

CLUB RADIO FREQUENCY 143.850Hz

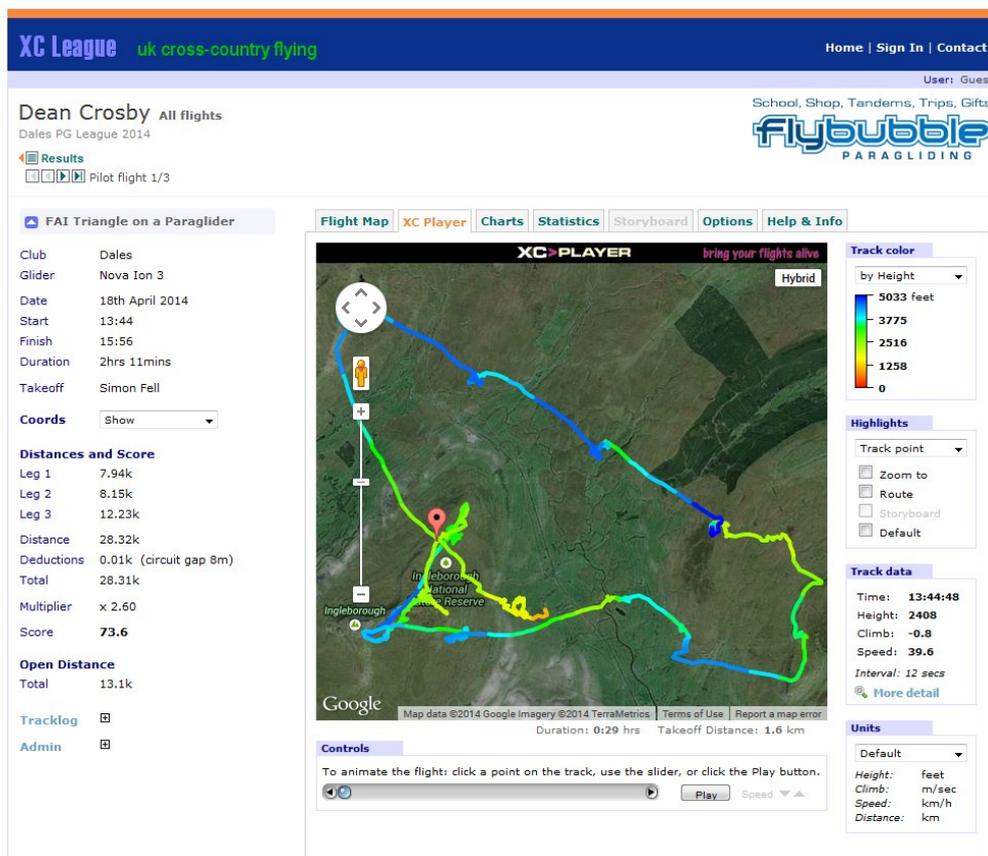
Skywords

"If you were born without wings, do nothing to prevent them from growing."

Coco Chanel

Well I think it's safe to say that the season is well and truly open at last! There have been some epic days and epic flights of late. Check out Simon's column on competitions for some of the detail. More confirmation that the season is on us—club nights have finished now for the summer, and Trev's article reports on the final club night which saw the distribution of all the trophies. Equally of note was to see Kevin's writing skill recognised, with his articles picked up by Skywings.

On the flying front we look to be heading into a bumper year. Geof Yeadon flew 132Km from Dodd Fell to Beverley on April 11th—just 1Km short of last year's longest flight in the Dales league. Dean then flew the 3 Peaks on Good Friday, as quite a number of us sat on a becalmed Cow Close Fell, less than 3 miles away from Pen Y Ghent



as the paramotor flies.

I am glad to say my own flying experiences have moved up in line with the above exceptional performance. I'm still parawaiting most of the time of course, but at least I'm doing it with a new wing, and sometimes with an "A" list of pilots. "Be inspired" the BBC would urge. I am, I am, let me out there to do it!

You're going to love this edition of the mag— particularly if you fancy Trev! And who wouldn't

Tan



Chairman's Chat - May 2014

The weather over Easter was a lot kinder to us than last year. I hope that you managed to get some flying in. I was lucky enough to get out on Fri 11th and managed a few turnpoints of the Dodd Grid Challenge before bagging my longest [flight to date](#) (89km) landing near the railway station in York. Others got as far as the coast.

From what I can gather there were some record breaking conditions over the Easter break, but Karen was off work so it was 'family time' for me. We spent a few days in Filey. I checked that the wind wasn't suitable for flying there before we set off, so I didn't take my glider. But I forgot to take account of the sea breeze and as punishment I was forced to watch a lone paraglider ridge soaring over Filey. Later another 2 paragliders had fairly short flights from Reighton Sands before the wind picked up.

Sometimes it's really hard to balance the triangle that is family, work and flying. I'm lucky enough that I don't have to work much these days, which is why I don't tend to fly weekends much. But looking up at a cracking sky and later reading about the epic flying that you have missed; and seeing your position in the league go into free-fall is rather demoralising. A good friend of mine doesn't let members of the opposite sex interfere with his flying anymore: possibly one of the reasons he is divorced. It's definitely not for me: been there, done that!

Anyway I hope that your triangle remains mostly equilateral (or should that be FAI?).

Fly safely,

Martin Baxter

Chairman

P.S. My reserve finally turned up: anybody want to buy a 9 year old Gin One-G 38 for £40? Never been thrown and recently repacked!

Noticeboard

Club Nights

Club nights resume in September!
Get out there and fly!!



Site News / Northern Area

Stags Fell request

On the 15th April, several pilots took the opportunity to fly Stags Fell with the intention of going XC. A few did get away with the best of the day reaching Morpeth (2 pilots). However, this brief notice is in response to one pilot who tried to return to take-off and unintentionally had to land on the moor. He immediately approached the gamekeeper, who was in the vicinity, to apologise. This was accepted but with a request to remind other pilots not to make the same error. Well done to the pilot in question for his actions which appear to have stopped any complaints being made to the club. It is stating the obvious that the gamekeeper might not be so forgiving if it happens again this year. So I would like to remind pilots who intend to go XC from Stags to avoid any risk of sinking out by having sufficient altitude to clear the moor and/or to have a flight plan which will allow them to glide clear of the open moor, perhaps going cross wind to the road if necessary. Because the moor behind Nappa Scar has similar rules, the above suggestion may also be considered for this site also. Nappa was not flown much last year so that will be my next "Site Focus" article to encourage members to use it.

David Brown—Site Officer, North

Some interesting topics for you to consider and discuss whilst parawaiting this summer!

Cumbria Soaring Club Forum:

The increasing presence of Quad Copters. The prospect of Amazon air deliveries. Should we be worried about our skies being overcrowded?

<http://flybubble.co.uk/news/page/1121>

So tell me what you know about Apostolos Mavrothalassitis

Intocross - new concept!

[On PGF](#)

[Ed takes the lead](#)

HapiXC—15 Items that may save your life

Painkillers	Spare Batteries
Multiknife	Food
Drinking water	Sunblock
Flashlight	SOS Information card
Floss	Spare Lines
Lighter	Repair tape
Radio	Hook knife
Emergency Tracker	

Parlick:

Please keep away from Wolf Crag just North of Parlick East Face, which is not only a SSSI, but also an area used by the rare Hen Harrier for nesting.

This restriction applies until the end of June

[Flying is not dangerous: crashing is dangerous.](#)



Trevor Birkbeck—Club Secretary

TROPHY NIGHT!

There were to have been two functions of this last Club Night of the Winter season

1. The Photo Competition
2. Presentation of the 2103 Trophies for flying achievements

Sadly, due to the lack of WIFI in the part of the pub that we were holding the evening, Simon Goodman was unable to present the submitted photos – this will be carried out by voting online in the near future.

The Trophies presentation was duly carried out and below is a photo of all the trophies following a great deal of work by Richard Boyle and Melise Harland – to be honest, this presentation took up most of the evening, probably because I gab on too much!



The assembled trophies for 2013

Dales HG XC Shield

1st place XC League

This trophy has some famous names on it as it has a very long history in the club, so much so that past pilots records are now being moved to the back of the shield. Indeed, Steve Mann's name appears a few times already.

Flights totalled 202 km with the best being 114 km from Dodd Fell.

Nick Pain was 2nd for this trophy, myself being 3rd.



Steve Mann – Dales HG XC Shield

TROPHY NIGHT - APRIL 3RD 2014



Dales PG XC Shield

1st place XC League

This trophy is becoming where it's all happening as the big flights are now being carried out by PG pilots.

Ed Cleasby, stalwart of this club and top coaching man, is always cracking them in.

Flights totalled 255 km with the best being 70 km from Dodd Fell.

Jake Herbert came 2nd in this League with Dean Crosby 3rd.

Founders Trophy

Longest HG flight from the Dales

This seemingly diminutive trophy also has some famous names on it as it has a very long history in the club, as in the early days it was one of the trophies to have with names like Bob Bailey on it. Again, Steve Mann's name appears a few times already.

For best flight - being 114 km from Dodd Fell.



Founders Trophy - Longest PG flight from the Dales

This was won by Mike Cavanagh for a 4 hr 15 mins turnpoint flight scoring 133 km and landing at Scunthorpe.

Mike wasn't at the evening and the trophy was collected for him by Ed Cleasby.

TROPHY NIGHT - APRIL 3RD 2014

Top Dales Pilot Trophy – awarded for the best performance in the National XC League

This was won by Jake Herbert for a total of 541 km in the League.

Sadly, Jake couldn't be there this evening and the trophy was collected for him by Ed Cleasby.

Northern Paragliding XC Cup – this is awarded for the best triangle, out return or XC flight made in the Dales

This was jointly won by Jake Herbert and John Ellison for a Triangle flight on 7th April, scoring 83.7 km, taking off and landing at Staggs Fell.

Unfortunately, neither were here to receive this trophy.



Aaron Naylor—Accuracy Landing Comp

Accuracy Landing Comp

Run following a coaching day at Semer Water, SE face in August. Won by Aaron Naylor, this demonstrates the importance of being able to land accurately.

I can guarantee that we weren't actually falling asleep in the presentation.

Baildon Sod PG –

fun glide comp

Won by Kerim Jasperson, who successfully cleared all the bracken obstacles to land on the fairway.



Kerim Jasperson – winner of the Baildon Sod

TROPHY NIGHT - APRIL 3RD 2014

Baldon Sod HG – fun glide comp

Due to unsuitability of conditions, this wasn't carried out last year so the trophy continues to be held by Rich Welbourne.

Northern Paragliding Trophy – best total distance in 1st year of XC flying

This was won by Phil Mackereth for a flight of 10.2 km over the back from Hawkswick.

He was not present this evening.

Active Edge PG Cup – best 1st XC

Awarded to Mark Morrison, our Skywords editor, this will hopefully be the first of many in the future.

*(Trev's words, not mine—but clearly I wholeheartedly agree!!
Tam)*



Mark Morrison – Active Edge PG Cup

Cock of the Dales – most Enthusiastic Pilot

Won by Denis Marsden in 2013.

This is another trophy with a long standing history in this club as the many names show.



Denis Marsden – winner of the Cock of the Dales

TROPHY NIGHT - APRIL 3RD 2014

The Cockroft Cup – most improved pilot

Last year, this was awarded to Simon Goodman, our organiser of PG competitions and a club coach.

Again, this is a trophy with a great deal of history behind it – donated in the name of one of our great pilots from hang gliding days.



The Fairbrother Trophy The Pilot's Pilot

Awarded to Neil Plant, always out on the hill, an all round good pilot, who is also our membership secretary.

The Mark Sellen Trophy – Services to the Club

This has been awarded to Pete Logan – not currently flying, he has done a great deal for the Club in past years. Not at this meeting – thought to be one of few who could lift the trophy off the table!

Control of the Trophies is going to be dealt with by Jan Tempest in future so we tested her to see if she could lift the Mark Sellen trophy – she passed!

This was a good fun evening of presentation – why do I appear shorter than everyone in Melises's photos. Was I stood in a hole in the floor? Must wear my "be taller" shoes in future.

Trevor Birkbeck

Safety First - Venturi, Rotor, and Turbulence Behind the Ridge

This is the fourth of Nigel Page's safety articles from his website <http://www.50k-or-bust.com>. Nigel is a senior paragliding coach, and has been a member of the national team. We are indebted for his permission to reproduce his articles in Skywords. They originally appeared in the Derbyshire Soaring Club Magazine.

Nigel prefaces his articles as follows:

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.

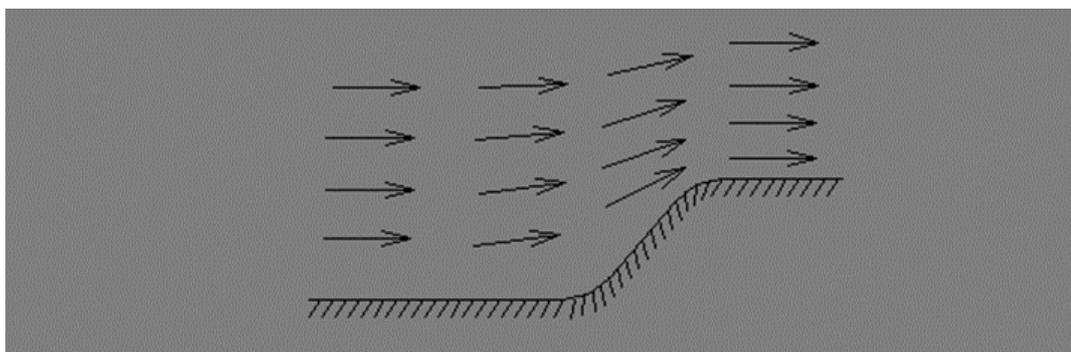
Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs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

Venturi, Rotor, and Turbulence Behind the Ridge

Some pilots and coaches are very concerned at the present time. We are finding that some pilots who have obtained their BHPA Hill Club Pilot ratings abroad, or by initially training on the winch and then "converting" do not seem to have a practical understanding of rotor, venturi or turbulence behind the hill. If any of the stuff below seems unfamiliar or you have not been shown where it is likely to occur on actual hills then get an experienced pilot or coach to help you. These elements are a fundamental and essential part of hill soaring safety.

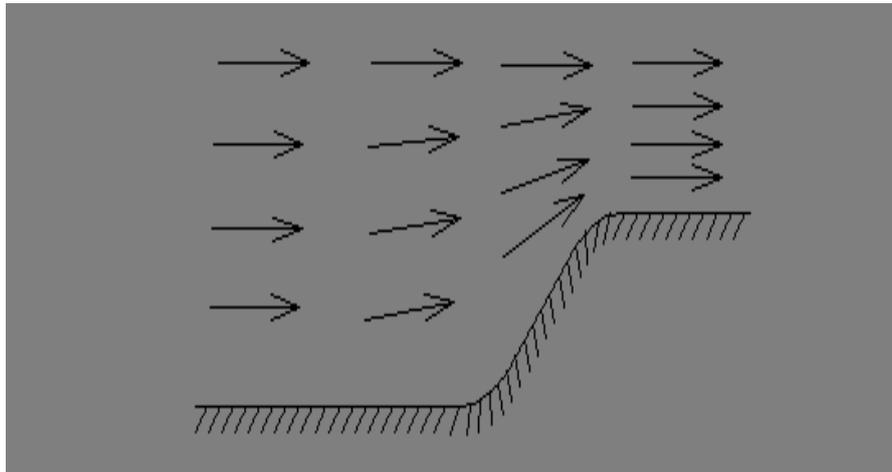
Venturi

Let's have a look at what is going on on the edge of a ridge. The following diagram shows a fairly "standard" interpretation of what happens when moving air encounters a ridge. Air in the diagram seems to be moving up nicely so perhaps we can expect good soaring in front of the ridge.



However, we know that there will be some speeding up of the air over the corner of the ridge where we might be launching. The venturi effect. Many pilots persist in calling this effect "compression", a very misleading term suggesting the air is squashed. An important point is that the air moves faster instead of being compressed so please try and use the correct term.

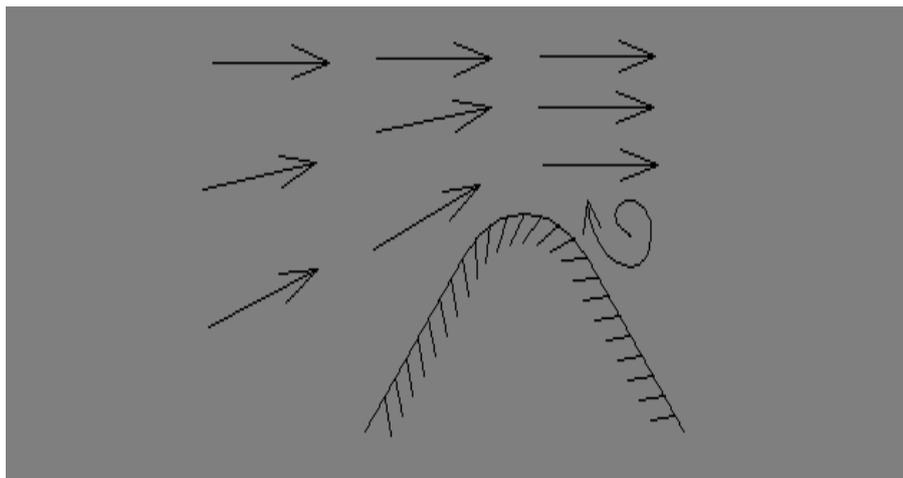
Sometimes venturi is made worse by stable air conditions. When air is stable its buoyancy reduces as it rises and it does not easily produce thermals. The result of wind against a ridge in stable conditions can be a bit like this.



The air does not “want” to rise over the edge so will produce less lift in front of the ridge and higher winds over the top. This worsens the venturi effect on the edge of the hill and can make life very difficult.

Rotor

We also need to be wary of rotor.

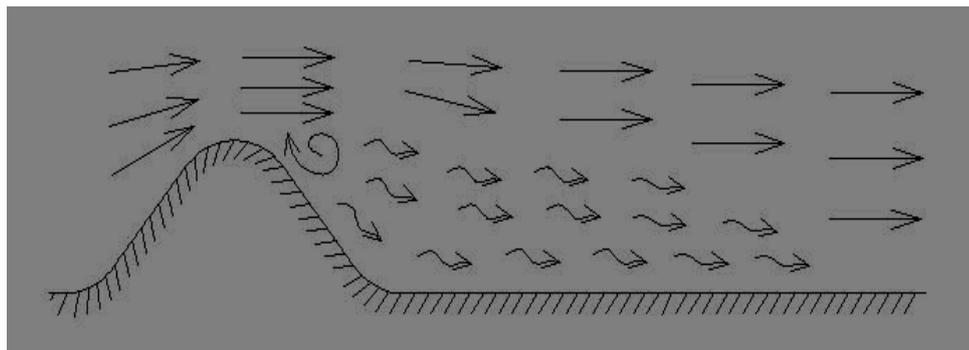
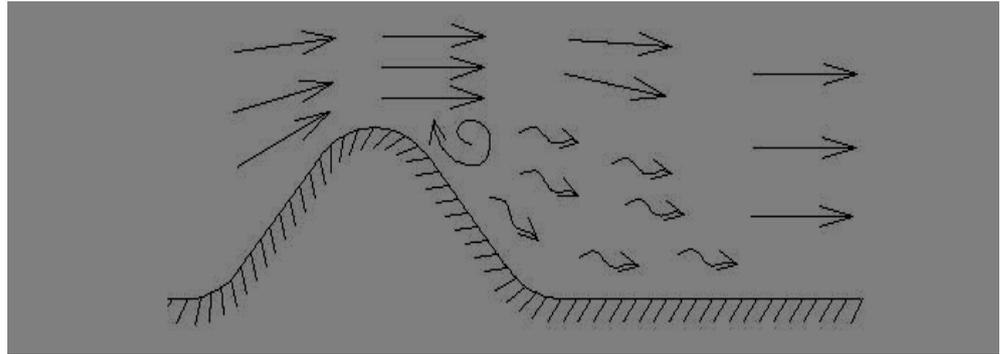


Rotor is a form of turbulence behind an edge where the air rolls back up the hillside making things very unpleasant indeed. Try taking a walk along the back of an edge when the wind is strong and see if you can feel the rotor directly. Stable conditions will worsen rotor in a similar manner to venturi.

Rotor is not only found behind horizontal edges, it also occurs behind sloping or vertical corners. This is particularly important to think about when flying a ridge with the wind blowing at an angle to the main slope. An example of a sloping edge is the western edge of the landslip on Mam Tor (between the landslip and the south face). The stronger and more easterly the wind is the greater the hazard of rotor as you fly across this edge. If you are flying to Windy Knoll from the SE face of Mam Tor you should think about your height above this edge and what the wind is doing before crossing it.

Turbulence Behind The Ridge

We can expect turbulence immediately behind any obstruction including the ridge we are soaring.



The stronger the wind the further behind the hill we can expect turbulence.

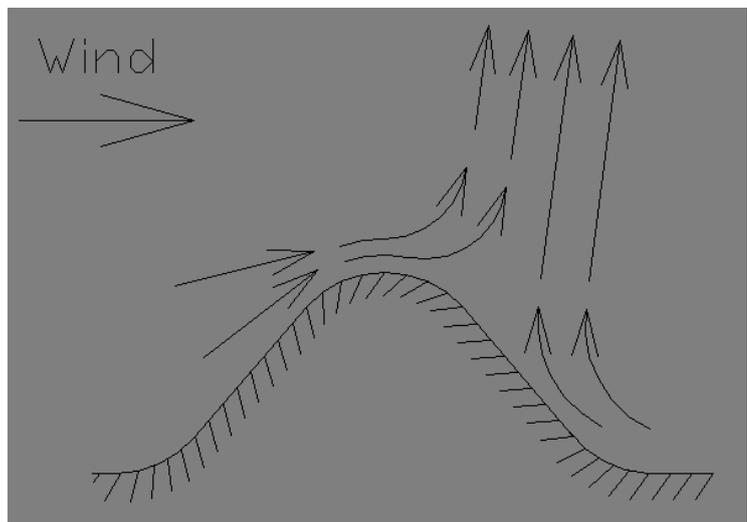
We are told that, depending on the wind strength, we can expect turbulence behind the hill to be significant up to a distance of about 4 times the height of the hill. This is not something I have investigated!

If you find yourself being blown back the best thing to do is usually to get as high as possible and fly as far as possible downwind to land. One example is that if you are soaring Lords Seat you should not normally attempt to land at Windy Knoll. As long as you have enough height a good alternative in a strong wind is to fly downwind to the fields by the track leading to Rowter Farm.

Venturi In Light Winds

Just because the wind is light it doesn't mean we will not have problems on edges.

A leeside thermal can draw a lot of air over an edge creating just as bad venturi as a strong geostrophic wind.





Trevor Birkbeck—Club Secretary

Regional Airspace Users Working Group (RAUWG)
held at RAF Leeming 17th April 2014

I attended this meeting chaired by Sqn Ldr Karen Lofthouse, along with many RAF staff, many representatives from General Aviation (such as Bagby, Baxby, etc), Yorkshire Air Ambulance and the CAA.

There were various presentations from YAA, Bagby Airfield and so on, but the most interesting scenario that will affect our flying was from Rob Gratton, CAA Principal Airspace Regulator.

Restricted Airspace (Temporary) for the days of the Tour de France

Saturday 5th July – Leeds, Otley, Ilkley, Skipton, Grassington, Hawes, Swaledale, Leyburn, Ripon, Harrogate.

Sunday 6th July – York, Harrogate, Silsden, Keighley, Todmorden, Huddersfield, Holmfirth, Peak District, Sheffield.

Monday 7th July – Cambridge, Braintree, Chelmsford, London.

Each day there will be flying on behalf of Aériennes Hélicoptères de France and aircraft flying on behalf of Amaury Sports Organisation.

There will be 2 helicopters filming the Peloton at 500 ft AGL, 5 more helicopters serving the operation at 1000 ft AGL and another helicopter flying 2500 ft AGL, relaying the filmed data to the World's media.

To make this flying safe, the CAA are planning rolling RA(T)s that follow the Peloton around – basically, don't even think of going Paragliding or Hang Gliding on the 5th and 6th July.

Also, UAV's are banned from the air.

Do not underestimate the damage to our image that an RA(T) incursion causes. The CAA will prosecute pilots who enter these exclusion zones and, in the last year, the courts have levied fines of up to **£3000**. Ignorance is no excuse.

A very nice lunch in the Officers Mess rounded off the meeting.

Trevor Birkbeck



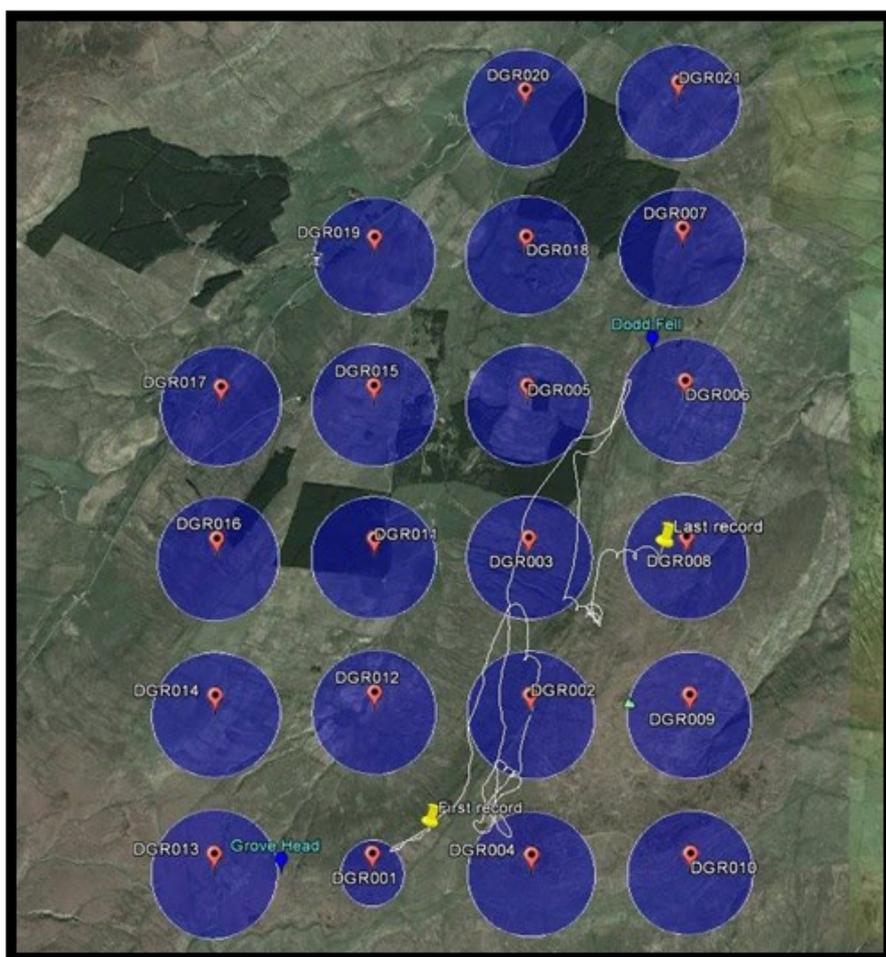
Simon Goodman - Competition Corner

XC news

April brought a cracking start to the 2014 XC season with several really good days. The 11th was absolutely epic with many excellent flights made from Wether Fell and Dodd. Lots of people set personal best distances that day, including many in excess of 100km out into the Vale of York and beyond. The longest was 161.2km by Mike Paterson of the Cumbria club flying from Dodd to land by the sea at Alborough, and Julian Robison (Aberdeen) flew a 132.1km (168pts) declared flight to goal also from Dodd. Congrats to all who flew that day,and for those who had to work, quietly weeping while looking skywards, hopefully there will be more like that to come. Further afield a new British flight to goal record was set by Kirsty Cameron and Guy Anderson on 18th April flying 215km (289pts) from Leckhampton to the depths of Cornwall. Guy Anderson (Condors) is currently leading the National XC league with 676 pts, which is absolutely staggering given the season is only a few weeks old. A few years ago that would have been the winning season total! Currently the Dales is 17th out of 33 in club rankings, and details of the Dales league can be found below. It's already looking very healthy, but if you're not signed up already, get registered and start submitting flights here: <http://www.xcleague.com/xc/>

Dodd Grid Challenge

The first entry has been made in the Dodd Grid Challenge. Congratulations to Martin Baxter for scoring a very respectable 6 cylinders on 11th April. Understandably given the epic conditions most pilots were focused on getting away from the hill, but Martin knocked this off before heading over the back and setting a new personal best XC (89km), so it just goes to show this is a nice pre-XC. More details and way points for the DGC here: <http://www.dhpc.org.uk/competitions>



Simon Goodman - Competition Corner (Cont)

Dales League

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	David Smart	Ozone Delta 2	229.2	122.4	106.8				
2	Ed Cleasby	Niviuk Peak 3	161.5	77.6	56	27.9			
3	Mike Cavanagh	Ozone Mantra M6	147.1	116	31.1				
4	Jake Herbert	Nova Mentor 3	142.4	100	42.4				
5	Thomas Yeadon	Ozone Delta 2	131.8	131.8					
6	Pat Dower	Niviuk Icepeak 7 Pro	128	128					
7	Steve Etherington	Nova Mentor 3 light	104.3	104.3					
8	Gary Stenhouse	Ozone M6	94.6	79.1	15.5				
9	Martin Baxter	Advance Sigma 7	88.9	88.9					
10	Simon Tomlinson	Advance Sigma 8	82.2	57.6	9.6	8.4	6.6		
11	Alex Colbeck	Niviuk Artik 3	76.9	76.9					
12	Philip Wallbank	Niviuk Peak 2	64.5	64.5					
13	Chris Fountain	Ozone Delta	63.6	63.6					
14	Peter Balmforth	Axis Vega 2	62.9	62.9					
15	Kevin McLoughlin	Nova Factor	46.2	23.3	14.9	8			
16	Dean Crosby	Nova Ion 3	41.7	41.7					
17	Richard Boyle	Niviuk Artik 2	37.6	37.6					
18	Tim Oliver	Gradient Golden 3	19.2	19.2					
19	Mark Morrison	Ozone Geo 2	7.6	7.6					
20	Richard Tang	Nova Factor 2	7.2	7.2					
21	Simon Goodman	Nova Mentor 3	6.1	6.1					

National XC League (Dales Pilots*)

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Jake Herbert	Nova Mentor 3	142.4	100	42.4				
2	Thomas Yeadon	Ozone Delta 2	131.8	131.8					
3	Martin Baxter	Advance Sigma 7	88.9	88.9					
4	Alex Colbeck	Niviuk Artik 3	76.9	76.9					
5	Chris Fountain	Ozone Delta	63.6	63.6					
6	Simon Tomlinson	Advance Sigma 8	57.6	57.6					
7	Richard Boyle	Niviuk Artik 2	37.6	37.6					
8	Kevin McLoughlin	Nova Factor	23.3	23.3					

*You need to list Dales as your primary club and pay the £6 XC league subscription fee to appear in this list

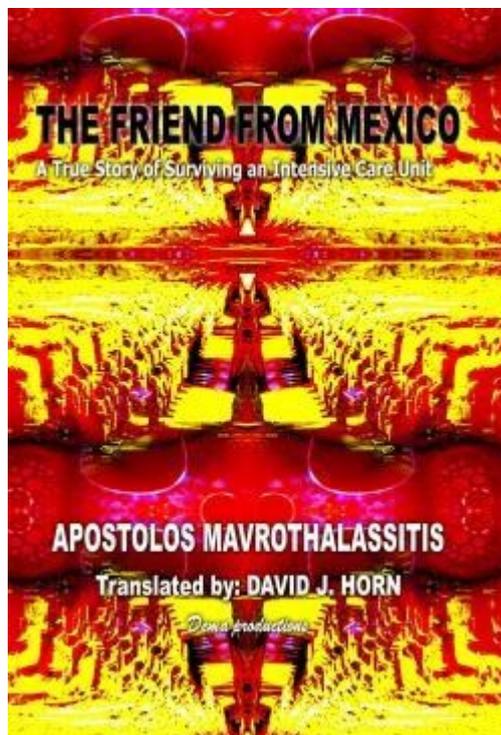


Library News- Melise Harland

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.

Book Review The Friend from Mexico

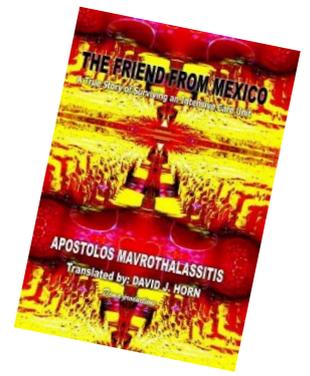


By Apostolos Mavrothalassitis

Reviewed by Melise Harland

Apostolos' is a four time paragliding champion of Greece and he has participated in various international competitions as a member of the Greek National Team.

His last competition and paragliding flight, after 20 years in the sport, was in 2009 at the World Paragliding Championship in Mexico. On the final day of the competition he had a mid-air collision with another pilot and as a result was comatose for 12 days. In total, he spent a month and a half in intensive care where he survived against all odds. He underwent several operations on his back and heart as well as surviving complications brought on by having received several blood transfusions. Following the best



best part of a year in various hospitals, he was released back into the world as a wheelchair user.

Three years after his accident he obtained the first license in Greece for a pilot with disabilities and has been happily flying an adapted ultralight aircraft ever since.

Most of the book describes the surreal events that Apostolos experienced whilst in his coma. I found this a little disturbing, not due to the strange dream like quality of it but more because I have a friend who was in an induced coma for some time but has been left unable to communicate and I wonder if she was going through the same weirdness. It is an excellent account of what being in a coma can be like and how resilient human beings can be. I am amazed he remembered it all. He brings across the dreamlike quality very well using short paragraphs, leaving you not knowing what is real, drug induced and imagined. He seems to be well aware of how desperate his situation is but keeps on going in an understated way.

The second part of the book describes how he came out of the coma and became aware of the reality of his surroundings. In this section he describes some of his medical difficulties he had to overcome and the process of stabilising him to allow him to travel home.

The remainder of the book comprises accounts of the events of Apostolos' time in hospitals from various viewpoints. His surgeon in Mexico Dr Mauricio Montalvo gives an account of Apostolos' injuries and what initial treatment he received. His brother Giorgos Mavrothalassitis gives a very honest account of his relationship with his brother before the accident as well as details of what happened in Mexico from his and his family's point of view. Finally Apostolos describes the events he survived and how leaving Mexico was only really the beginning of his rehabilitation.

Overall I found this an excellent account of a life changing event and adapting to a new future. It covers a range of emotions from fear to despair with a few bits of laughter thrown in too. Personally I found that I had a lot of questions at the end of reading it but I guess you can't cover everything. I think this book should be a must read for intensive care nurses and doctors as well as for potential patients like us.



Cover Photo—Brant Side



From our Italian Friends

This year Italian Open Championship greets you in Sestola. One of the most beautiful flying sites in Italy. The event will be held from 6 till 13 of July.

Sestola flying site It is located in Frignano Park and is dominated by the Monte Cimone (2165 m) and other mountains that are part of the watershed Tuscan-Emilian Apennines. Its territory extends from 321 to 2,165 m above the valley floor of the Panaro summit of Mount Cimone, the highest in the Northern Apennines .

The capital is located in the middle (1,020 m ASL) , while the valley widens - the Rio Vesale becomes divided between the villages of Casine, Castellaro, Rocchetta Sandri, Roncosaglia , Vesale and surroundings of Poggioraso.

In the upper area of the country you will find a variety of tourist facilities Pian del Falco, Passo del Lupo and Lago della Ninfa; This makes it an ideal area for nature lovers whom we recommend to visit the Alpine Botanical Garden Esperia - botanical oasis of national importance, situated on the slopes of Mount Cimone and the edge of the Regional Park of the Apennines Modena.

The slopes of Mount Cimone, in an area characterized by forests of beech and resinous there is the Lago della Ninfa - located at about 1500 m ASL. It's area is a popular tourist place and a starting point for hiking in summer and cross-country and downhill skiing in winter. On top of Mount Cimone there is a small church, dating from the beginning of the century, dedicated to Our Lady of the Snows, which holiday is celebrated on August 5.

The Monte Cimone dominates with its 2,165 m throughout the Sestolese and that of neighboring municipalities. There is a meteorological station and the Air Force Station "Ottavio Vittori of the Italian National Research Council - Istituto ISAC - for the study of the atmosphere and climate established on top. Stations are reached along the path of the atmosphere, an educational culture born from the collaboration of three National research Council and the Regional Park of the Frignano and the Meteorological Service of AOS - CAMM and the ARPA Emilia Romagna. A short distance from the Garden Esperia is located at Passo del Lupo (1,500 m ASL), an important ski station of Cimone, connected to the town by cable car .

The municipal area above 1,500 m ASL, over the Lago della Ninfa and Passo del Lupo, is part of the Regional Park of the Frignano. A behind the town there are two other nature protected areas of minor importance .

For registration <http://italianisestola2014.emiliainvolo.it/>

Best Regards

www.emiliainvolo.it

SUMMER SCHEDULE FOR LEJAIR HANG GLIDING SCHOOL 2014

Hi everyone

Below is the schedule for **Lejairs school summer trip to England**, if you want to continue training or know anybody else who wants to have a go at hang gliding please pass the word around.

We will be in **Cornwall** from 21th July to 27th for **soaring courses** for those who havent flown hills before or for those who need a refresher. Its a great place to top up on your airtime come and join us for a fun week camping close by or grab a hotel or cabin.

From the beginning of **August** we will be in **Norfolk** till the 10th **September** doing all **towing EP. / CP courses** beginners to advanced pilot, **introductory** days, **flpa** courses, **tow conversions**, we would like to offer **aerotow** courses again but at the moment we are not sure if we can get a tug, if there is demand we may be able to make it happen.

If you or anybody you know is interested please give them our email address or telephone number www.lejair.com

Don't forget we will be back in south **Spain** in **Algodonales** from the 20th of September for **towing and mountain soaring** both for Hang gliding and Paragliding

Thanks

Tony & Rona

www.lejair.com

tony@lejair.com

07814575199

Club Coaches. This is an up to date list of Club Coaches.

Dales Hang Gliding and Paragliding Club – February 2014

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,	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby Chief Coach	Various	Ingleton	xcflight@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	steve.andbex@btinternet.com	01765 650374
David Brown	Various	Ingleton	d.brown208@btinternet.com	07757333480
Alex Colbeck	Weekends	Harrogate	alex.colbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
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	mrbaxter@hotmail.co.uk	07775785479
Toby Briggs	Various	Pateley Bridge	tobybriggs@btopenworld.com	07582156471
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	07770741958
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.coulthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084

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.

[Ed Cleasby](#)

[Chief Coach/Senior Coach](#)
[February 2014](#)