

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

January 2015

Use your club
coaches..

..and make your
2015 even better



CHAIRMAN'S CHAT – JAN 15

The club's AGM took place in early December. 17 people (10% of the membership) turned up, of which 11 were members of the committee. I can only conclude that the rest of you are generally content with the way we are running the club on your behalf.

We managed to fill all the committee posts although, as predicted, none were contested. Tim Rogers was confirmed as Librarian and we welcome Kate Rawlinson back to the committee as Safety Officer.

Membership is up slightly (probably due to the good weather last year) and our finances are generally pretty healthy. Whilst our Flying Fund continues to grow our working capital is reducing towards the £5K target we have set. In light of this it was unanimously agreed to maintain subscriptions and contributions to the Flying Fund at their current levels.

The minutes from the meeting together with details of our accounts are available from the Secretary on request, but you're probably not really that bothered.

Fly safely,

Martin Baxter
Chairman



Glider/Reserve/Harness Servicing/Repair



The club is planning to offer the same service as last year, namely the provision of free transport to and from AeroFix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night in January at the Horse and Farrier, and then collect it again at the next club night in February. That saves you a total of at least £30 in parcelforce collection/delivery fees, or even more in petrol. Note that AeroFix won't arrange to collect your glider any more so that's even more for you to sort out yourself.

The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if the vehicle bursts into flames (or anything) with your glider in the back please don't expect us to replace your pride and joy.

Our experience of Kirsten & Nick at AeroFix is that they provide a thoroughly professional service. Check out their details at: <http://www.aerofix.com/index.php> A car is only so big, so if you want to take advantage of this service please book a place by email to mr Baxter@hotmail.co.uk **I need to know your name, what items you want servicing and a phone number.**

Martin Baxter

Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. And there was once a story about Kate..... but Ive been paid to keep that out of the newsletter.

All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches list (December 2014)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krGay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@hotmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.com	Weekdays
Toby Briggs	PG	Pateley Bridge	758256471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Keighley	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogj.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
November 2014

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training.

There is more detail on coaching with-in the club on the website.

Coaching days are always announced on the web site homepage and shout-box



Dales Hang Gliding & Paragliding Club

www.dhpc.org.uk
143.850MHz



CLUB NOTICES



Club Nights

Club nights are always the first Thursday in the month—

Except January—2nd Thursday (8th)

Always 7.30 for 8pm, or you could come early to eat with your flying buddies first (6.30pm).

So, the next one is

Thursday 8th January, 7.30 for 8 pm

Book your wing in for taking to Aerofix for service / repair.



Future Club Nights

Feb, Mar, April—We have possibly an embarrassment of riches, with potential talks from:

Jocky Sanderson, Judith Mole, Toby Colombe, Tony Dew (new Chair of George Caley Flying Club), GASCO (General Aviation Society). Add to this the quiz night / Prize giving night. You could be hoping for the winter to continue!

SHPF Ratho Repack—7 Feb 2015

This is a great fun event that members have attended before. Practice throwing your washing, get a night or 2 out in Edinburgh. Event £30, 2 nights accommodation ~ £100—if interested, let me know and we can organise a trip! Tam





The Dales Club Farmer's Dinner



on

Saturday 28th of February 2015



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

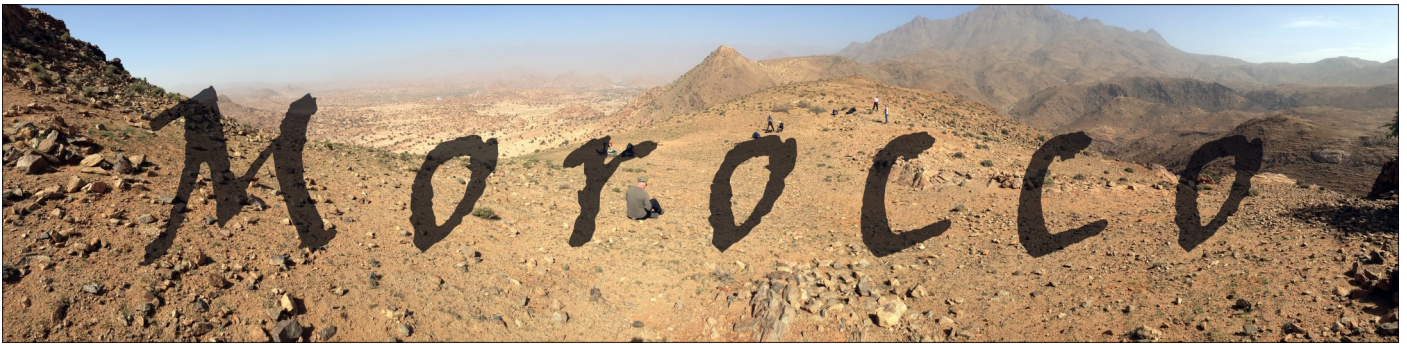
Following the success of the last few years it's back to The Devonshire Arms in Cracoe. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a scrumptious 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 46 and so everyone will be strictly limited to 2 tickets.

The Devonshire Arms has limited accommodation so if you want a room there, book early (mention the club when booking and Barbara will give you a discount on the advertised prices). There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...

The club will be paying for the farmers. The cost for members is £25.00 per person.

[More detail on the website, under "Events"](#)



Part 2

The drive inland from the coast will take all morning. As predicted the winds are already strong as we leave Legzira, but the forecast is still good for later in the Anti Atlas. Having crossed the coastal ridges, we cross miles of flatland scrub punctuated irrigated farms, villages and even the odd small town. The mountains come into view through the haze. By mid morning we are definitely in the hills, and stop in a mountain village where it is market day. This is not the sort of market we find all over Europe with tourist tat for sale, but a local market for the local people, providing essentials of food, housewares and tools. There is clearly demand for window frames—as several people are selling handmade wooden frames. We are the only Europeans around in what is clearly an important event for the locals, both for going about their business, and as a social gathering.

After a short break, trying not to be too intrusive while taking snaps of this event, and with some purchases made by some of the group we are off again, with about a hour to go to our destination, Tafraoute, nestling under the main backbone of the Anti Atlas, and the largest town on the area.

We drop out of the surrounding red granite mountains into the Ameln Valley and start weaving round the spectacular weathered outcrops on the valley floor as we approach the town. It's around 1pm as we check into the Hotel Salama in main square in the town. Having dumped our stuff, the minibus is repacked with just the flying



gear and we head off for lunch at what will become our regular haunt (it serves quickly). The forecast for the afternoon is still good! Lunch is - tagine.

By 2.30 we are back on the road for the 20 minute drive to the site.





(Cont)

The Col des Mines take off above the village of Idikl faces west, and is a 2 minute walk from where we park. As we arrive a lone pilot takes off. With the wind bang on as predicted, and the afternoon sun on the slope and the rock face beside us, within minutes he is hundreds of feet above us and exploring the lift out over the valley and the nearby hills. Following a site brief from Toby we are all pretty keen to get going and soon we have all launched and got the same ride as the singleton before us.





(Cont)

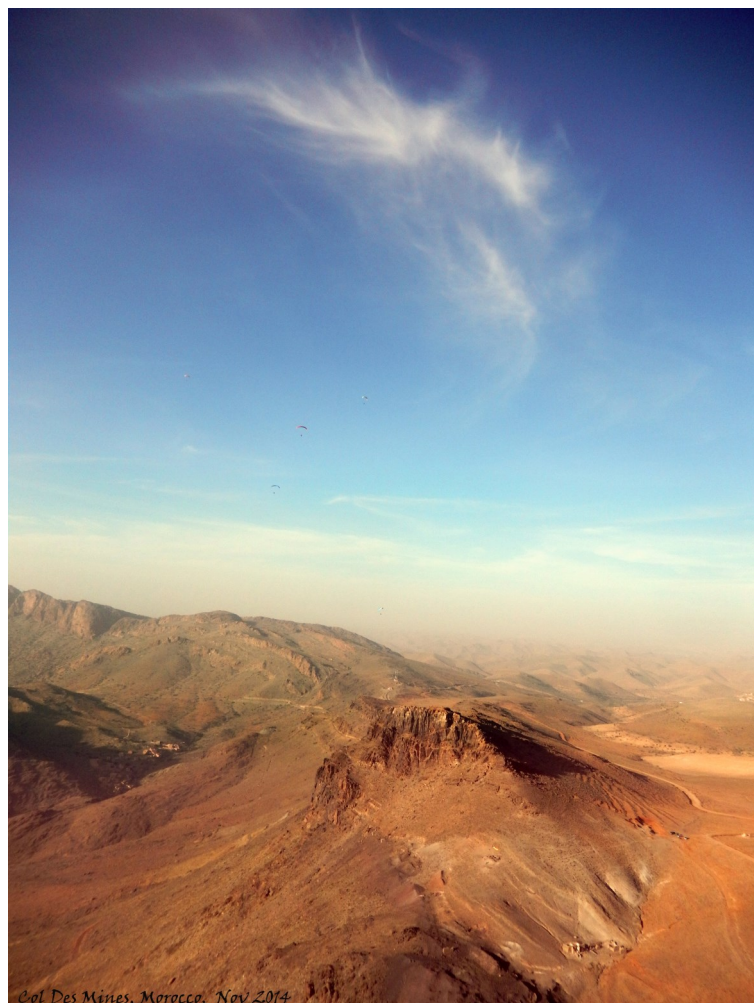
The take off is at about 5700ft, with the bottom landing about 1300ft below. We all get about 90 minutes of spectacular flying as the sun gradually dips low in the sky, pushing out to the nearby hills and soaring the long ridge. The views are awesome both in front and behind the hill. One of the group reaches

8000ft. Yuki takes off some 30 minutes after the rest of us, but is pretty soon the highest wing in the air and takes a few the group over the nearby hills into the next valley on a mini XC. The rest of the group are content to enjoy the buoyant air above take off and along the ridge. It's fantastic afternoon's flying, but eventually we all gradually land in the fading light. A boy from the local village offers to guide us back. Those who manage to follow him get back quite quickly up the good path, for others there is a quite a slog up the dry river bed in the gathering gloom, but we eventually get there in the pitch black as the Imam calls the locals to prayer. Must remember to pack torches next time!

It's a pretty excited bunch of happy flyers who head back to Tafraoute. Toby has to source more beer, and buys the entire carry out stock from the only hotel in town that serves alcohol. As it is one of the party's birthday, and with the

day we've had, there quite a big hole put in this supply by the end of the night. We walk back to the same restaurant where we had lunch earlier—tagines. Toby's logistical skills are highlighted again—he has organised a birthday cake for the birthday boy, and the wine for the meal is in the boot of the car that he has had parked beside where we are eating. All in all a brilliant day that started on the coast, and ended with fantastic flying in spectacular high mountains.

The forecast for the following day is for strong North Westerlies. The site is only ten minutes drive from the town centre and a 10 minute carry up. As you reach the take off



Col Des Mines, Morocco. Nov 2014



Col Des Mines, Morocco. Nov 2014



(Cont)

you catch sight of the reason the site gets its name—the Blue Rocks. This “artwork “ from the 60s still divides opinion, but they are undeniably quite a sight , and we get a chance to get up close to them after sitting waiting for the wind to die down for a couple of hours. Too strong for any of us, but Morad, Toby’s Moroccan assistance gives us a display of his considerable skills. Some of us spend the

time turning over every rock in sight searching for snakes and scorpions - with no success—though we are obviously not the only ones who think that there are things to be found out here.

The Blue Rocks, Tafraout, Morocco



With the forecast for the wind to die down later, we decide to drive over to the [Blue Rocks](#) to use up some time, and have an hour or so wandering around this very unusual setting. 18 tonnes of paint applied by a Belgian artist and a very striking sight—leaves us wondering is there was any substance misuse going on at the time.



The Blue Rocks, Tafraout, Morocco. Nov 2014



(Cont)

Having had our cultural trip we return to take off, where the wind has definitely calmed down, but has also moved to the North. It is by now quite late in the afternoon, but we all get a flight and hop onto the hill next to ours which has a more Northerly slope. Its working quite well and a number of us get some reward climbing up in the dynamic lift. However it suddenly turns off and we are all forced to land in the large flat landing zone right by the road for the short journey back into town. A flyable day—has to be finished with beers, but we've drunk the whole carry out supply of the town! About 6 of the group repair to the hotel where all the carry outs were bought. The lounge is full of genteel looking Brits on a walking holiday sipping afternoon tea and the occasional glass of wine. We take the only table available, right in the middle of the room, surrounded by the walkers, and the first round of bottles soon appears. We're obviously thirsty because these are soon empty. Another round appears. This also disappears in double quick time. The next round someone decides we should save time and double up. Within a hour there is a positive forest of beer bottles on the table, and an increasingly glazed eyed group of flyers holding forth and enjoying life in the centre of this room. Our new friends the walkers haven't even finished the drinks they had when we arrived and are a bit non plussed at the sight! We return to our new favourite restaurant for dinner, where we enjoy –tagine.

With the second last day forecast to be blown out around Tafraoute, Toby is determined to find us some flying and checks out every flying site within a 8 hour drive, but it's the same everywhere, so we will have an enforced no fly day. We hire a guide for the day and are treated to a walk in down a valley about an hours drive away, getting lunch in a ruined village clinging to the valley side where only a few families remain. The landscapes are reminiscent of the Grand Canyon, but with palm trees.





(Cont)

The drive back also provides dramatic views.



To finish off, our final day enables us to reprise our flying around Tafraoute. In the mornig we get some more parawaiting at the Blue Rocks site, again searching for scorpions with no results. It is too light this time, but eventually picks up enough for us all to get off, but we are dumped pretty quickly into the landing field. Toby decides that Col des Mines will be a better bet in the late afternoon. He is right again, and we are rewarded with another brilliant flight. Conditions are a bit stronger than our first time here, and some decide not to fly. Those that do have a great time, exploring further afield than previously, and trying to follow Toby who has joined in this time, unable to resist the conditions. Again we land as the daylight fades. The walk out is easier to find this time and we are soon on the way back to Tafraoute for a final night out.

All in all this was a tremendous week, with a great host determined to get the best flying for everyone. On the last day we got the news that Toby had been selected for the British team early in 2015, great news! I will definitely be back to learn more and experience the Moroccan hospitality, culture and scenary again.



Tam

[More photos of the trip here](#)



Judith Mole

Throwing our washing...

Having finished our run through Nigel Pages safety articles in last month's newsletter we were keen to continue something in the same vein. [Judith Mole](#) has kindly consented to allow us to use her articles. Judith is a well known figure in the paragliding community and has a regular piece in [The Paraglider](#) online magazine.

I have been flying hang gliders and paragliders for 18 years and (touch wood) have been fortunate never to have had to throw my parachute in an emergency. I have been packing my own chutes for nearly as many years and although I always do a check pull after fitting it back in the harness, I have never practised throwing it. Until last year...

I have read about the Thames Valley Big Fat Repack and the Scottish Hang Gliding and Paragliding Association's events where people can do practise deployments, but they never seemed to coincide with a time when I was available. I thought these events were primarily to check whether the chute would come out of the container, rather than being an opportunity for the pilot to check whether they know how to throw it.

Last year British distance record holder Richard Carter and I went to a re-pack event in Catalunya, organised by the Bertigent club. Here we would get the chance to practise for real. He's been a pilot for some 29 years but apart from check pulls after repacking he's also never deployed his parachute. We had packed both our parachutes a few weeks before and were keen to see if/how they deployed.

Being British, we assumed that the set up would be indoors at a sports hall or similar. This being Spain, it was outside, home-made and little chaotic to start with. We arrived to see a wobbly scaffolding being tied to two trees and being counter-balanced by being attached to car bumpers. The top of the zip line was tied to a couple of trees on a small bank. To our surprise, the line went over a high hedge and then over a road. Deployment would have to be done quickly... once you were out of the trees. After some hours of anchoring and checking by a professional the zip was ready. Richard, being a rope access health and safety man, cast a quick eye over the whole set up, deemed it perfectly safe and one of the locals smilingly assured us that if it broke, we'd have our parachutes to break our fall.

Once everything was set up and the club president had acted as zip dummy, the rest of us were allowed to throw ourselves off the gang plank (that's what it looked like...). The few people before me made deploying look easy. They clipped into the line, whooshed off, pulled the handle and dropped the chute sideways. Their deployment bag fell gracefully into the tarpaulin draped over the big hedge and their chute opened cleanly with a pleasing 'pop' sound.

Throwing our washing (Cont)

Inexplicably, I was really nervous before being clipped in - a mixture of worry that my chute was badly packed and that something would go wrong. It's a recurring worry I have... that all hell has broken loose above me and my last chance, the chute, won't work.

I clipped both my crabs into the yoke attached to the pulley and resisted doing a check feel for the handle, like I usually do in flight. I jumped off and as soon as I was clear of the trees reached for the handle and tugged. There was a lot of resistance and I tugged and tugged. I started to panic a little and just as I hit the brake of the zip line the chute fell out. I was greeted at the bottom by a guy with a clipboard saying the cheery line "Ok, you're dead." What I did wrong was to pull the handle up, not out. On my harness, the Kortel KarmaSutra II, the chute basically won't come out easily unless pulled at right angles to the harness. We checked to make sure the parachute handle wasn't too long, but no, it was me, not the set up. A very sobering lesson. If thrown in anger, the chute would have come out, but I wasted precious seconds tugging in the wrong direction.

Richard threw his two parachutes perfectly and had no problems deploying with his Kortel Kanibal Race harness. Being able to pack our own chutes meant we could do a quick and dirty repack/stuff it in the container and I could have another go. The second time I deployed easily, pulling it sideways, not up. Phew.

During lunch, we decided that whilst it was interesting to check whether the chutes deployed and it's good to know you can find your handle, the situation isn't actually like a real incident where you might really need to deploy. Zipping down a single line (as opposed to two zip lines in parallel) meant we could play around and try to simulate a real emergency. We added an extension to one of the risers so I was hanging at an angle of around 40°, with the deployment handle below me, out of sight and feeling much further away. Once I was clipped into the pulley, they span me as they released me to induce a violent rotation. I span 5 times in the few seconds until I hit the brake at the bottom, and with the downward velocity, my head being thrown back in the rotation and with the handle seemingly in a different place, I couldn't deploy. I was pretty shaken, not helped by being greeted by clipboard man with the cheery phrase "Blimey, you're no cat."

Richard did the same test (albeit a little less violently) and again deployed perfectly.

So, my washing back in the bag, up the hill I went for the fourth time and this time I zipped with the extension, but without the rotation. No problems. Chute back in the bag, I did the simulated rotation with riser extension again and found the handle and threw without problems. With anything else I'd say 3/5 isn't bad, but with a parachute deployment, this is disastrous. Watching others was also very useful. Some people pulled their chutes perfectly and then didn't let go of the bag. They hit the brake at the bottom of the line with the chute still folded. A tandem deployment is pretty violent. And watching a paramotor deploy around the cage, scary...

The day was an excellent learning opportunity and I feel much better equipped to throw my parachute for real if I am ever in the unfortunate position to have to use it. So what did I learn:

Throwing our washing (Cont)

- Doing a check pull on the ground isn't enough. If you have the chance, make the effort to attend a practise event where you actually deploy the chute.
- Don't leap off with the handle already in your hand (I saw several people do this). One of the points of the exercise is to find the handle!
- If you're using a spreader bar and double line zip in parallel recreating a spin isn't easy, but if your pulley is off a single line, you can simulate rotations/spins/incidents. This is invaluable for practising for the real thing. Afterall, nobody needs to deploy their chute when still sitting upright, flying gently forwards!
- Check with others if there is a quirk to your particular harness. On my Kortel it wouldn't come out easily unless pulled at a certain angle. Useful to know if you need to deploy quickly.
- Every second flight I do a check feel for my handle, i.e. I reach down and see if I can instinctively find it with my hand. I assumed that when spinning violently, this wouldn't be affected. On talking with others, I shouldn't think "where's my handle?" but "where is my hip?" I can always find my hip, eyes closed or open.
- Learn to pack your parachute yourself, so you can do quick and dirty packs at events like these. Others couldn't try things a second time as they needed an experienced/qualified packer to do it for them, so only had the opportunity to deploy once. Obviously we meticulously packed them before the next flight, but knowing how to put them back in the bag meant we could make the most out of the practise opportunity we had.

And finally, I cannot stress enough how useful the day was. If you have not already done so, go chuck your washing on a zip line. You'll feel better prepared if you ever have to throw your washing in anger.

You can see a video of nearly all our deployments here: <http://tinyurl.com/bfny2bs>



Places available for:



DHPC Reserve Repack 2015

28 February 2015 (10am – 2pm)

[St Marys School Menston, Leeds, LS29 6AE.](#)

Brilliant value, just £10

When was the last time you checked your reserve? Manufacturers recommend repacking your reserve at least every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome – paragliders, paramotors, speedwings, even hang gliders. No need to be a Dales Club pilot.

To book email Kate at katerawlinson@hotmail.co.uk or phone/text on 0797 651 0272. See details on the [website under events.](#)

It's worth the fee just to hear Bill speak!



Northern Sites - News.

David Brown, sites' officer.

Stags Fell

I have replaced the sign which we ask pilots to display on the cattle grid gate prior to going up the hill, and returning it to the culvert at the base of the adjacent wall at the end of flying.

The sign reads:-

DHPC

Stags fell Site Rules:-

1. Full DHPC Members Only.
2. Maximum of 12 Pilots on the hill at any time.
3. All Pilots, helpers and spectators must stay off the open moorland.
4. No XC flights between Aug-Dec, XCs Jan-July require 1000 ft above take-off to be able to clear the moor.
5. Do not land on the moor if trying to get back to launch. Crab to the road if necessary
6. Take off and soaring the top cliffs is forbidden.

Please display this notice on the gate, and return it to the culvert at the end of the day.

Brant Side Review.

I flew Brant Side several times this year and believe it is an important site for PGs and perhaps rarely flow by HGs. The site guide suggests that it is a good alternative to Stags Fell when that site is busy (restricted numbers on the hill!) but my personal view is that Brant Side is more important when the wind is a little too west for Stags and a little too south for Wether being easy to relocate from Hawes. It also offers a second choice to Tail-bridge, which is best when the wind is WSW, when it is a little too strong at that site for us PGs.

Looking at the [site guide](#) map for Brant Side you will notice there are 2 parking places.



Northern Sites News (Cont)

The one at the end of the access track and by the Coal Road is correct and often used but leaves a walk of almost 1/2 a mile to the take off area, albeit a fairly level one.

The second marked parking I believe was negotiated for HGs and is rarely used. However, there is a parking area immediately by the second gate which offers PGs a better option. It will accommodate 5 or 6 vehicles and with cooperation, those pilots in organised groups can leave some vehicles at the start of the track and ferry gear and pilots to this parking area. Be warned that some of the ground at the side of this area can be a bit boggy, it is advisable to park with the driving wheels on the track side.



Please note the gates leading in to sheep pens and the upper gate to the upper fell. This gives access to the area behind the wall and can be used to exit the upper field if necessary, there is a good track for most of the way to this gate, which is not locked. Even better is to top land just above where the vehicles are parked or fly back to the road and land either side of the last fence, there is no fence on that side of the track. As stated in the current guide description, don't land on the north

side of the Coal Road and always be considerate to grazing animals. Another landing option for those who want to return to the main take off area is available at the southern end of the ridge where there is a large opening in the track wall immediately beyond the 4th gate. See photos below.

Northern Sites News (Cont)



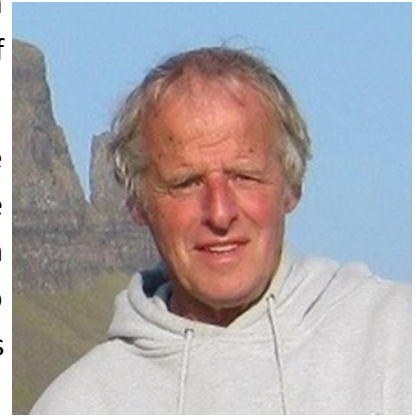
This review is to be incorporated in the Site Guide over the winter, but the bulk of the information currently available remains correct and is unlikely to change.

Happy New Year to everyone, and lets hope it's a good one.

Hughie McGovern – a great loss

Hughie, an old friend of mine and many other hang glider pilots, had an unfortunate accident on Tailbridge where he got caught out on take-off and suffered some sort of spinal injury.

He managed to get unclipped and crawl to his car to get his mobile phone and ring for the emergency services. Things were quite serious and he was airlifted straightaway to James Cooke Hospital at Middlesbrough where he was bedridden with a tracheo device fitted to enable him to breathe. This meant he couldn't speak, had to be tube fed, etc – things looked quite bleak.



A bit of history

Hughie started hang gliding about the same time as me or possibly before, 1976, and he ran a glider production outfit with a partner, Paul Maritos, called **Flexi-Form Sailwings** – they had a strong tie up with Mainair Sports and produced wings to be flown with Mainair's microlights.

By the by, further down the line Mainair Sports and Pegasus Aviation amalgamated to become P&M Aviation, a long term microlight producer still going strong.

Gliders that Flexi-Form made included the Spirit (1976), the Vector (1977), the Skyline (1978), the Hi Lander (1980) and the Sea Lander (1981). They also made the Striker series of microlight wings, one of which I had for a time.

Sadly, Paul Maritos was killed in a glider testing accident and Hughie carried on for a number of years but the company was closed some time down the line.

Later years

Andy Wallis met Hughie on Nont Sarahs in 2010, and they talked about going on a trip to Skye to fly the spectacular Trotternish ridge. They had a great trip which included Hughie, Andy Wallis, Brian Wood and Angus Pinkerton. After the success of that trip, Hughie really became passionate about Skye, its wild-life and people, and he made several more visits to the island, becoming well known and quite a celebrity to many of the locals.





Andy speaks in glowing terms of that first trip and of Hughie's skills in producing these videos, and talks of returning. Hughie had a strong association with flying on Skye and produced a video called "Skye High" and many others which you can see on Youtube.

Here are a few pictures from the trip, though to see what the flying was like, you'll have to view the Youtube link. Look for videos produced under the name of "Railmon" and you will see many more of his other great passion, steam engines.





Latest news



Hughie feeding the gulls

I, as well as many other friends, went to see Hughie at James Cooke and, at that time, progress was minimal. Eventually he was transferred to Salford to be nearer to family and friends but still things did not look good. There followed a period where he seemed to be improving, walking reasonable distances around the grounds with talk of getting home and resuming making videos and other interests. He was moved to a care home in the expectation that he would continue to improve. Sadly, this recuperation did not continue and his condition started to deteriorate to the point where he passed away recently. A sad end for a person who was heavily involved in the early days of microlight aviation.

Our sympathies go out to his wife, Kath, in these sad circumstances.

Trevor Birkbeck

Dales Hang Gliding and Paragliding Club - Coaches list (November 2014)

Name	HG/PG	Location	Phone	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	krgay@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@hotmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Keighley	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogj.me.uk	Various

Club Coaches are pilots who have expressed a wish to help less experienced or new pilots find their feet in the Club environment. It could involve site information/briefings, developing and advising on practical flying skills, assisting on coaching days or helping pilots prepare for exams or invigilating exams. All coaches have been endorsed by the Club and undertaken some BHPA led training - they also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
November 2014

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training.