup website.

There will be a decision day, Monday 13th August when we will inform the Gliding club of numbers. This is a bargain even if the weather turns out to be 'inclement'!

The latest contact with the Gliding Club reiterates that the food & beer will be cheap with plenty to do in the area if you bring the family. The camping cost is about a 1/3rd of commercial campsites. The site has a pool table, a full size sailplane simulator, briefing room with projector, fantastic bar, superb food, bunk rooms and decent showers. It's even in the middle of a fantastic area for flying.

So if you want a mini event, so at least one BPCup comp. goes ahead and/or just want to have an extended get together with the usual technical advice and impromptu talks, then please do sign up. If you have already paid, then a balance refund will waiting for you at registration.

As per the constitution, in the event that the series is fully wound up, all assets will transfer to the Paragliding Competitions Committee. Please don't let this come to pass.

Volunteer to be: Meet Director, Treasurer, Webmaster, Event Organiser.

The dates are on the B P Cup web site <http://www.bpcup.co.uk/> - they are the 26th August to the 1st September. Anyone interested needs to go to the website as that is where they can register. There were 28 pilots registered with space for 60.



Caption Corner

Isn't it amazing what you find looking through Google Images lol. This pic of Trevor and Kev was taken at a club night in 2006.....Comments **please** to me at katerawlinson@hotmail.co.uk free pint for the winner at Septembers Club Night.
Kate



One for all you cloud fans



Ancona, Italy

Inter County Comp 2012

The Dales Club has been invited to join the Inter County Comp 2012. This is a new competition, which is open to all, and is to be contested between the three counties, Derbyshire, Lancashire and Yorkshire. Any flight entered into the club or national league will be counted. There are three classes for gliders, and the top ten pilots in each class will be scored. The county with the greatest score total of all the three classes will win the comp at the end of the season. Yorkshire should in theory have an advantage as we have three clubs, DHPC, Cayley and NYSC but as you can see from the current tables it's all fairly even at the moment. Hopefully this will encourage more pilots to enter flights into the league, and will serve as an easy point of reference for you to see what other pilots on similar wings are achieving and help you measure your progression in the sport.

The tables are being compiled by Derbyshire's Chris Jackson who will update the tables monthly.

Keve

Inter County PG Comp 2012		23/07/2012																
Lancashire vs Yorkshire vs Derbyshire																		
Pilot	Club	Glider	Total		Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Pts	Lancashire	Derbyshire	Yorkshire				
EN D group																		
4	Barney Woodhead	Lancashire	Niviuk Icepeak/Peak/Artik	719.2	220.1	174.9	92.8	85.8	74	71.6	10	10						
5	Phil Colbert	Lancashire	Niviuk Peak 2	716.9	220.1	112.2	102.3	98.5	97.6	86.2	9	9						
6	Philip Wallbank	Lancashire	Niviuk Peak 2	693.7	171.5	132.7	114.8	106.8	88.7	79.2	8	8						
12	Mark Wilson	Lancashire	Niviuk Peak 2	508.9	220.1	72.7	60.6	54.7	54.6	46.2	7	7						
15	Helen Gant	Derbyshire	Niviuk Peak 2	466.3	173.6	79.5	79	47.2	45	42	6		6					
19	Ash Ghinn	Derbyshire	Ozone Mantra 2	430.2	172.7	66.5	64.6	51.9	37.6	36.9	5		5					
23	Michael Endacott	Lancashire	Niviuk Peak 2	415.6	174	65.6	47.7	47	46.2	35.1	4	4						
26	Richard Butterworth	Lancashire	Gradient Avax XC3	388.6	124.3	74.6	64.1	53.7	39.1	32.8	3	3						
38	Neil Furnidge	Derbyshire	Advance Omega 8	347.2	121.1	67.1	51	45	37	26	2		2					
45	Andy Wallis	Derbyshire	Niviuk Peak 2	311.8	111.7	66.4	48.6	44.3	27.4	13.4	1		1					
46	Richard Carter	Derbyshire	Ozone Mantra M4	302.6	72.4	57.4	50.1	46.2	39.5	37								
83	Ruth Churchill Dower	Derbyshire	Advance Omega 8	168.5	45.8	32.7	31.8	31.5	14.6	12.1								
84	Alan Ford	Derbyshire	Niviuk Peak 2	167.3	60	43.3	21.2	21.1	11.3	10.4								
97	Phil Steele	Derbyshire	Ozone M4	142.8	52.3	33.3	16.2	15	13.4	12.6								
112	John Stevenson	Derbyshire	Ozone Mantra M4	98.3	32.9	31.1	18	16.3										
202	Kenny Ebbrell	Lancashire	Niviuk Peak 2	13.9	13.9													
EN C group																		
10	Alex Colbeck	Yorkshire	APCO Zefira	623.8	220.1	132.1	93	82.9	53.1	42.6	10						10	
20	Richard Carter	Yorkshire	Skywalk Cayenne 4	427.5	116.4	106.6	70.1	50.6	48.8	35	9						9	
30	David Smart	Yorkshire	Advance Sigma 8	364.4	100.6	84.2	82.2	47.3	28.3	21.8	8						8	
43	Simon Baillie	Lancashire	Niviuk Artik 2	325.9	102.3	90.5	48.5	40.7	25.8	18.1	7	7						
44	Dean Crosby	Yorkshire	Nova Factor 2	322.3	158.2	72.1	50	42			6						6	
59	Gordon Bishop	Derbyshire	Advance Sigma 8	242.5	61.6	46.3	42.5	39.2	30.8	22.1	5		5					
62	Phil Bibby	Derbyshire	Gradient Avax XC 2	237.6	100.7	44.9	43.4	18.5	15.2	14.9	4		4					
64	Paul Winterbottom	Lancashire	Ozone Delta	231.3	76.6	38.1	33.8	30.5	29.5	22.8	3	3						
78	Chris Williams	Lancashire	Niviuk Artic 3	187	98.3	38.4	26.1	13.5	10.7		2	2						
82	Stephen Hudson	Derbyshire	Mac Magus XC 2	169.7	110.7	30.9	28.1				1		1					
87	Rhona Carrigan	Lancashire	Niviuk Artik 3	158.6	45.8	37.7	26.6	21.6	13.6	13.3								
88	David Evans	Lancashire	Skywalk Cayenne 4	157.6	121.7	21.4	14.5											
89	Chris Fountain	Yorkshire	Ozone Delta	156.6	62	44.9	24.9	24.8										
90	Andy Chapman	Derbyshire	Ozone Delta	155.5	76.6	30.3	24.3	13.4	10.9									
93	Denis Walker	Derbyshire	Advance Sigma 8	153.7	46	34.2	27.1	22	12.7	11.7								
104	John Murphy	Lancashire	Escape Stream	118.9	45.4	37.6	13.1	11.4	11.4									
122	Mark Smith	Derbyshire	Ozone Delta	85.7	31.8	21.9	19.4	12.6										
143	Dave Allen	Derbyshire	Niviuk Artik 2	61.1	48.9	12.2												
161	Kevin McLoughlin	Yorkshire	Nova Factor	44.7	19.9	14.1	10.7											
165	Jimmy Piper	Derbyshire	ozone delta	41.4	41.4													
171	Nigel Prior	Derbyshire	Nova Factor 2	36.9	36.9													
173	Austin Pinkney	Lancashire	Gradient Aspen3	35.2	35.2													
174	Andy Archer	Lancashire	Skywalk Cayenne	35.1	14	10.9	10.2											
179	Pat Dower	Derbyshire	Niviuk Artik 3	30.9	30.9													
197	Simon Tomlinson	Derbyshire	Advance Sigma 8	20.9	10.8	10.1												
199	Malcolm Lawson	Derbyshire	Niviuk Artik 2	20.7	20.7													
200	Dale Pickard	Lancashire	Advance Sigma 8	15.7	15.7													
EN B group																		
14	H H Tsai	Yorkshire	Nova Mentor 2	473.1	122.8	114.5	94.5	77.8	31.8	31.7	10						10	
24	Chris Jackson	Derbyshire	Nova Mentor 2	406.1	152.8	74.2	65	43.7	36.3	34.1	9		9					
50	Nigel Brevitt	Derbyshire	Nova Mentor 2	278.2	67.6	63.7	47.6	41.2	29.6	28.5	8		8					
51	Simon Gant	Derbyshire	Nova Mentor 2	276.9	169.7	60.5	46.7				7		7					
56	Robert Heywood	Derbyshire	Nova Mentor 2	266.8	143.4	52.4	24.1	20.5	15.4	11	6		6					
57	Jake Herbert	Yorkshire	Nova Mentor 2	265.7	107.4	52.5	50.9	36.1	18.8		5						5	
70	Ella Pyrah	Derbyshire	Ozone Rush 3	210.9	72.5	57.4	24.5	21	18.5	17	4		4					
96	Simon Blake	Lancashire	Gin Sprint Evo	144.1	47.6	30.6	23.2	19.2	12.6	10.9	3	3						
106	Richard Cardwell	Yorkshire	Nova Mentor 2	112.2	59.3	41.7	11.2				2						2	
109	John Baxby	Lancashire	Escape S'Pace	104.7	52.9	22.7	16.3	12.8			1	1						
156	Keith Eastwood	Lancashire	Gradient Golden 2	50.1	50.1													
158	William Swires	Lancashire	Icaro Incanto	47.2	22.2	15	10											
159	David Luff	Derbyshire	Sky Atis 2	46.3	33.9	12.4												
170	Will Cove	Derbyshire	Gin Sprint Evo	38.6	14.8	13.7	10.1											
196	Simon Goodman	Yorkshire	Gin Sprint Evo	24.9	24.9													
207	Kate Rawlinson	Yorkshire	Nova Mentor 2	10.3	10.3													
TOTAL POINTS TO-DATE												57	58	50				