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SKYWORDS

AUGUST 2002

THE MAGAZINE OF THE DALES HANG GLIDING AND PARAGLIDING CLUB IN NORTH YORKSHIRE



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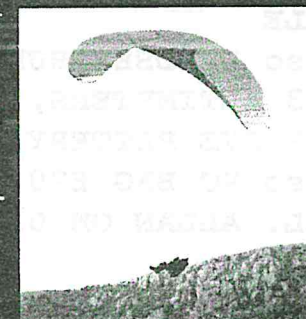
COVER PHOTO

Take off on Wether Fell
(BCC Semi Final)

WINGS & THINGS

Nova Xyon 28
DHV2/3
Weight range 95 –
130 kg
Colour – violet
One owner from
new
150 hours
Very Good Condi-
tion
Checked 99/01/02

£350.00 ono



Contact

Ian – 07770 672797

Dean – 01423 545000

I've a mate who's just finished his CP and is in the market for a second hand harness in good nick. It probably needs to be an extra large harness as he's got more muscles than me. If anyone has anything that may fit the bill then please get in touch, if you live in and around Leeds all the better as we could come and have a look.

Cheers,

James Goldsborough

Apco Sierra 32 large

DHV 1-2 for 100 to 120 kg in blue with a yellow stripe. Solid and fast wing in good condition, with a set of spare lines and speed bar. £850
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Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
CHIEF COACH			
Les Cowling	Various	Howarth	01535 646048
SENIOR CLUB COACH			
Rob Burtenshaw	Sundays	Bradford	01535 643872
HANG GLIDING CLUB COACH LIST			
Trevor Birkbeck	Various	Ripon	01765 658486
Bob Delahaye	Sundays & various	Bradford	01274 774633
Nick Devlin	Weekends	Leeds	0113 2578512
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607304
Stewart Bond	Various	Huddersfield	01484 841213
Steve Mann	Weekends	Kirby Moorside	01751 433130
Malcolm Wilcock	Various	Bolton	01204 521945
PARAGLIDING CLUB COACH LIST			
Noel Whittall	Various	Leeds	0113 2502043
David Greenwood	Various	Huddersfield	01484 847492
Liz Addy	Weekends	Burton in Lonsdale	01524 263296 0777 5690925
Peter Fonseca	Weekends	Sheffield	0114 2620314
Peter & Sara Spillett	Weekends	Skipton	01756 752487
Terry Denton	Anytime	Manchester	0161 4834500
Graham Laycock	Various	Hawes	07974 151073
Robin Moore	Various	Ilkley	01943 865108
Keith Quinney	Various	Birstall	01924 442326
John Callum	Various	Hawes	0797 4171175

The above is a list of good & trusty people, who are club coaches, instructors and observers. They have volunteered to make sure there is a friendly face on the hill for new pilots. New members to the club are advised to make contact with a coach and meet on the hill.

WHAT'S ON

AUGUST 1st.

CLUB NIGHT
Microlighting with Roger Patrick.

AUG 31 - 1 SEPT

WAR OF THE ROSES
See page 14 for details

SEPT. 5th.

CLUB NIGHT
To Be Arranged

Inside this issue:

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DHPC Cross Country League Rules

- Entry to the DHPC XC League is free and is open to all members of the DHPC.
- All flights must be flown between March 29th and October 31st 2002. Pilots must submit their flight details within one calendar month.
- Trophies and prizes will be awarded at the next Dinner Dance.
- Flights must start from a Dales site. These can include non Guide Book sites such as Barkin Fell and Cautley Spout.
- Only a pilot's six best flights will count. They can be Open Distances, Out & Returns or Triangles.
- Minimum distance is 5km for straight flights and 15km for all flights with turnpoints.
- Completed Out & Return flights score double the flight distance where the majority of the flight is out of ridge lift.
- Completed Triangle flights score three times the flight distance as long as they conform to the FAI 28% rule (the shortest leg of the triangle must be at least 28% of the total distance). However a completed Triangle flight which fails the 28% rule scores double the flight distance when the majority of the flight is out of ridge lift.
- Take off and landing witnesses are recommended, if not essential, in order to prove a flight when challenged.
- All flights must comply with current airspace regulations and restrictions.

To submit entries for the league simply email: webmaster@dhpc.org.uk or use the SUBMIT AN XC ENTRY link at www.dhpc.ukgateway.net/league.htm

Or failing this a phone call on 07720 425146

Try to include details like:

Start site

Finish location

Date and Time

Wind Direction

Distance (see rules, points 5 to 8 on league webpage for help with this)

Type of flight (Open Distances, Out & Returns or Triangles)

Hang glider or Paraglider

Any witnesses at take off or landing.

Cheers

Pete Logan

evening which why pilots like these comps I guess. Hawes has even moved with the times and now an Indian restaurant just bring your own beer.

Sunday dawned with a brisk westerly so we were sent to Wether Fell, famous for wave and the conditions looked as though it could happen. With the wind off the hill there was talk of going to another hill but pilots didn't fancy the carry up so we stayed at Wether.

This task was set as a race to goal at Calton Bank bottom landing field some 66km away. Pilots were eager to launch early as we could see the high cirrus coming in from the approaching front. Javin James for Derbyshire was first off followed by the whole of the Dales team. Javin was also the first to leave the hill in his first climb which proved to be the right decision. He 360'd and criss-crossed Wenslydale on his way out of the Dales. Landing north of Northallerton having flown all the way to the edge of Teeside airspace before having to fly crosswind to for a good fight of around 44km.

Derbyshire won the day and the comp with their three other pilots flying around 10 or 12km. Jeff Hill having flown for three and half-hours! The Dales came second home advantage counting for nothing. Mercian formed their two teams into one and I believe all their pilots got away some and some pilots for their first XC, just what the BCC is about.

Andy Woods

Results are:

1st weekend (June 29th and 30th) was cancelled due to bad weather. 2nd weekend (July 6th and 7th) was good for flying. 1st day (July 6th) we flew on Tailbridge but conditions were not XC-able so free flying was done but no task was set. 2nd day we flew on Wether Fell and a goal task was set to the bottom landing field of Carlton Bank. Takeoff was

SD868867. Goal was NZ506035. No-one made goal so the task was scored as an open distance. A minimum distance of 5K so anyone who flew would score that distance (which was all pilots).

Pilot	Landed	Dis- tance	Scor e	Total for club
Dales HPC				
Andrew Woods	SD904883	3.94K	99.9	
Steve Mann	SD904883	3.94K	99.9	
Andy Hetherington	SD925903	6.74K	134.7	
Trevor Birkbeck	SD907900	5.1K	101.9	436.4
DSC				
Javan James	NX346015	50.04K	1000	
Wayne Thompson	SD955900	9.3K	185.8	
Jeff Hill	SD955900	9.3K	185.8	
Danny Gooch	SD906900	5K	99.9	1471.5
Mercian A				
Ken Westley	Not known	<5K	99.9	
John Wilson	Not known	<5K	99.9	
Pete Atley	Not known	<5K	99.9	
Peter Chong	Not known	<5K	99.9	
Grant Abercrombie	Not known	<5K	99.9	499.6

So, Javan's excellent flight when he almost made goal gave the DSC a commanding lead with Mercian 2nd and the DHPC 3rd. As the other teams were not present this weekend ie. Peaks, Dunstable and Mercian "B" and just 3 out of the original 6 teams in the Semi were to go through to the final, then obviously DSC, Mercian "A" and the Dales HPC will compete in SE Wales at the final.

Trevor Birkbeck

Some fallacies concerning paragliders and training

The line	The reality
It's a very safe glider	No one has actually died on one (yet, but there was a rash of hospitalisations...)
All DHV1 and 1-2 gliders are suitable for training	All DHV1 and <i>most</i> 1-2 gliders <i>used</i> to be suitable for training...
It's a DHV1-2...	It has an aspect ratio less than 6:1, it <i>looks like</i> a DHV1-2!!
It's a DHV2...	It's AFNOR Performance and <i>might</i> pass DHV2... or 2-3.... or 3....
It's a DHV2-3..	It's AFNOR Performance, and the last glider I saw that was AFNOR Performance was a DHV2-3... but then, I can't actually read the placard. Anyone have a dictionary?
It's an Intermediate glider..	It's a DHV2-3
It's made from the best materials	I have no idea what it's made of, some kind of nylon I think. Nice color though eh?
All the European pilots are crazy about this wing	All the European pilots run for their lives when the demos come out the back of the dealer's van.
DHV2 gliders are perfectly safe for Novices, even some talented beginners	<i>Some</i> DHV2 gliders <i>used to be</i> perfectly safe for Novices, even some talented beginners. Now many of them aren't even suitable for Intermediate pilots.
East European gliders are every bit as good as those made by the Germans or the Swiss	<i>A few</i> East European gliders are every bit as good as those made by the Germans or the Swiss.
Tandems can be flown solo, and vice versa quite safely	Tandems can be flown solo, and vice versa... if you are one fat bastard or two really skinny ones... and don't mind the extra risk.
It's a DHV1, but it goes 52km/h!!	It's a DHV1, and it goes 46km/h, at 1:1 glide.
It's a DHV1-2, but it goes 52km/h!!	It's a DHV1-2, and it goes 48km/h, at 1.5:1 glide.
Bigger gliders are better	Bigger gliders are better, if you measure value in dollars per kilo of nylon.
This is the best training site in the country	I live just down the road.
Paragliding is just a hobby and shouldn't be taken too seriously	Paragliding is a form of aviation and should be taken every bit as seriously.
I've sold a lot of these gliders	I've sold a lot of these gliders to guys who were as gullible as you look.
It's the best glider in my range	It's the most profitable glider in my range
(to a beginner) You can fly a high-performance glider, but just be careful on it	Wrong...and what's the point of that anyway?
Of course this glider will work with your current harness!!	Of course this glider will work with your current harness, I think the colours match very nicely!
Bigger reserves are better, they give a lower sink rate	Bigger reserves give a lower sink rate, once they open...

ARTICLES WANTED

Please send in any articles at all that you have. Write in and let us know of your flying experiences after the long lay off due to F&M.

E-Mail me at skywords@dhpc.org.uk

Or if you prefer send them on a floppy disk to

Craig Richardson, 21 Long Ridge, Brighouse, West Yorkshire, HD6 3RZ

01484 715950, 07990 730143

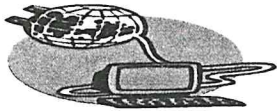


DHPC on theWEB

To keep up with the latest news log onto

www.dhpc.org.uk

Site maintained by Pete Logan



CLUB NIGHTS

The first Thursday of each month.

At

The Riverside Inn

Ilkley



NOTAM

Flying mid week

Call

0800-515544

We are in need for Hg pilots to compete in the final on 24/25/26 August. Anybody interested then contact Andy on 01765 602076



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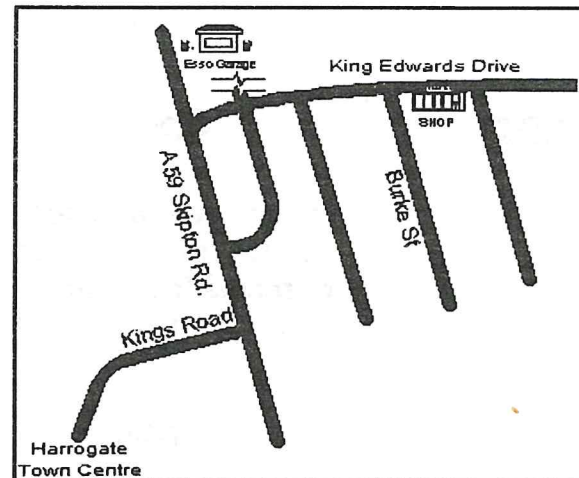
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Sat 9.30-5.30
Sun 10.00-5.00

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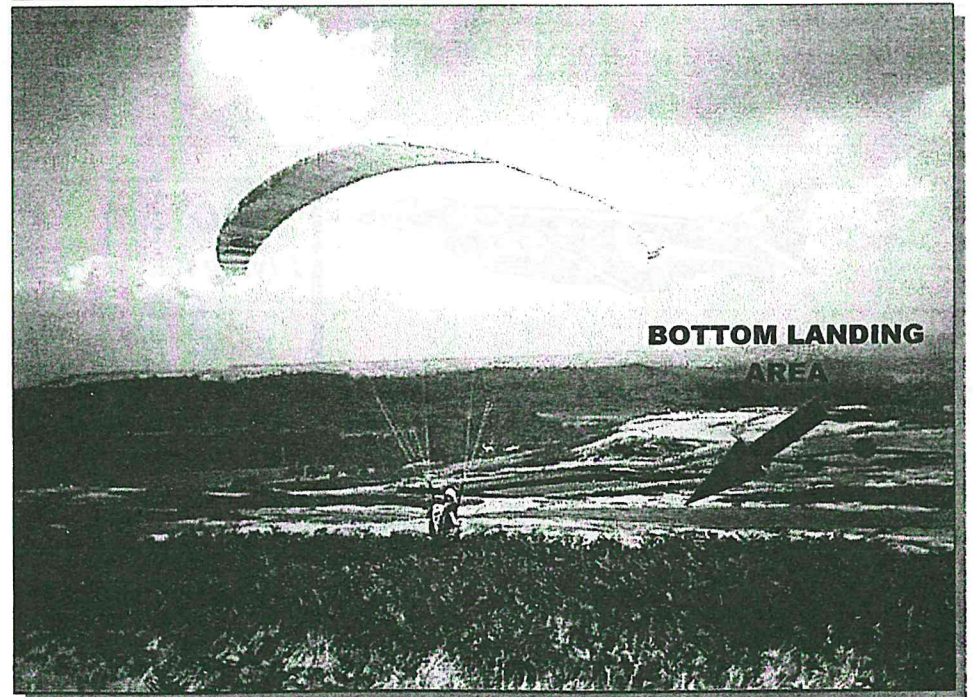


SITES NEWS

SITE	COMMENTS
Bishopdale	Contact Gamekeeper as per site guide to fly
Cow Close Fell	No crowds please
Cowling	3/12/01- open - Note new steps in side of hill to aid walking up
Hawkswick	Open
Semer Water	Open
Wether Fell	OK to land at Duerly Farm (please leave gates as found and do not land at dusk).
Windbank	Open

the south. When soaring , flights must be kept below 500' above ground level due to the close proximity of Leeds / Bradford Airport. The club has special permission from the airport to fly the site, and any infringement of airspace could be disastrous if it led to us losing the site . Baildon is a top access site (please park on the right) and in good conditions has a capacity for around five gliders, but only one in poor. Flights can become turbulent espe-

cially in wave. The moor is also used by modellers and walkers, so please be considerate. Please do not drive onto the moor, do not climb walls. Follow the countryside code. Please check latest issue of relevant airspace maps for up to date airspace info.





Baildon is rarely used as a soaring site, due to its shallow slope and airspace limit it is more known as a training hill. Having said that it can be soared in the right conditions.

Baildon is used once a year for the famous Baildon Sod competition .in which each competitor attempts to fly as far as possible in a straight line or a dog leg depending on conditions, to land standing up within two glider

spans of a predetermined line out from the hill. The winner receives the Baildon Sod trophy which symbolises the turf cut from beneath the boot of the winning touch down.

The take off is shallow and requires a good run, especially for Hang Gliders. Even though shallow it can produce good lift but usually patchy.

The top landing area is sloping, so land well back and to

First XC

Pete Logan goes cross country by accident. 14th July 2002

Sunday the 14th was the second day of the northern Airwave semi finals. I'd had a few hours flying that afternoon and it had been steadily getting stronger on Wether Fell as wave had set in since lunchtime. Scott Armitage and I were sat chatting with Graham Laycock passing the time after the early gaggle had got away. We had a niggling feeling that we ought to be doing something to get a few more points for the team but with the few pilots left above Wether just gale hanging there seemed little possibility.

I was trying to convince either Scott or Graham that it would be a top idea if I flew down to the creamery car park and they could pick me up to get a beer or three in the Crown down in Hawes.

Strangely they didn't seem too keen on this and I was beginning to kick myself for missing the second XC opportunity of the weekend.

On the Saturday we'd got to Barkin a little late having waited for comp pilots to turn up. On the (bloody steep) walk up the thermal cycle seemed light but OK. Once laid out there was an ominous gust of wind from over the back of the hill, not good. A few people got away on

what was pretty much the last usable air of the day. I was still farting about getting ready and also severely not wanting to walk back up. So quite a few of us sat below a cloud that shut everything off all afternoon.

Back to Sunday. The thermals were weak and broken, getting chopped up by the wave. So it was no problem getting out over Duerley Bottoms Farm but gaining height was hard. It was also crowded in the cores. With fourteen hours airtime, too crowded for me.

The sun emerged from a couple of gaps that had been steadily opening in the wave bars so we decided to get a bit more flying out of the day. Scott reckoned he needed the strong wind TO practice on his FB Matrix, its a bit lively when the wind gets up. No trouble with that on my Apco Sierra (its for sale by the way). I launched a few minutes after Scott, corrected with a few steps to the left, eased the brakes out and two steps later was in the air. I love it when a plan comes together.

I really wasn't bothered about doing anything with this flight. I spent a few minutes sorting out a speed bar problem I'd been having then decided to stick to the sunny

(Continued on page 10)

bits of Wether and take some photos. We had the ridge to ourselves and I flew out over some kids on the road, turning north towards Gayle. I noticed Scott was actually getting pretty high, he later said he'd been on a bit of bar trying to keep forwards. Coming back into the hill I turned onto my into wind leg and found that my vario was reading just under 1 up. And it just stayed like that until 3000ft, I didn't have to do anything. This was proper wave and smooth as well. This was the highest I'd been yet and with the least effort.

Scott had crabbed north out over Gayle so I followed to get some more photos. The next thing I knew he'd turned downwind with a fair amount of speed on judging by how far he'd gone. I just thought if its good enough for Scott to go then it good enough for me. People from the club had been egging (encouraging) me to go XC for a few weeks now and the day before I'd had my Metamorphosi reserve fitted better than my original attempt. There were no reasons not to go.

Turning downwind, I kept a little break on to feel what the wing was doing. As I headed east I edged out into Wensleydale following the Bainbridge road. I didn't hit the big sink I was expecting on the other side of wave, perhaps because I

was out over the valley. The view was excellent with a bit of haze, but you could really see from the Howgills to the Vale of Pickering. Scott was well in the distance and hard to spot even on an orange wing. I thought I could make him out turning tightly.

I discovered it doesn't take long to start losing height on a downwind glide. Time to start doing something about it. I was easily keeping pace with the cars on the road below. My track was going to take me over farm buildings with dark roofs that were in the sun, maybe that would be kicking something off.....

About 300m after the farm and about 250m above it there was the merest of bumps (probably collective farts from the cows). I thought "turn slowly and hope its large". I locked half right on and adjusted with my left. Slowly the vario edged up to 500, then 510 and pretty much stayed there. Still I wasn't losing height as I spiraled downwind and I was quite enjoying my traffic jam / audience on the A684 below.

Towards Bainbridge I turned back downwind as I'd either flown out of the thermal or it had just petered out. With luck I'd pick something up over the village. Nothing, bummer! Scott was packing away up ahead but his field looked a little

(Continued on page 11)

SPOT LIGHT ON BAILDON MOOR

BAILDON FACTS

GRID REFERENCE	SE 145 404
WIND DIRECTION	E (70 - 110)
HEIGHT (AMSL)	930 ft.
TOP TO BOTTOM	200 ft. top to bottom. (120 ft. soarable)
HAZARDS	Can be turbulent
HEIGHT RESTRICTIONS	500 ft. above ground level
NOTAM CODE	8.050
OWNERS	Bradford Metropolitan Council

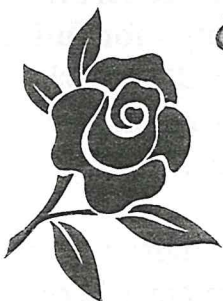
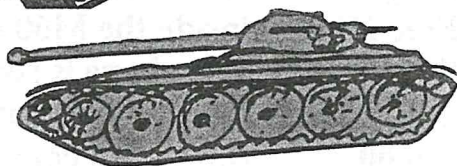
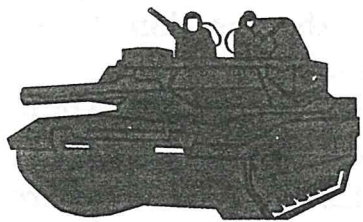


TAKE OFF AREA

WAR OF THE ROSES

PARLICK

Aug 31 - 1 Sept



Let's overturn the result of the last contest, and show those Lancastrians which club has the best flyers. Open to both Paragliders and Hang Gliders. Contact Pete Logan to join in. 07720 425146

(Continued from page 10)

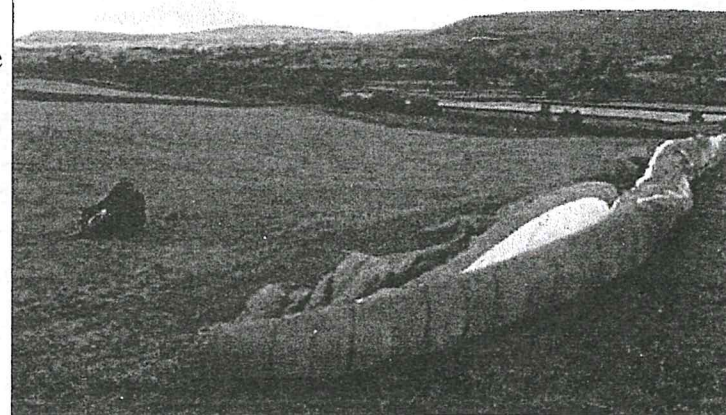
tight for me and I had height to play with so I shouted down that I'd catch him up. Worton was up ahead and it looked as though my glide would safely get me there. I followed over the road but this part of the valley had been out of the sun for a good part of the afternoon. Nothing was happening, no bumps or nudges that you'd usually get coming through the risers. Turning back into wind I didn't need much brake and was able to spot land near enough the gate. Fleshly mown field too so not too much crud in the wing when packing away. I have to say I had a very big smile for the next twenty minutes or so. Looking back down the valley it seemed only a short distance back to Stags Fell (a local limestone scar), then I realised I was actually looking at Nappa Scar, then next one on to the east. Nice. Scott was waiting for me half a mile back down the road. Within five minutes we'd got a lift from a guy who'd been working in Aysgarth. He took us as

far as Hawes, not bad considering there were two of us with wings. Then as we were unpacking in Hawes, mates of mine Simon and Patsey drove passed, this really was the icing on the cake. They'd been out at Tailbridge training and were returning their wings to Northern Paragliding. As Patsey took Scott for his car back at Wether Fell I took Simon through the photographs, wondering how soon I could be up there trying to get further.

Wether Fell to Worton, 9.8km, 40kmph.

Pete Logan

Nice to see you missed the trees this time
Pete !!





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Northern Paragliding

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NEW LOCAL CALL NUMBER: 0845 123 2555

northern-paragliding.com neil@northern-paragliding.com

Aeronautical Information Circular AIC 43/2002 30 May

Restriction of Flying Regulations - Commonwealth Games Manchester & Rivington 22 July - 5 August 2002.

The presence of the Commonwealth Games has brought the imposition of flying restrictions over Manchester and Rivington. The Manchester sector does not concern us, as it is entirely within Manchester Controlled Airspace, but the Rivington sector is significant. Effectively, Free Flight is banned within the sectors, given below, for the duration of the period from 0600 Hours UTC 22 July to 0600 Hours UTC 5 August this year. No aircraft shall fly below 5000 ft amsl within these sectors without permission from the Chief Police Officer of Greater Manchester Police or clearance from Manchester Airport Air Traffic Control Unit.

The sector is a rectangular box and the boundaries are straight lines drawn between

the following coordinates:
533818N 0023723W -
533926N 0023217W -
533349N 0022846W -
533241N 0023351W -
533818N 0023723W

The Eastern Edge of this box passes through the masts on Winter Hill, effectively closing Winter Hill and Rivington for the duration of the Games.

For interest only, the Manchester no flying sector is best described as anywhere inside the M60 ring road. The above is issued as an interpretation only - for full information consult the original circular: www.ais.org.uk/Uk_aip/pdf/aic/4M058.pdf

Please note Rivington and Winter Hill are closed from 22/07/02 — 5/08/02, during the commonwealth games.

Pennine Soaring Club