

CLUB RADIO FREQUENCY 143.850Hz

Skywords

Welcome to a New Year, and a new era for the club newsletter! I think we should start both by raising a glass (if you can face any more!) to Kate to thank her for all her hard work producing Skywords for the past few years—and doing such an excellent job. I am more than a little nervous in filling her shoes in this role, getting used to new software, etc. It's only as you start actually doing these things that you realise how much time and effort they involve. Please bear with me as things settle down.

The change in editor however will not change the pleas for articles, news items etc, so please do get in touch with anything you would like to have published to your fellow club members. In addition if you have ideas on things you would like to see in the newsletter, just let me know and we'll see what we can do (I think we can guess Ed's train of thought here — but no Kate Silverton this month I'm afraid).

Although I will be keeping everything pretty much the same as before, at least initially, we do start this new season with a new regular column—Safety. Nigel Page (a senior paragliding coach, and ex British national team member) has kindly given us permission to reprint safety articles from his website (www.50k-or-bust.com). We all love our sport with a passion (some even love it enough to attend the club's AGM) and live for those tales we can use to bore stiff anyone who will listen - however safety must of course always come first. It seems sensible therefore to have regular articles on the subject in the club's magazine—just to keep you reminded.

There's some cracking events coming up to get involved in that are highly recommended if you have not done them before—the Ratho (Edinburgh) zip wire reserve deployment was a great week end last year, and will be better this. The Farmers' Dinner is moving to a new venue of high repute (Cruck Barn, Appletreewick) and should be highly enjoyable. Get yourselves on these if there's still room. Add to this the Aerofix pickup and drop off service based around January and February club nights, and the reserve repack session in March—there's so much to do you won't have time to miss the flying!

Right, that's more than enough from me, I promise the next intro wont be as long. If you want to send me anything for the newsletter, please do (markandpat@sky.com)

If you do manage to go flying though—I hope to see you on the hill. ;-)

T_{dm}

Club Night Thursday 9th January 7.30 for 8pm

The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

Aerofix pick up - Quiz night

Please note: Club nights are reverting to the 1st Thursday of the month from February

Inside this month's issue:

- **Overly long intro from Tam**
- **Safety First**
- **Noticeboard**
- **Chairman's Chat**
- **Ed's Coaching Column**
- **January Club night**
- **Farmers' Dinner Invite**
- **Classified Jobs**



Chairman's Chat - January 2014

Well, the AGM came and went without any great surprises. 10% of the membership turned up and about half of them were committee members. The bar bill was only £50 which was just as well because the pub refused to take the club's cheque. Yours truly had to foot the bill on his flexible enemy!

On the financial side we actually made a slight profit (in spite of a stated intent to reduce our working capital). Had we known the figures a little earlier I would have been sympathetic to a proposal to reduce subscriptions, but we decided to play it safe and leave things as they are for now.

The only slightly contentious issue proved to be Social and Honorary Membership. In the end we agreed to remove the category of Social Membership (non-members are welcome to come to club nights and to read Skywords on the website) but to retain the category of Honorary Membership. Robbie Whittall is our sole honorary member.

As predicted we weren't exactly overwhelmed with volunteers to help out on the committee. Trev Birkbeck agreed to move from Social Secretary to the strategically important Club Secretary whilst Mark Morrison was elected as Editor of Skywords. Nobody volunteered for the role of Social Secretary so the post remains vacant for now.

The implication is that there will be no visiting speakers at club nights until someone takes up the reins. Elsewhere in this edition is a copy of the full job specification for Social Secretary. I'll be the first to admit that it looks pretty daunting, but the key point is that you do as much (or as little) as you can manage. It would be a tremendous help just to have someone to book the function room and confirm the booking the day before. Anything else is a bonus. The really good bit is that no-one can criticise your performance: if they do you simply invite them to have a go.



So come on: who's up for it?

Fly safely,

Martin Baxter. Chairman

Noticeboard



Club Nights

Please note that Club Nights are reverting to the **FIRST THURSDAY OF THE MONTH**, in February. The **January club night** will be the 2nd Thursday of the month (ie the 9th) to allow time for your liver to recover from the festive season! Brief details of upcoming nights are below:

January 9th - Quiz Night, Aerofix Pick Up

February 6th - Aerofix return of gliders

March 6th - Club members flying hols reports

(please get in touch with Ogi (ogi15@btinternet.com) if you would like to give a brief report and have some photos you could show)

April 3rd - Club awards, and photo comp results

January Club Night

£££££ Money to be won £££££

Our wise, esteemed, sage, and squeekily clean new club secretary takes on the Q1 role of Stephen Fry. The BBC's graphics department is replaced with a powerpoint presentation of questions and you will have a printed sheet on which to enter your answers.

Not sure yet if you will get funny buzzers, but you will get:

£15 1st prize, £10 2nd prize, £5 3rd prize!

Come and enjoy the fun, see how good Trev is with powerpoint, show off how much you know, and earn yourself some beer money while you're at it!

January Club Night

Aerofix pick up

Save yourself the £29 Parcelforce charge. Bring your wing/harness/reserve (labelled with contact details) to the Jan club night, and Martin will take it up to Aerofix for any repair/service it needs. This is over and above usual chairman's duties. You must settle up with Aero-fix direct if you want your wing back at the Feb club night. If the transport blows up and destroys your stuff, the club are not responsible!

Contact Martin to book in your equipment, he'll need:
Name, item to be serviced, phone number.

mrbaxter@hotmail.co.uk

www.aerofix.com

Simples





Ed's Christmas Coaching Column



Crossed:

A few days ago, on one of those occasional sunny, moderate wind days we get squeezed in during winter, rather than go flying, and being a bit tight on time, I decided to have an hour's ground-handling. One of those useful activities we tend to deny whenever it comes to selling our wing. I'm very fortunate in having a host of excellent places 15 minutes from my door. Not for me a flat, mud and poo infested green field, mostly unlike anything we usually take off from. No - I have the luxury of soft moorland grass, wind-blown clean and more akin to our usual take off hills. What I especially like are the various slopes, bumps and hollows; in this case to find a slope with the wind part across it.

Like anyone else I prefer the wind to be square on – not simply because the ridge may work better, but it makes the take-off easier. Unfortunately, it's often not quite so convenient and taking off with the wind to some degree across the slope is fairly normal. All aircraft prefer taking off into wind, having some power can negate this to a point, but a paraglider needs the wind to be square to it. One slight exception to this is the cross-wind/cross slope launch.

There's a lot to be learned from observation in this case watching take-offs when the wind is across the slope – we're only talking about up to 30 degree, as beyond this it's not likely to be a soarable ridge. You may see a variety of scenarios:

- Cross slope/light wind – pilot attempting to make a take-off square to the slope as opposed to the wind. The wing rises – lightly loaded and veers off to the downwind side of the slope.
- Cross slope/moderate wind – pilot sets up square to wind, not slope, and may with deft footwork and wing control get away, but again the wing is likely to fall to the down slope side or tend to get slewed that way.

A useful technique that works well is to set up square to the wind, but take one large step up the slope – the effect on the 'wall' will be to raise the downslope side and counter any tendency for



the wing to fall that way. A couple of things to bear in mind. Because the wind may have a longer run along the ground it may be more prone to rolling turbulence – this will be shown by the wing bouncing around more near ground level – once

Ed's Christmas Coaching Column (Cont)

above your head, in smoother air it should be better. In smooth air you can bring it up with both 'A's in one hand and the downslope brake in the other; alternately, for greater control both A's held separately may provide better control. To reiterate, the big thing is the **one step up the slope** as it effectively prevents the wing dropping down the hill – even to the point where it rotates 180 degree onto its leading edge which is not a good idea with modern leading edge rods.

So ... in that short hour I was out, that is what I practised. Trying it with slightly different riser and brake techniques, differing amounts of force and even setting up deliberately wrongly to see what the effects were and if I could correct them. My final point would be to have a plan – imagine a real life take off situation, do your homework (lots on-line) and then purposefully work on it. Try also to concentrate on those things you feel weakest at.



Winter flying conditions: It would be easy to see winter as providing smooth, if cold flying with the occasional wave days. Actually, winter needs to be considered as having hazards of its own – we tend to think of the hard edged and turbulent thermals of spring and the cumimbs of summer and fail to fully appreciate that winter conditions have associated hazards, that especially on lightweight wings like para-

gliders we need to be aware of. I'm not qualified to go into this in detail (where's a meteorologist when you want one) so I'll give you just a short lay-man's version. Basically it's a lot colder (and this really applies to those cold, high pressure days), consequently, the air is a lot denser and with more power. This in effect means it will behave differently and bring increased levels of mechanical turbulence (like rotor). You may find very different conditions at different levels and some marked (and often turbulent) shears at the boundaries. Valley bottoms can be calm and fogged in as the cold air sinks and slides off the hills, yet the tops could be fairly breezy; although they may even feel OK for flying. However, take off and you could find it noticeably windier at height – this is the upper wind that is being screened by the cold, dense air in the lower levels. We also need to factor in the possibility of wave and the effect this will have - remember, the Dales is a fairly wave ridden place. This is not to put anyone off the joys of winter flying – simply to suggest that you should assess the weather and flying conditions with a different mindset to spring/summer flying. So far this winter I've had some great days, most recently on Ingleborough, and whilst smooth, the effects of cold winter air were apparent. Anyone who walked up will have noticed the cold air pooling in Chapel le Dale and met the stronger wind kicking in 100' below take off.

Ed's Christmas Coaching Column (Cont) (Cont)

As the day wore on the limited effects of the sun warming the valley air caused the wind on the hill to drop away. At the end of the day on the final long glide down we easily reached the landing field – 3 hours earlier it may well have been a lot more difficult.

I'm just an amateur weatherman, so if anyone wishes to start a thread up on the forum I'm very willing to learn. Perhaps a professional could be enticed along to one of our club nights? It's certainly a useful topic to explore.

Club Coaches Day (last call):

As previously mentioned (last month) the DHPC coaches list will be checked and re-freshed at the end of January (after this course). Please consider attending the coaches course– they are very good – if you wish to take this further and become a coach please contact me as it needs the course, plus club endorsement. I've pasted the details as received from the CSC below. I have also put myself down on the course as it's time for my refresher – if anyone wishes to leave transport at Ingleton and go with me they are very welcome.

The Cumbria Soaring Club is running a 2 day BHPA Coaching Course on Sat 25th & Sun 26th January 2014 and we have a number of places left!

Currently the Coaching Course is the only post CP training offered by the BHPA.

The primary purpose is 're-training' existing coaches and recruiting/educating new coaches. But we consider it to be very worthwhile for all CPs and want to encourage more to attend; even if they have no intention of becoming a coach.

We think they will definitely find it useful & interesting and become a better pilot as a result!

Cost £30 (not inc food/refreshments). £20 for re-training.

Venue: Eagle & Child Pub at Stavely (between Kendal & Windermere).

For a place: Contact Dave Ascroft at canddashcroft@hotmail.com or

david.ashcroft@sellafieldsites.com

Paradower: Could I please remind folks of Pat's excellent set of winter talks. Detail is provided by Pat towards the end of this newsletter, and on his website:

<http://www.patdower.co.uk/p/coaching-courses.html>

On one of these courses you will get the chance to see (as well as hear) the irrepressible Barney Woodhead – always an experience. Many of you will have attended Pat's talks in the past and will have appreciated the informative, authoritative and professional manner in which they are delivered. An enjoyable and useful learning experience.



The First **Safety First** Column

As a club and as flyers we rightly take safety very seriously. One of the prime reasons for the club to exist is to ensure that flying in the Dales is as safe as possible. In line with that aim, we are initiating this Safety First column, which will feature articles concerning safety in flight. We may think we know all this stuff, but there's always something new to learn, even for the best! Nigel Page likes to show real scenarios, not just the text book examples!

We are indebted to Nigel who has kindly given permission for us to reproduce a series of articles that originally appeared in the Derbyshire Soaring Club Magazine. All the articles are available at www.50k-or-bust.com, but we will be publishing them in their original "bite size chunks", one at a time.

Nigel includes the paragraphs below in his introduction on the website:

"These articles are my best shot at covering some of the safety issues which seem to be poorly understood by some pilots. Most were written in response to serious accidents or incidents. I am conscious that they are only my own view of issues I have been able to identify. They do not constitute a comprehensive safety manual and my experience of alpine conditions is very limited.

I do my best to make the articles as clear and easily understood as I can. I am keen to improve them so if you find errors or have difficulty understanding anything then please contact me. Similarly if there is a subject you think needs covering I am happy to listen to ideas for new articles and will consider working with other pilots to produce them.

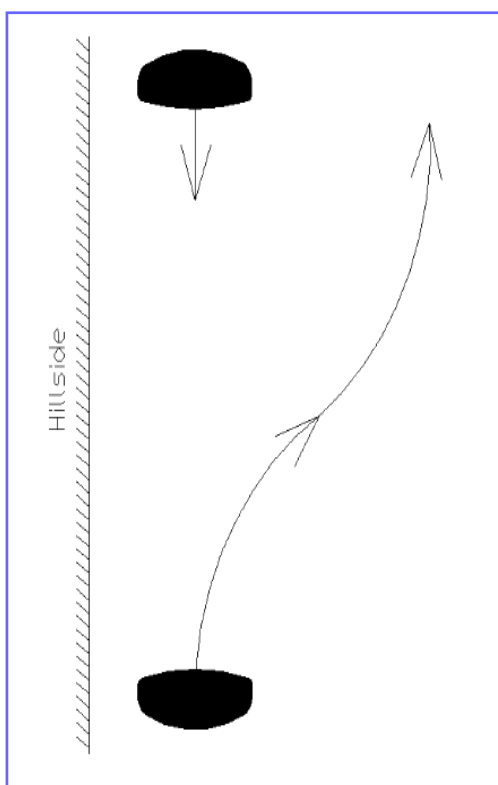
Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs to be stated."

Nigel's article is reproduced below

Collision Avoidance On The Ridge

In paragliding and hang-gliding there is a surprising amount of confusion about what is a "right of way". In fact what we do to avoid collisions on the hill in the UK is partly airlaw and partly convention. "Right of way" may not be the best concept. If we are keeping a good lookout and thinking well ahead we should only need airlaw, convention or "right of way" very rarely. Anyway, let's start with the obvious.

We find ourselves head on to another pilot and turn right to avoid him. He obviously cannot turn right because he has the hill on his right which is why the convention in the UK is that the pilot with the hill on his left should turn to the right



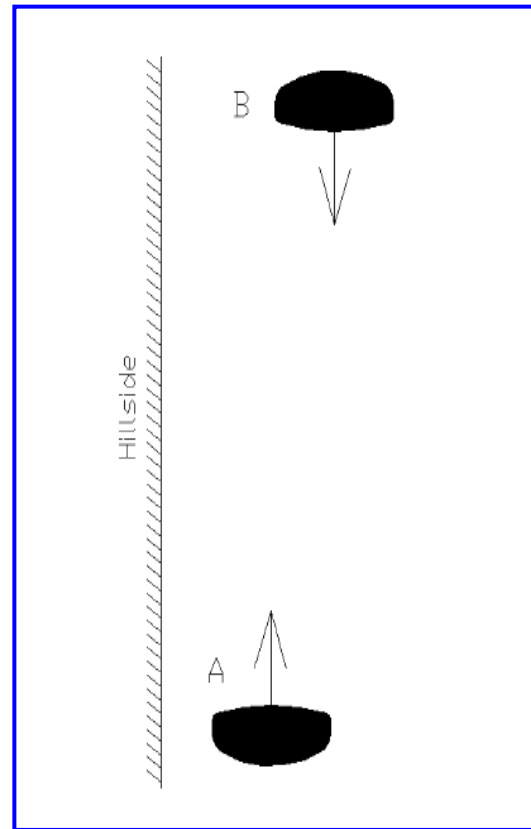
OK, supposing we encounter someone like this.

In this case if we (glider A) were to decide to pass to the right we would have to make a sharp turn across the front of the oncoming glider (B). It is obvious to us that pilot (B) should turn to his left to avoid us. I think this is what we should expect in reality. However pilot (B)'s sometimes have other ideas like:

"If I turn to my right and move closer to the hillside glider (A) will have to give way to me."

Is pilot (B) OK to do this? No, definitely not at the distance apart shown in the diagram which is much closer than we would expect to be before one of us turns. If pilot (B) was very much (several times) further away and moved into the hill pilot (A) could not really grumble.

The key point is that both pilots should have decided what to do about it a long time before reaching this situation. Does this seem a bit of a "grey area" or "wishy washy" to you? Good! It is a grey area, and it's no good pretending it isn't. As always both pilots have a responsibility to each other, to keep a good lookout, and to think ahead.



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BHPA Review of CANP

The BHPA are conducting a survey on the use of CANP, as detailed below, and they need our help.

Military Low Flying And Us

As with all pilots the military ones have no desire to have a mid-air collision. Many years ago CANP was set up to limit the risks associated with both our activities sharing the lower levels of the air above the UK. The details of CANP are on the BHPA website at www.bhpa.co.uk/documents/safety/canp/.

For various reasons it has become a good time to conduct a review of CANP and how it does, and does not, work for all those that are part of the system. The BHPA needs your help with identifying the good, the bad, and the ugly with it. If you have flown midweek, or intend to fly midweek in the future, please go to the following website and complete the very short questionnaire - it shouldn't take you more than 5 minutes and could well help save your, or someone else's life:

<http://freeonlinesurveys.com/s.asp?sid=pu1h5ne7sjlg3wy388217>

Apologies for the less than snappy URL! There will be a link from www.bhpa.co.uk

All hang glider pilots are asked to ensure that they have read the Safety Advisory below.

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Date: 12/2013
Pages: 2 (Pink)

British Hang Gliding
and Paragliding
Association Ltd

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Leicester LE19 1RJ

Tel (0116) 289 4316
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SAFETY ADVISORY

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 18 December 2013.

All Hang Glider Pilots must READ, DIGEST AND TAKE ACTION on the contents of this Notice and keep it for future reference.

If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

HANG GLIDER NECK INJURY IN FAILED LANDING

In a recent accident the hang glider pilot, as a result of a base-bar collision during landing, swung through the control frame. His harness allowed him to move forward to the extent that his head was in front of the high aspect-ratio glider's nose plate, which his weight and momentum pulled down violently on to the back of his head / neck region. The pilot suffered serious injury.



Figure 1

Continued /



Figure 2

Analysis:

High-aspect ratio hang gliders have been around for ten years or so, and FSC trials have revealed that with most harness types, a tall pilot can get his head in front of the nose of a high aspect-ratio glider. It appears to be the case that the specific unusual feature in this accident (and two others now identified) is that the pilot was holding the base bar (rather than the uprights) during his landing approach.

It is believed that the best current method of minimising this danger is to ensure that landing approaches are flown on the uprights. If the landing fails, then:

- a. If the pilot is on the uprights, his forward progress is delayed (and energy dissipated) by the bending and breaking of the uprights. Also breaking of the uprights removes the danger of the nose being pulled onto the pilot's neck. Whilst if the pilot is on the base bar, there is no impediment to his forward progress and reduced likelihood of the uprights breaking.
- b. If the pilot is on the uprights, his action on the uprights, after the base bar hits, results in the nose slamming down, before his head gets there. Whilst if the pilot is on the base bar, the key factor in the nose coming down is the hang strap pulling it down behind him, onto his head/neck/back.
- c. If the pilot is on the uprights, his head is well up. To get under the nose his head would have to follow an 'S' trajectory. Whilst if the pilot is on the base bar, his head is already well forward, and to get under the nose it simply needs to carry on forwards.

Although not a factor in the accident identified above, it is also known that base bar wheels usually reduce the glider's deceleration in landing incidents, and would thus reduce the likelihood of the unrestrained pilot being thrown forward in front of the nose.

Action:

Hang Glider pilots should make landing approaches with their hands on the uprights and shoulders raised.

Still Places available for:



DHPC Reserve Repack 2014

8 MARCH 2014 (10am – 2pm)

St Marys School Menston, Leeds.

Brilliant value, just £10

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

All welcome – no need to be a Dales Club pilot.

To book email Peter Spillett at pete@petensara.com or see details on website under events.

In late November 2013, 3 Dales pilots took control of their mundane lives of travelling around unflyable Dales sites and headed for exotic foreign climes. This is their story.

Last of the Summer Vino

Cleggy had a problem, well quite a few problems actually but one in particular.

Foggy Morrison had pointed out that if they did not strap a paraglider to Compo Baxter and throw him off a cliff then two things would soon happen. Firstly his wellies would start twitching and secondly he would start volunteering people for the committee. Cleggy had suggested that the solution to both these problems was just to forget the paraglider ?

What was needed was a grand plan and as long as it did not need to be a practicable or a sensible plan then Cleggy is your man. He suggested a trip to the Alicante region. Foggy who is the club Martini girl, he will fly with anyone, anytime and anywhere was the first to sign up. Cleggy sold the trip on the region having a good topography leading to a wide variety of flying sites, normally stable weather (more of this later) and a knowledgeable and hard working fly guide in Nick Pollet at Doyouwanna.net.

Compo didn't need any of this info, he had watched Benidorm the TV series and was looking forward to the egg and chips washed down with Yorkshire bitter for every meal.

Having secured their Yorkshire passports to leave Leeds Bradford airport and negotiated their parole papers with loved ones then they all chose a Jet2 flight to Alicante. Ryan air was available but by the time the check in clerk saw the snail houses on their backs it would have involved complex financial agreements to purchase the plane in order to save money.

The first day Nick introduced the three amigos to two other pilots, the first was JJ a young female blond polish pilot. Can I send my apologies now...we are all really, really, really sorry for everything.

Cleggy Compo and Foggy at Pina Rubia, lower take off



Cleggy wasted more valuable time by walking the Zimmer squad to the take off at Cabo Santa Pola, the local coastal site. This was a manageable walk with the villa being right next to it. He carefully toured the take off, showed them the landing field, explained the last majestic flight he had across the three cliffs and around the light house on the end cliff whilst only lit by romantic moon light. The next morning Nick the fly guide did the same briefing but with more practical flying advice and less of the romance. These two detailed briefings as usual ensured that the wind remained from over the back for the full week

Pina Rubia is an attractive site with a light cross wind take off and a massive landing field, the Yorkshire pilots spread out all over the landing field.



Col De Rates: An epic site with a miniature landing field (*it was a T junction on a single farm track, surrounded by Orange trees!—Tam*). Nick described the landing field as enormous and this difference in the assessment of size explains a lot. Nick said all five pilots would spot land, Foggy bet beers that we wouldn't. Needless to say guided in by the aroma of the pig farm, (am I selling it yet) we all hit the spot with an accuracy that would qualify us for the non existent GB pensioners accuracy landing display team. Foggy Morrison still has not bought the beers but as the recently elected Sky words editor he will edit this beers bet out anyway !!





El Palomaret ..often considered as the home site with a house thermal, this analogy can now be extended as the take off is now carpeted !! Basically if you are still reading this, asking yourself why ? all you need to know is that we all took off and went up, then up some more, some flew out and continued going up, Cleggy tried to land and went up, Compo and Foggy flew to another ridge and went up. Maybe this is why the site is popular because even three old gits from Yorkshire can keep it up for longer (come on editor that has to be taken out).

Compo Baxter was told to fly to the Bar in a village nearby, not wanting to get a round in he landed in a scrub field well short of a traumatic wallet experience that would have caused a permanent monetary tension, or Yorkshire PMT.

Having a reputation for spreading Chaos wherever they lay their pension books they even managed to produce weather related Chaos. Overall the weather, usually quite stable in the area and conducive to flying was turned upside down. Alicante beach was covered one day by the first large snow fall since 1959.

Apparently the farmers were desperate for rain as it has not rained significantly for the past few months , well we sorted that pending drought problem as well. Cleggy calculated that we flew 5 days and messed around not flying for four days .

Everyone knows that if you put a group of grumpy old men together their minds will turn to ?? ..well gardening. Foggy Morrison is already a topiary consultant and Cleggy's count of his activities in Alicante total one tree and three bushes. This was as nothing to Compo's ploughing of the furrow by attempting a forward launch at Col de Rates. We have unfortunately no video, however apparently this site now has a new runway cleared of vegetation. Compo commented that he very rarely did alpine launches and after this one he would never do one again. He blamed wind from the back, we blamed his little legs, flying in wellies and a distinct difference in his dramatic over confidence compared to his lack of any discernable skill.



List of characters starring in this debacle: Compo ... aka Martin Baxter, Foggy ..aka . Mark Morrison and the teller of this particular tale Cleggy ..aka Ogi

Any resemblance to any actual talented paraglider pilots is purely accidental but the prating around was truly world class !!



Home Page
Welcome to DOYOUWANNA
Paragliding Services Alicante southern Spain
Glad you're interested. At DOYOUWANNA, we have professional paragliding guiding experience in the region of Alicante for more than 12 years.
The easiest, cheapest and safest way to top up your airtime, with a holiday free flight flying sports paragliding trip... Alicante.
doyouwanna@telefonica.net
Doyouwanna offer professional guided paragliding holidays as well as Tandems in the Alicante region of Spain.

Looking for

- thermals ?
- blue skies ?
- mountains ?
- cliffs ?
- stress free flying ?
- freelight flying ?
- sport sun and beach ?
- freelight sport trip ?

Come down to Alicante
It doesn't get much better...
Our high season is here.

Compo, Cleggy and Foggy's adventure was hosted by Nick Pollet, at

Doyouwanna, Alicante

More snaps are available at:
<http://www.yogile.com/alicante>

Social —The Farmers' Dinner—a 3 page invite— come on even Kate didn't give you that!



The Dales Club Farmers' Dinner on



*Saturday 1st of
March 2014*



The Craven Arms, Appletreewick

info@craven-cruckbarn.co.uk

Dress code smart casual, 7:30 for 8pm

We are moving this event to the highly recommended venue of the Craven Arms at Appletreewick. 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 Cruck Barn dining room to tuck into a scrumptious 3 course meal. During coffee Trevor Birkbeck, standing in for the Chairman, will thank the farmers for their continued hospitality 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 seats 50 and so everyone will be strictly limited to 2 tickets (although we'll run a reserve list).

The Craven Arms has no accommodation but there are a number of B&Bs within a short distance if required. You could even consider camping...

The club will be paying for the farmers. The cost for members is £23.00 per person.

Social —The Farmers' Dinner

Cruck Barn, Craven Arms, Appletreewick

March 1st, 2014. 7.30 for 8pm

Menu

Please select the menu of your choice from below (by 21 Feb) – one starter, one main and one pudding for each person – see booking form on next page

Starters

Soup of the day and homemade bread.

Chicken liver pate, Red onion marmalade and homemade bread.

Hot smoked chicken and Black pudding terrine and apple chutney.

.....

Main Courses

Locally sourced roast beef, fat roasted potatoes, Yorkshire pudding & fresh veg.

Pan fried Fillet of Salmon, Confit red onion, beetroot & Spanish risotto.

Vegetarian Lentil, Stilton & Walnut sausages, roasted root vegetable mash and vegetarian gravy.

.....

Desserts

Sticky toffee pudding & toffee sauce.

Poached pear & chocolate sauce.

Treacle tart and custard.

.....

Tea and Coffee

Social—The Farmers' Dinner

Now you're hungry, here's the good bit—sign up here!

The Dales Club Farmers' Dinner 2014

Booking Form

First and Surname	Starter			Main Course			Pudding		
	Soup	Pate	Smoked Chicken	Beef	Salmon	Vegetarian Lentil	Sticky toffee	Poached pear	Treacle tart

Contact Name: _____ Email: _____ Tel: _____

Please enclose a cheque made payable to 'DHPC' and post to (**deadline 21 Feb**):

DHPC Farmers' Dinner, c/o Tony Pickering, 51 Granby Drive, Riddlesden, Keighley, BD20 5AU Tel – 01535 662846

I enclose a cheque for £_____ for _____ people (£23.00 each).

Please note that tickets are not being issued. A reminder of menu choices will be available on the night.

We will try to organize a minibus for the farmers if there is sufficient demand. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

I would be interested in using the transport provided: Yes/No. Preferred location _____

Pronunciation

Is it "Appletreewick", or "Apptrick". I've heard people swear on both forms.

Perhaps the farmers will know?

Tam

Safety— Zip wire reserve deployment and repack

There is still space available on the Ratho repack. A group of us went last year and found it very well worthwhile, and a great weekend to boot. It could only have been improved by having more time at the event, and therefore more practising on the zip wire—so this year Kate has planned that in. If you haven't ever had to throw your reserve, come along and get some invaluable practice—and hope you never have to use it!



DHPC

SHPF Ratho Repack

1st February 2014

at EICA, Ratho, near Edinburgh

At the moment just email me names if interested katerawlinson@hotmail.co.uk

After last years very successful event once again I will be organising a trip up to the re-pack. Last year we struggled with the timings and really pushed the traveling so this time instead of giving you a choice of travel arrangements this is how it's going to be ;-)

Outward Journey Friday 31st January 5.30pm – Mini Bus Leaves Whalley and travels via Gisburn, Settle, Ingleton, Kirby Lonsdale to junction 36 of the M6, A74 to Abington, A702 to Edingburgh. I will pick up anywhere on route (timings once I have an idea of who needs picking up where) and if you want to make your own way there its no prob. Cost £40

Two nights! Accommodation Travel Lodge Edinburgh Central – Friday 31st Jan – Saturday 1st Feb £27.50 each in shared twin room or £54 if you want to be on your own. Cost £27.50
Cost £27.50 + a bit towards parking the mini bus.

Repack - in 2013 they were - £25 for Zip line use plus £5 for the keynote talk Cost £30
Meal Sat night – no cost yet but think we might do our own thing....curry?

Total Cost (excluding food) £97.50

Details - The usual format will probably be followed i.e. -

- World class opportunity to deploy Paragliding or Hang-gliding Reserves dynamically and then repacking it (up to 3 times)
- Various workshops during the day
- SHPF AGM and then a keynote flying related speaker before event finishes.
- Possible social event in Edinburgh afterwards.

Schedule - to be confirmed

- 09:00 to 16:30 Zip Line Reserve Parachute Deployments / Re-Packs with zip line operators taking a lunch break probably from 12:00 through 12:30
- Workshop(s) during the day
- SHPF - AGM approx 5pm
- Keynote presentation - start ~ 5.45pm
- Ratho doors close promptly at 7pm so please lbe prepared to leave a little earlier than this.

There's links here to a couple of videos: http://www.youtube.com/watch?v=sjmd_PJ7ZYA http://www.youtube.com/watch?v=eY_DaCR1rOE

And a link to the SHPF webpage, including spreadsheet with results from 2013 (would it be a good thing, or a bad thing to be one of the 'fails?'): <http://www.shpf.co.uk/shpf-Ratho-Repack-2014.php>

Contact Kate to get signed up, and have a great weekend Scotland—you never know, they may close the border next year!



Skills Development—Pat Dower Courses

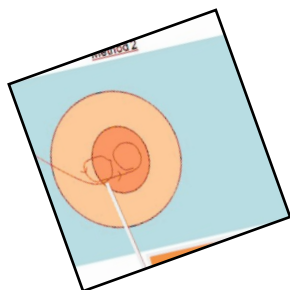
Cross Country and Competition flying courses with Pat Dower, with special guest Barney Woodhead.

These three events will be held at the Derbyshire and Lancs Gliding Club next to Bradwell Edge in Derbyshire. Full details of the events, including prices are available at: www.patdower.co.uk

Advanced Cross Country Skills in collaboration with multiple British record holder Barney.

1 day—22nd Feb 2014.

Aimed at pilots who already have a decent understanding of XC flying, this seminar will unpick what makes the difference between being an OK XC pilot and being a great one. Concentrating on the advanced aspects of cross country flying including: putting McCready theory into practice, lift and sink lines, advanced weather analysis, flying XC in mountainous and sea breeze areas, triangle and out/return flights and the physical and mental attributes of a successful pilot, the seminar will also refresh some of the cornerstones of cross country.



Cross Country Development Workshop.

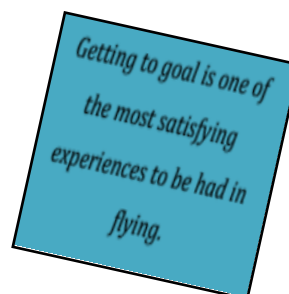
1 day 8th March 2014.

This covers all of the essentials of XC flying for pilots starting out or in early stages of their development with XC. We will cover: thermalling techniques, getting away from the hill, navigation, decision making, landing out and pre-flight preparation. A very practical and interactive day.

Competition Preparation and Master-Class

2 days, 15-16 Feb 2014.

Helping pilots enjoy and succeed in competitions, whether they have little/no previous competition experience or have already had considerable success and are looking to build on their knowledge and understanding of competition technique and strategy.



If you wish to know any more about any of his courses, Pat also invites pilots to contact him through his website at www.patdower.co.uk to discuss which course would be suitable for them.



Library News- Melise Harland

The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "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. If you have any suggestions for things you would like to see here let me know.

Committee Vacancy

DHPC Committee Job Description

[Social Secretary](#)

[General](#)

The Social Secretary is responsible to the Chairman for the club's social events.

[Specific](#)

Organising a visiting speaker or other activity for each club night (Sep – Apr).

Advertise social functions in Skywords and on the website in good time.

Book venue and arrange for presentation equipment if necessary.

Confirm the booking with the pub a few days beforehand.

Introduce, host and thank visiting speakers (drinks can be claimed on expenses).

Produce (or delegate responsibility for) a short write up after each club night for Skywords.

Organise the Farmers' Dinner each year – invitations to go out with Christmas drinks.

Club Coaches— this list is due for renewal at the end of January

Dales Hang Gliding and Paragliding Club – July 2013

Sites Officer North: David Brown - 07757333480

Sites Officer South: Pete Johnson-07968 759422

<http://www.facebook.com/DalesHangGlidingParaglidingClub>

Twitter - @dalesflyer

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 650374
Kevin Gay	Various	Ripon	kray@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Pete Logan	Various	Shipley	pete@logans.me.uk	07720 425146
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mr Baxter@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
Simon Goodman	Various	Leeds	simon.goodman@talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	Weekends	Laneshawbridge/ Colne	katerawlinson@hotmail.co.uk	07976510272

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 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 need to undertake some coaching each year to retain their rating.

They are there to help you – please use them