

**Dales Hang Gliding &
Paragliding Club**

**FEBRUARY 2007
NEWSLETTER**



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### CHAIRMANS CHAT JANUARY 2007

Well, the flying seems poor for this month – even the nice looking days have been too windy. This has not been the case the world over though, with records being broken in South Africa in December.

3 new world records are awaiting validation from the FAI (Federation Aeronautique International – the world wide free flight governing body). These records are; tandem open distance 356Km, solo distance to declared goal 368Km, and solo outright distance 426.8 Km. What is also really amazing is the flight statistics. how about an average speed of almost 60kmh? a recorded top speed of an incredible 120kmh! Maximum height over 5200m amsl – that's 16,900 feet without oxygen! Apparently spiraling down to loose height was the only way to remain conscious. Only 7.5 hrs to complete the distance – that's moving! I wonder if it was windy!

But the best bit about it all was that it was not just one person but *two brothers* – the Valic brothers, Aljaz and Urban, flying together and landing half a kilometer from each other. How marvelous to have a flight like that and share it with someone special. Hmm, wonder if my paragliding brother Andy fancies a holiday?



Congratulations must also go to the amazing Richard Westgate, former UK XC league winner who has hopefully taken the Tandem record along with his passenger Phil Bibby. Well done lads!

Imagine what being a passenger on a flight like that does for your learning curve! Sharing flying experiences is another great aspect of our sport as I am sure all four of the above pilots would agree with. Flying tandem with my girlfriend Kate is one of my favorites!



So why not join *your* fellow pilots this year, speak to the Competitions secretaries Sean Ogi ,Kevin McLoughlin (PG's) and Trevor Birkbeck (HG's) and join in the British Club Challenge? Or speak to Dean Crosby about coaching in the Dales?

Another place set to be flying heaven soon is Australia which hosts the World Championships in February. Good luck to all the team going there (lucky bleeders!) and come home with the silverware soon....

But for us stuck in the UK *now* is the time to get all the jobs done that we tend to leave to too late. How many people turn up to fly in the spring without having their wing serviced, their parachute re packed or even their vario batteries replaced! I know I have a list of jobs to do myself! Get these jobs done in good time and enjoy a less stressful start to the season.

So, see you all at the club night on Thursday February 1<sup>st</sup>, we will be having a quiz night with prizes for the winners; T shirts, sweatshirts etc.

Cheers,  
John Ellison

### CLUB COACHING

If you take a moment to look at your Club's constitution (in the front of your sites' guide) you will see that we exist to (1) Maintain flying sites; (2) Promote the sport of hang gliding and paragliding throughout the Yorkshire Dales; and (3) Educate our members in the conduct of their flying with due regard for safety. The last of these relies almost entirely upon our coaching scheme.

The transition from school to club is when recently qualified CPs are at their most vulnerable and most in need of coaching.

Your committee is well aware that this is an area where the club has been somewhat lacking of late. Despite a wealth of experience our coaching has lacked direction. Our list of club coaches is out of date and the sad fact is that many of our newly qualified CPs experience an apathetic response to requests for someone to meet them on the hill to give advice and support. There has been quite a lot of support recently from novice pilots for some sort of 'message board' to help them to fly accompanied. Perhaps this is an indication that our coaching system is not what it should be. The appointment of Dean Crosby as Chief Coach has given the club a new impetus in this direction and Dean is now trying to encourage those of us with some experience to pass it on to those that need it most.

To get a club coach's licence you need to fulfil 3 criteria:

- Minimum of CP + 10 hours.
- Attend a 2 day coaching course.
- Be recommended by your club (Chief Coach).

The job of a club coach is to provide information, guidance and help in a safe, proven manner to club pilots. Although many of the principles are the same as those used by instructors it is important to note that you cannot coach anyone who has not already qualified as a CP and you can only give advice; you cannot tell anyone what to do, or what not to do. Actually many of you are probably acting as 'unofficial' coaches already. If you are able to point out the bottom landing field to a visiting pilot you are already coaching; but there is a lot more that you could offer.

I did my coaching course back in 2003 but didn't apply for my licence because I felt that work commitments would restrict my availability. The 2 day course was held over a weekend in a classroom at the Dalesbridge Centre, just north of Settle. The BHPA provided 2 very experienced instructors in the form of Mark Dale and David Thompson. The cost is £25 with a modest additional charge for tea and coffee. There were about 20 pilots on my course from different clubs; some very experienced pilots; some who had done the course before and some newly qualified CPs (ten hours are required for the licence not to do the course). All were equally welcome and the course was very informal (09:30 – 16:30) with the theory being interspersed with lots of realistic scenarios and team problem solving. The course was excellent value and although designed to train potential club coaches helps to improve your own personal flying and decision making skills.

After 3 years I can't remember the detailed syllabus, but all participants are issued with an excellent BHPA Coaching Handbook from which I have extracted the following.

The course starts with an introduction to the Pilot Rating System and the Coaching Scheme. It then goes into the theory of coaching (skills required, communication, promoting self confidence, teaching goal setting, assessment, briefing and debriefing).

This is followed, on day 2, by practical exercises designed to teach you to be able to coach in the classroom, on the hill, and in the pub. You go into some detail on basic exercises such as taking off, landing and 360° turns all the way up to XC flying and airspace. Finally there is a session on dealing with a major accident if it all goes horribly wrong.

Why not sign up for a coaching course? You will gain an invaluable refresher course which will, without doubt, improve your own flying skills and decision making. It enables you to get a club coach licence and put something back into your sport. It is a requirement for trainee instructors and is thus a stepping stone to a full instructor rating. Finally, seeing other pilots improve and achieve new goals can be immensely satisfying. (I took a young CP on her longest XC in Slovenia last year: she was *ever so grateful* – but that is perhaps a story for another time!).

I don't have as many work commitments these days so I collared Dean at the last club night and he has endorsed my application for a coaching licence. It will be in the post to the BHPA shortly. Why not become a Club Coach too?



Article by Martin Baxter – can you spot him?

## A Grand Day Out

Words by John Ellison.

Pictures by Ali Guthrie.

Information and map from UK XC league at <http://www.pgcomps.org.uk/>

As I sit, staring out of the window, watching the thrashing trees silhouetted against a wet grey November sky I look forward to telling this tale, of my favorite flight of the year. Just the prospect of reliving the story makes a smile come to the corner of my mouth and my heart rate picks up as I flick through the snapshots in my minds eye and drift back to the 14<sup>th</sup> July.

Some of the best things in life are thoroughly organized, some painstakingly planned but this one was unexpected – a real bonus!

It was a fairly average looking day in the dales, blue sky, no cumulus, cirrus up high but a soar able wind and gentle wind blown thermals. Soaring around Semer Water on my OMEGA 6 with other paragliders it was soon obvious that the combination of weak thermals and a reasonable breeze meant gaining height was tricky as getting back to the ridge if the thermals lift died was a hard glide into the wind. The lift I was in had petered out and I was thinking of heading back to the hill. Two of the other gliders that had been soaring on Semmer water were climbing upwind of me. I flew over to join them, Dave Smart and Ali Guthrie in their thermal. ‘Oh well, were committed now, a few thousand feet and tracking down Wenslydale over Hawes’.

I was not optimistic. Weak climbs, no soarable ridges within a glide, cirrus and a blue sky ahead did not bode well for a long flight. ‘Hmm, I recon one, maybe two more thermals and that’s our lot – probably mid 20’s kilometers....’



**Dave gliding towards the Howgills**

Heading West North West and downwind we glided on along parallel tracks, fanning out, each of us in different air tripling our chances of finding any lift. ‘Oooh, first little cumulus!’

Ahead a flat 'burger' of a cloud formed but the lift we found was to the side of it. We continued spiraling upwards together, each of us watching the other two to see the liftiest part of each others '360' to see the best lift and widening out own 360 to take in a bigger piece of the better air, our small gaggle moving and re centering constantly to make the most of the available lift....

...off on glide again, tracking towards the Howgills – a strange sight like the surface of a brain, ridges uniform in width twisting round each other into a knitted pattern on the landscape, strange, beautiful and strikingly different to the flat topped moors and scars of the Dales with their dark tops, stark limestone pavements and dry stone walls.

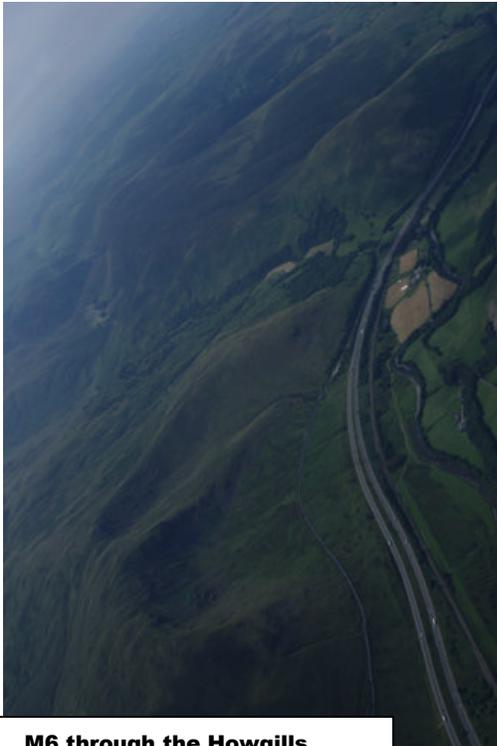


**Dave climbing lee side on the Howgills**

Dave was lower, falling out of the lift and pushing on again. Ali and I maximized height in our thermal and headed over to where Dave was now spiraling upwards from beneath us, climbing on a thermal from the leese side of the Howgills, south of Whitestones. Ahead of us the mountains of the Lake District lay, an intimidating wilderness with two exceptions.

The M6, like a dark black stream winding along the valley floor between the Howgills and the Lake District and the Wind farm, the huge blades being turned by the same wind that was drifting us downwind.....

Ahead of us the appearance of the sky changed dramatically with a line of cumulus stretching out ahead of us across the lakes to the now visible coast. How my opinion of the day had changed from the blue fairly hopeless sky in the Dales to what looked potentially like a soaring motorway to the coast....



**M6 through the Howgills**



**M6 through the Howgills looking North**

Just south of Whitestones we crossed the M6 motorway, the vehicles like colored leaves flowing in opposite directions along a black stream. The climb we found next was to the edge of the cloud street – as were the next few.

The scenery was changing dramatically, the softer flatter rolling Dales and abstractly regular contours of the Howgills giving way to varied and larger terrain of the Lake District ahead of us.

With the land now rising and cloud base not going up correspondingly it felt like there was now a real sense of urgency to find lift - the gap between the clouds and the ground seemed pitifully small, too close for comfort. Patience and care was needed to get every little bit of lift from the day and stay in the air.

We slowly pushed on and in next thermal I looked down and saw the lake - Haweswater –below us. Not where you would expect to look for lift! Our thermal was coming from the leeward slopes descending to the lake and drifting over it.



**John along Sleddale Valley with Windmere in the distance**

Keeping a close eye on my vario averager, checking that the ‘bitty’ lift was actually going up on average I watched Dave leave our climb and head over to Ali who was 500m behind us and in what looked like similar lift. As Dave had nearly finished the transition to Ali’s thermal should have been Ali left, as the lift had finished!! I could almost hear Dave swear at his decision as he u-turned back towards my ‘almost’ thermal, where Ali had now joined me!

I could see Dave was much lower and not connecting with the lift. Looking around there was something not obvious – civilization! I looked down, around the head of the lake and off into the distance. Not a house, barn or a vehicle track visible in the whole lake valley! ‘Don’t go down Dave, you will be in for a long walk!’ It was obvious that Dave, now low, did not have the height to glide over the hills surrounding the lake to a road and was stuck, needing another climb desperately. Fingers crossed mate!

There was nothing Ali and I could do as we circled high above as our lift died and we set off on glide down wind, leaving Dave scrabbling low at the head of the valley. I crossed my fingers for Dave as I set off. I remembered telling friends at a competition recently ‘...don’t write Dave off till he’s got his glider back in the bag!’ I hoped I was right this time.

On we glided and over another much larger lake – Ullswater. I started to feel a little more comfortable. Good landable beaches next to the Lake, houses and a road meant we were back in civilization again. We pushed on, flying over the east side of Clough Head, climbing there. Gliding on in weak convergence saw Ali and I dropping onto the Blencathra ridge. At last I felt that I knew where I was, recognizing paragliders flying the ridge. Ali turned north and headed off over a fairly overcast area with little sun on the ground. He carried on and told me later he connected with light convergence to eventually land near Wigton. With little in the way of sun or civilization in that direction I decided to follow the sun and track round Skiddaw, where I was rewarded with the sight of another paraglider thermalling!

As I headed round the edge of Skiddaw I shouted hello to the walkers down below watching my progress as they crested the mountain. I did not find the lift the other glider had been turning in, only the headwind and stable air I recognized as the sea breeze I had flown into. I pushed the bar hard to maximize my glide into the headwind. Over my left shoulder I recognized Keswick and Derwent water and to my left, Bassenthwaite Lake. Directly ahead all the essentials we look for when landing, fields, roads and a pub!



**Dave by West Sleddale reservoir and quarry**

As I took my final glide I looked behind me and saw a sight that further lifted my happy heart and I could not resist a chuckle – a red Advance Sigma 6 – that *must* be Dave! Sure enough as I touched down at 85km in the field next to a pub as Dave came sailing high overhead. He glided on then turned and flew back to join me in the field.

We had landed, elated, giggling and reliving the flight as we packed out wings. Striding over to us with purpose was a man in wellies. ‘Oh no, not an angry farmer to spoil this fantastic day surely?’ I thought.

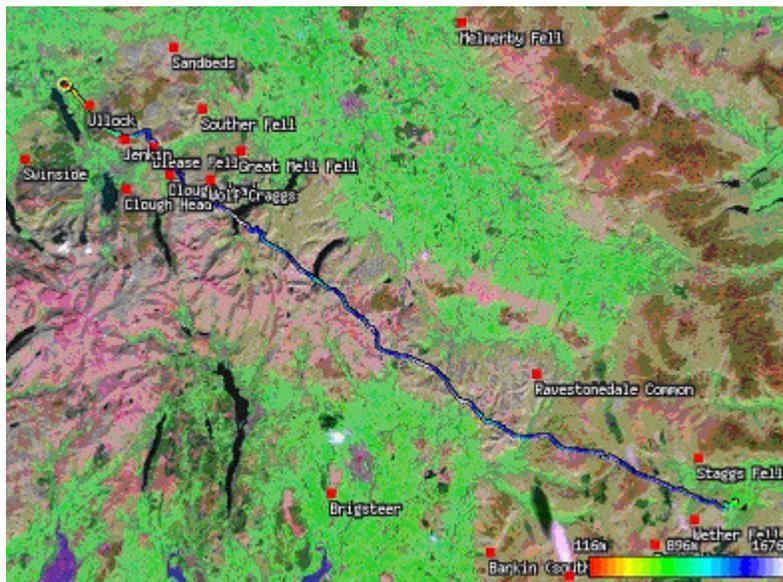
“Where have you come from?”

“Semmer Water” I replied, not expecting that to mean anything to the man in wellies, but our luck had held out one last time that day.

'Well done, that must have been an excellent flight!' We had landed in a field next to a paraglider pilot's house! After a chat and a few phone calls he gave us a lift half way home where we met up with Dave's girlfriend Jenny, who drove us the remaining distance back to our cars.

A grand day out....

| Data calculated from tracklog |                |                   |                |
|-------------------------------|----------------|-------------------|----------------|
| Max speed                     | 88.65 km/h     | Max vario         | 6.0 m/sec      |
| Mean speed                    | 42.01 km/h     | Min vario         | -5.0 m/sec     |
| Max alt (ASL)                 | 5518ft (1682m) | Takeoff alt (ASL) | 1450ft (442m)  |
| Min alt (ASL)                 | 364ft (111m)   | Altitude gain     | 4068ft (1240m) |



## THE BRITISH PARAGLIDING CUP

Here's the dates and locations for the 2007 BP Cup Rounds. Registration will be open in a short while so get your days off booked now.

- 4th to 7th May - Snowdonia Round
- 26th to 29th May - Scottish Borders Round
- 9th and 10th June - To Be Finalised
- 14th and 15th July - Yorkshire Dales Round
- 4th to 7th August - Long Mynd Round

Let's hope 2007 brings us fair winds and close fought tasks. See you there.

Richard, Pete and the rest of the '07 BPCup team.

Peter Logan

**And a flashback to the past.....**

## **British Open 2005 in Mayrhofen**

2005's British Paragliding Championship had a dream start in Mayrhofen with an amazing – and possibly record breaking – six tasks in seven days! This was more than anyone could remember. Mayrhofen is a small town in the Austrian Tyrol. It is at a junction of three valleys just north of the main ridge of the Alps with good skiing in the winter and excellent summer activities available makes it a favored destination in the area all year round.

The local Hang gliding and Paragliding club are called the 'Golden Eagles' and are one of the most prolific xc clubs in the Alps if not the world. While we were there a couple of the local paraglider pilots flew 200km triangles!

The competition was arranged by Kelly Farina of [www.austrianarena.com](http://www.austrianarena.com) who provided excellent weather forecasting and task setting. His knowledge of the area is excellent.



The Dales contingency consisted of Chris Fountain, Jake Herbert, Dave 'smarty' Smart, myself (John Ellison), and also included an excellent British pilot and tour guide / organizer who lives in Venezuela called Douglas Pindham [www.vivatrek.com](http://www.vivatrek.com) .

### **Celebrating June Sage's first arrival in goal in the landing field bar.**

The tasks were all well set and varied from 30+km to 70+ km in distance. It was not enough to get to goal – you needed to be quick to score points! For example the last 72km task was completed by the winner – Russell Ogden – in one hour and forty minutes, making his average speed a blistering 43.2kmh!

Briefings were early at 8.30 am followed by a drive up the hill to take off. The take off area is large and easy with a large indoor/outdoor restaurant.

The flying was excellent with fast flights, strong - but sometimes broken – climbs, massive 3800m (12,500ft) cloud bases and long glides crossing the valley.

A good competition was had by all with only one accident which occurred on take off. A collapse low down swung pilot Paul Russell into the hill. An air ambulance was on the scene within 15 minutes!!

The results for the Dales boys were as follows;

|                |                                                                 |
|----------------|-----------------------------------------------------------------|
| John Ellison   | 11 <sup>th</sup> (2 <sup>nd</sup> serial class Advance Omega 6) |
| Dave Smart     | 27 <sup>th</sup>                                                |
| Chris Fountain | 50 <sup>th</sup>                                                |
| Jake Herbert   | 51 <sup>st</sup>                                                |
| Doug Pridham   | 68 <sup>th</sup>                                                |

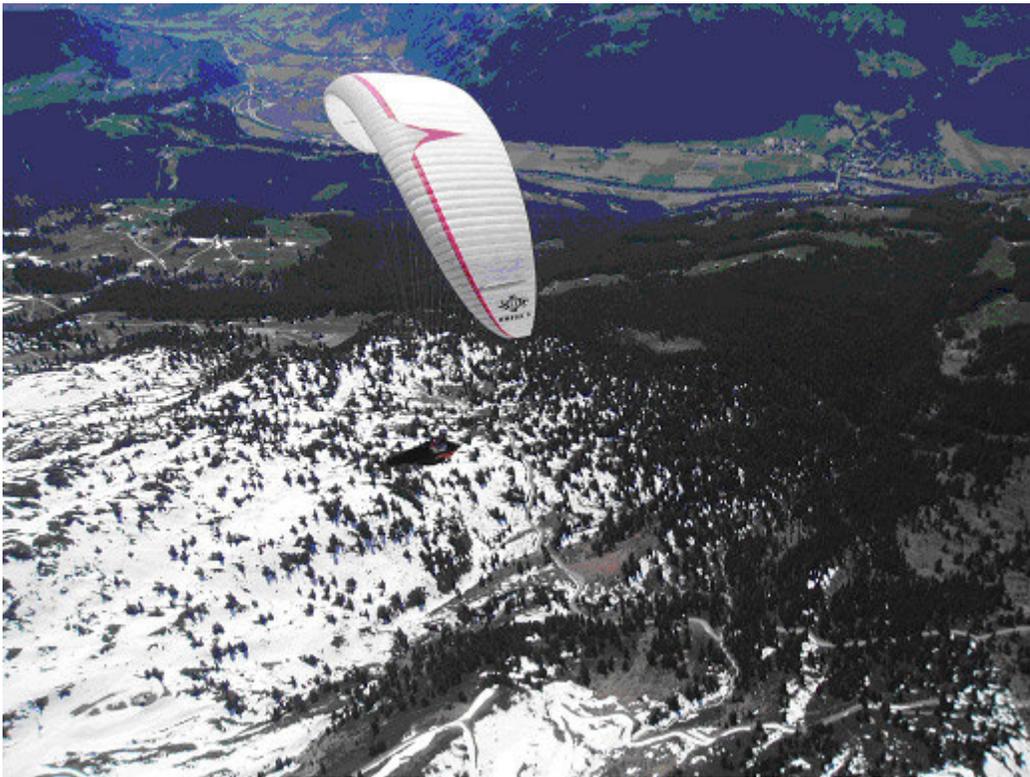
The 'Dales Boys' team came 5<sup>th</sup>, considerably better than the local rivals from Derbyshire who only managed an embarrassing 15<sup>th</sup>!! Unlucky Nigel!!

A good competition was had by all!!





**Over the top of the snow!! Hope my glide makes it!**



**Omega 6 in action**



**Ulric Jessop on his new Gin Boomerang 4 arrives in goal**



**Airwave's latest Magic FR high aspect ratio competition prototype!  
Note X bracing.**

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And....a long time ago...in a galaxy far away....

Memories Of Hang Gliding Early Days By Mike Shaw

In my case it was a Sunday Express newspaper article that started my addiction in November 1972 (catch this next month, Ed.). I wrote to Brendan Mulholland who passed my letter on to Geoff McBroom. Geoff eventually produced well drawn plans and a 'how to fly' instruction book for a fiver.

This first glider was called Arion, it was a smallish machine with large 2" dia strong dural tubes and no king post. The fabric was thin rip stop nylon, bought from Bradford market. It had a very strong homemade scat and flew fairly fast. By April 1974 I was just about soaring in fresh winds on the East face of Pendle. The whole glider had cost me about £50!



A year later McBroom was producing a slightly larger glider called Argos. A friend in Addingham bought the kit with a fully completed sail and I was able to crib a very careful copy for a fraction of the price. No, I don't hail from Yorkshire or **Scotland!**

By now my wife (Jenny) was getting quite skilful at sewing sails and I encouraged her by buying a new zig zag machine. However, I made sure her sewing was not unsupervised for very long!

This glider was easy to handle and a delight to fly, but one had to watch out for the early indications of the dreaded luffing dive. Designs with preformed battens came very much later. I put a king post on this glider and 2 sets of L E wires to prevent the tubes from flexing. By modern standards the Argos was so light and easy to carry and most of my flying was done on Gt Whernside in the company of Eric Rowley and Colin Hawkes (also founder members). This glider was also so forgiving that in moderate wind and lift, one could push out and fly in negative ground speed without stalling, if one had over shot the landing spot on the hill.



My longest flight (yawn yawn!) was 3 hours not going anywhere, but scraping the top of Gt Whernside. Much of this was spent with an aggressive Alsatian snapping at my dangling legs. I converted to prone with this glider after fitting a larger A frame and making a prone harness.

Looking back, those years were most enjoyable with many fliers on the hills and much more reliable weather than we have these days.

Having an Aero Eng qualification and years of flying model radio control slope soaring gliders, I think I learned to fly (self taught) fairly quickly and easily, with few hairy moments and dodgy landings. (much to the wife's relief).

I was an Eng Maths lecturer at a local college. One of my students was always keen to come out with us. He would cycle about 8 miles to Silsden on a Sunday morning (never Saturday) and was a tremendous help in getting our gear to the hilltop. We found out later that his dad was a vicar and a day on the hills carrying gliders was of much greater appeal than a boring sermon! (and we thought he was going to be a latter day Lillienthal!). Eventually I gave in to his requests to 'have a go' and he did a 'top to bottom' at Gt Whernside, was I relieved when he landed safely!

Using other people's cast offs and broken bits (of which there were plenty!) I made a two thirds size glider for my son and friends aged about 13. He did a few top to bottoms successfully but then 'her indoors' heard that soloing under the age of 16 was rather naughty (in fact illegal) and that was the end of his hang gliding career – he never flew one again.

About late 1975 Colin Hawkes and I took 2 hours to climb Ingleborough with a light Northerly forecast. This didn't materialise, but an audience of about 30 walkers did. They decided to hang about to see the fun! We felt like a circus act and were tempted to pass the hat round before attempting a seated take off in nil wind, on the shear North face! Colin drew the short straw and went first, many oohs from the crowd as he descended almost vertically before reaching flying speed. My take off was similar with both flights lasting at the most 2 minutes and both of us needing a change of underwear, we never did try that one again!

A few years later we tried Ingleborough again. This time taken up by tractor from Newby near Clapham, to an Easterly face. The wind was too light and several people went down towards Gaping Gill Pot. Our tractor man Robin very nobly drove down to retrieve them but got stuck in a boggy area! He managed to get help from another tractor man and the next day they retrieved the stuck one from the bog!, this was the end of my attempts to soar on Ingleborough.

In the mid seventies several members were asked to do a 'fly in' at the Settle Summer Festival from a local hill. I flew dual with my son on my old Argos (landing rather fast) and later solo on an untested glider belonging to a guy who asked me to be test pilot.

It was very out of trim and I was glad to get down in one piece. The spectators at Settle were very intrigued and enthralled as H G was all very new in those far off days.

The late Don Greenbank was a very generous person. He would often let me fly his latest glider as a change from my old Argos. I remember an occasion at Addingham floorside when he decided not to carry any further along the ridge involving 2 or 3 stiles. He took off not only forgetting to wear his helmet, but also that it was hanging from the outer end of the cross tube. His subsequent 360 at low level was a sight to see! There was never a dull moment when Don was around!



Safari – 79 to 83



TyphoonS - 1985

John, a friend who now microlights, tells me he heard many years ago of a learner who was getting practice on the West face of Baildon. This learner inadvertently landed on top of a parked furniture van, much to the consternation of the driver. John didn't know quite how they managed to get him down!

Thanks for putting up with the ramblings of this ancient 'hangy'. Get yourself a bike folks, share cars and help save the planet and the polar bears. I am fed up waiting months and months for a decent flying day.



TyphoonS 1986

Mike Shaw.

Grounded Wife's Lament

1970's

Jolly crowd on lonely hill
Rigging gliders laughing till
At last they launch into the blue,
I'm six miles from the nearest loo!

Soaring high my husband flies
Flecked with sunlight in the skies,
I wonder if he thinks of me –
O God, I'm dying for a pee.

I run cross legged down the slope
And find a bush to crouch – some hope,
A great black shadow from above –
A friendly voice – 'You alright love?'

They see it all from way up there,
There is nothing missed when in mid-air:
The gorse is short, the landscape free –
O God, I'm dying for a pee!

Courtesy of Mike Shaw

SITES NEWS

SITES – TRAFFIC LIGHT SYSTEM

I hope that you are aware that we now apply a simple colour code to each of our flying sites to indicate its availability. **Green – no problems; amber – restrictions in place; red – no flying or serious restriction.** These are displayed on the club website. Please check that the site is available before you go flying. If you are familiar with the site and the colour code is green – load your gear in the car. If the colour is amber or red, and you don't know why, check for further detail. When we get the online sites guide up and running this will be a simple click away.

Martin Baxter
Sites (North)

GENERAL NEWS

Hello fellow pilot

I'm Greg Hamerton, a cross-country pilot from South Africa. Over the years I've travelled the length and breadth of this country, and made many friends. I also spent many years as an instructor and I hold a few of the site xc records. I've condensed all my knowledge into a guidebook known as the FRESH AIR SITE GUIDE.

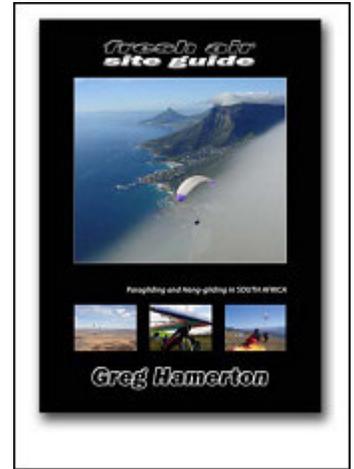
It's full of colour photos, flying advice, and useful information like GPS coordinates and wind directions. It's just been released in its 5th Edition - I like to keep it up to date.

It is available in English and German, and features both paragliding and hang-gliding sites. If you're thinking of travelling through South Africa, remember to get yourself a copy.

For more information and to claim your FREE touring pack (Google Earth overlay and Flyer's Guide article) visit my website : www.eternitypress.co.za

Thanks and have a great year's flying.

Greg Hamerton.



CLUB TRAINING

Folks,

If anyone's interested in studying for their pilot exam send an email to me at contacts@dhpc.org.uk. The club will be running some revision sessions over the winter which will go through what you need to pass the pilot exam.

All you need beforehand is to have passed or expect to pass all the pilot tasks in the pilot task book by the time the exam is held. We will also be able to book and invigilate the exam for anyone who wants to sit it.

The pilot qualification is for anyone who's got a bit of experience after their CP and is to show that you've gained an awareness of flight, weather, airspace and navigation. If you're thinking of going XC it's a must.

The course is also open to anyone who feels they want to brush up on their knowledge after a lay off etc..

Cheers,

Peter Logan

BITS and PIECES

There are still a few tickets left for the Dinner Dance. Owing to the fact that we are already up to 20 pages+ this month, I'm not going to print all the details again, check the January edition if there is anything you are unsure of.

If you would like to go please contact **Tony Pickering** on **01943 466632, 07740 459888**.

My personal recommendation for the menu is the Mushroom and Stilton, Lamb Thingybob, and Sticky Toffee Meringue. If that doesn't put you over the weight range of my glider – nothing will. **!!SEE YOU THERE!!**

~~~~~

## **CLUB NIGHT**

Thursday 1<sup>st</sup> February at Ilkley as always.

The days are getting longer, a bit more blue sky – there's a bit more of a buzz about the place. Come on down and add your vibe to the proceedings!!! No, you can't raffle it.

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COMPETITION

Thanks to all those who have submitted articles. They will get used in forthcoming issues. There's still time if you've been thinking about it and, quite simply, I'm off skiing. So the deadline is open to about the 15th Feb when I get back.

Don't forget entry is actually **FREE** and you can win a decent prize courtesy of **!!!ACTIVE EDGE!!!**

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## **EDITORS NOTES**

I'll be brief and reduce the font size. Owing to some unforeseen problems on the domestic front, I've unfortunately not been able to put so much time into the magazine this month – so it's a bit short on dates for the diary and that kind of stuff, ditto librarians corner and so forth. Also, I didn't get so much of a chance to rescale the images so the overall file size is a bit high – hopefully you are all on broadband. But, the good news is that a few articles have started to drift in – holiday reviews, Alex Colbeck's review of his NIVIUK (next months issue), and a great effort from Mike Shaw – something for the more rigid of our members (steady girls) but of interest to anyone with half an interest in flying. I don't think I'd let my wife anywhere near sewing a sail for me.

**HOPE TO SEE YOU AT CLUBNIGHT OR THE DINNER DANCE** – thanks to those who have offered words of encouragement re the newsletter.

Ian Sadler, January 06