



Chairman's Chat

We discussed sponsorship at the last committee meeting.

Do we target the wrong pilots? In previous years the prizes have all gone to the best performing pilots in the XC League. The list is fairly repetitive and unless you are an experienced pilot, who flies a fairly competitive wing, and can get plenty of time off work, you haven't got much chance of winning a prize.

In the past we have received sponsorship from Northern Paragliding, Active Edge and last year NIVIUK. It becomes slightly embarrassing when the likes of Mike Cavanagh (MD of Ozone) wins an Active Edge flying suit; or Dean Crosby (owner of Active Edge) wins a voucher for NIVIUK glider.

Another problem is that we don't have much to offer our sponsors – adverts in Skywords and on the website. Last year Kate offered free adverts to a number of local companies in order to attempt to stimulate interest, and didn't exactly have her arm bitten off.

I had thought that we might be able to get together with an overseas holiday company. They are certainly willing to offer group discounts, but when I pushed for a little more in exchange for advertising things went quiet.

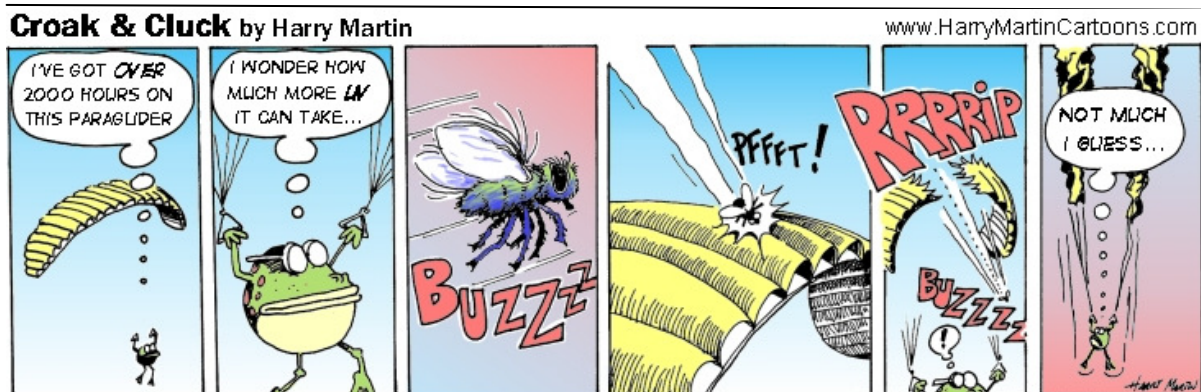
We decided to split the overseas trip from sponsorship, at least for this year. We are taking full advantage of the group discount scheme and Neil Plant has organised a trip to Algodonales in April (see website for details). I hope that we can continue to offer an overseas trip in years to come.

We have decided not to seek external sponsors this year. However that doesn't mean that we can't fund our own prizes. Aside from our existing trophies we just need to decide what (cash or vouchers) and who to? Ideas that have been suggested so far include a raffle where pilots get one ticket for each entry they make into the XC League, a prize for the best article in Skywords, the spot landing competition, and the Baildon Sod.

As ever, if you have any ideas I'd be delighted to hear from you mrbaxter@hotmail.co.uk

Fly safely,

Martin Baxter
Chairman



How to register to enter flights into the National & DHPC XC League

The screenshot shows the 'Dales PG League 2011 - All Pilots' page. It features a table with columns for Pilot, Club, Status, Total, and individual flight results (Flight 1 through Flight 8). The table lists 33 pilots with their respective scores and club affiliations.

Pilot	Club	Status	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Flight 7	Flight 8
1 Mike Courneigh	Cumbria	Dales Metro HM	351.2	105.8	59.6	79.2	66.4	79.2	71.2	71.2	71.2
2 Jake Herbert	Dales	New Metro 2	405.4	101.2	60.8	101.2	73.6	41.2	45.8	45.8	45.8
3 Ed Davies	Cumbria	Dales Metro HM	300.8	101.8	59.8	58.4	46.4	41.2	25.2	25.2	25.2
4 Alister Guffrey	Dales	Dales Metro 4	365.6	101.2	57.2	46.2	38.8	38.8	38.8	38.8	38.8
5 Peter Leger	Dales	Shroveton Coyote 2	380.8	101.2	57.2	58.8	48.2	21.2	21.2	21.2	21.2
6 David Smart	North Yorks	Alvance Sigma 7	251.7	101.2	46.4	48.8	20.4	26.4	26.4	26.4	26.4
7 Chris Youman	Dales	Alvance Sigma 6	240.2	101.2	51.5	42.9	28.2	28.2	28.2	28.2	28.2
8 Philip Herbert	Norman	South Peak 2	228.4	101.2	30.8	38.8	38.8	38.8	38.8	38.8	38.8
9 Alan Steele	Dales	New Metro 2	187.4	101.2	30.8	38.8	38.8	38.8	38.8	38.8	38.8
10 Geoff Crockett	Cumbria	New York	186.2	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
11 John Elton	Dales	Dales PG 2	183.4	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
12 Richard Flett	Cumbria	Shroveton Area XC	183.4	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
13 Richard Carter	Cumbria	Shroveton Coyote 2	133.3	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
14 Martin Butler	Dales	Alvance Sigma 7	124.0	101.2	21.4	24.8	26.2	26.2	26.2	26.2	26.2
15 Alan Corbett	Dales	South Peak 2	113.8	101.2	24.8	22.8	26.8	26.8	26.8	26.8	26.8
16 James O'Connell	Dales	Shroveton Coyote 2	113.3	101.2	21.2	26.2	26.2	26.2	26.2	26.2	26.2
17 Vincent Tait	Drake 303	Shroveton Area 7	380.0	101.2	30.8	38.8	38.8	38.8	38.8	38.8	38.8
18 Tony Bradley	Cumbria	New York 2	380.4	101.2	30.8	38.8	38.8	38.8	38.8	38.8	38.8
19 Mike Shearman	Cumbria	Dales Metro 4	353.8	101.2	40.2	38.2	32.8	32.8	32.8	32.8	32.8
20 Kevin McLaughlin	Dales	New York	58.2	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
21 M A Taylor	Cumbria	New York 2	57.4	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
22 Mac Dwyer	Derbyshire	Dales Metro HM	30.2	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
23 Clive Latta	Dales	South Peak 2	30.2	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
24 David Bradwell	Dales	Alvance Sigma 7	28.8	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
25 Mark Elliot	Dales	Alvance Sigma 7	24.1	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
26 Sara Butler	Dales	South Peak 2	18.3	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
27 Phil White	Derbyshire	Shroveton Area XC 2	17.4	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
28 Richard Smart	Cumbria	Alvance Sigma 7	16.4	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2
29 Dave Fildes	Norman	Alvance Sigma 8	5.8	101.2	30.2	32.2	32.2	32.2	32.2	32.2	32.2

1. Go to the XC league page from the link on the DHPC website
2. Click on the link top right of the page "sign in"

Create a new account

The screenshot shows the 'Sign In' page with a form for account details. The form includes fields for 'User ID' and 'Password', a 'Forgot your password?' link, and 'Cancel' and 'Sign In' buttons. The page also features the 'ESCAPE UK' logo.

3. Click the link "create an account now"
4. The next page will require your personal information to be entered. Choose DHPC as your main club.
5. Payment not is required for the club league, but if you want your flights to appear in the National league a small fee is payable, once per year.

The website is dormant at the moment but will soon be back up and running for 2012!

Membership Renewals

Membership renewals are due on the 1st February 2012. Renewal notices will be sent out by email before then so keep an eye out for them. The renewal notices will detail what your renewal is and how to pay it. If you joined part way through last year you will get a percentage discount this year - the discounted amount will be on the renewal notice.

It is important that your BHPA membership is current when you renew. Unless you have non-flying membership you are required to be a BHPA member to be a member of the DHPC. We have checked with the BHPA and know the BHPA renewal dates for all members. In paying your renewal to the DHPC you are confirming that you are a BHPA member. If you have let your BHPA membership lapse because you are not flying but you still want to remain a member of the DHPC then just change your membership to non-flying - it will save you a few pounds and you can always upgrade it to a flying membership during the year if you start flying again.

Neil Plant
Membership Secretary

CLUB TRIP - SPAIN 2012

~~7th - 14th~~ or 14th - 21st April
Paraglider Thermalling and XC

WEEK 1 FULL



Come and fly with the Griffon Vultures in Algodonales, southern Spain. The club has arranged a DHPC trip with ex-Dales pilots Baz and Sam at Andalucian Experience.

€435 per pilot (about £395 - includes airport transfer, accommodation, transport to sites, guiding and all retrieves). £100 deposit secures a place (maximum of 8 per week – don't miss out!).

Additional costs - flights to Malaga, food and the odd beer or two.

For more information look on the Forum or contact Neil Plant (membership@dhpc.org.uk)



XC Development Day- 18th Feb 2012

Details have now been finalised for the XC Development Day being run by Pat Dower. Many of you will know Pat from previous Club night talks or from meeting him on the hill. Pat is a very accomplished XC flier with many years of cross country and competition flying behind him; always very helpful and approachable with excellent communication skills.

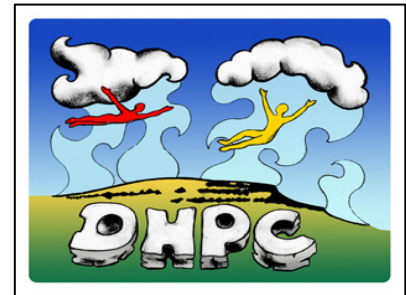
This full, single day event is planned as a cross-club venture and invites will be going out to all our reciprocal rights neighbours. The cut off date for inclusion is 10th Feb and numbers may be limited. It is intended for all levels of pilot with the aim of improving all aspects of cross country flying; from those wishing to try their first XC to those of us just wishing to get better. The date puts it just at the opening of the new flying season and it should be of great benefit in terms of encouraging XC flying and building confidence in decision making.

Details of the venue, timings and course programme can be found here: ['Cross Country Development Day'](#)

Would members be interested in sweatshirts or other garments based on the old style logo?

Trevor Birkbeck

The current DHPC logo, designed by Kate Maddison, is a fine arty piece of work and she is a talented designer as we all know. I am not sure whether any items of clothing have been produced for the club using the club logo, shown on the right here, but I have not seen any.



However, one of my claims to fame, is being a boring old git and an engineer with scarcely an artistic bone in my body and I preferred the old club logo which I always felt made a



statement that folk could understand about what your principal hobby comprised.

The former club logo was embroidered on items of clothing which meant that it stayed pretty fresh throughout the life of the clothing item.

I have enquired about the costs of having new sweatshirts produced with a similar logo (it could be updated a little if members felt that was what was required) and there would be a basic cost of £50 to prepare the digitised artwork so we would

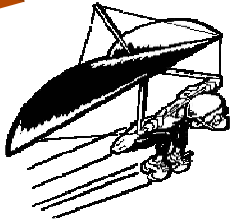
need to have a reasonable number made to offset that outlay.

So:

1. Would you be interested in clothing, say sweatshirts, using a logo similar to the old version?
2. If so but would like it changed a bit, let me know how you would like it to look.
3. Could you let me know by email to trev.birkbeck@gmail.com or a text to my mobile 07836 342312 or whatever.

Hoping that you may be interested in this little project – Trev.

Noticeboard



BHPA AGM

The BHPA AGM will take place on Saturday 3rd March 2012 at the Belfy Hotel, Nottingham.

Anyone interested in standing for the Exec should contact Chairman Martin Heywood or another Exec member to find out what is involved. Nomination forms are available from the BHPA office.

For more information contact: Jennie Burdett, 0116 289 4316

jennie-burdett@bhpa.co.uk

Club Coach Course

Individuals wanting to take a course should contact the host club direct to book a place.

The dates for forthcoming courses are: 2012 February 18/19 Pennine Soaring Club Graham Jones

gkjones@btconnect.com

One Stop Weather

Looking for weather information? Check out this great resource made by one of our members click on the "click here" link on the home page of the website www.dhpc.org.uk

Wether Fell Wendy is now working OK

BHPA e-news

For further information about the BHPA e-News mailing list, please visit the following URL:

http://www.bhpa.co.uk/cgi-bin/dada/bhpa_list.cgi/list/eNews

All,

I have come up with an idea to have a group of quality cross country pilots try to get the very best out of the UK's weather over a four day period this spring, by having a minibus with a driver take us wherever the weather is best. I have done some analysis of past XC league flights and on almost all days during the XC period, someone somewhere goes XC, so if we get the right people to the right site, then great things could happen.

I have a lot of interest from southern pilots but no-one from up north yet, but that's probably because no one has noticed the small article in last month's skywings and also the reference in the XC mag. The luminaries from the South who have expressed an interest include Jim Mallinson, Craig Morgan, Kai Coleman and more, so it is lining up to be a top gun crew.

Please could you advertise this to your members - ask them to have a look at

<http://thexcbus.wordpress.com>

The website gives a lot more information and the opportunity for pilots to express their interest or suggestions. Many Thanks Daver Thomas

Sites Information/Updates

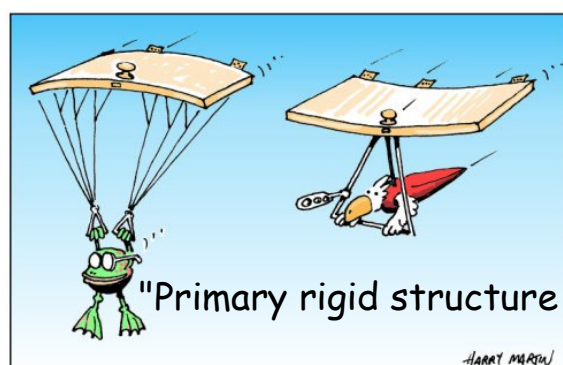
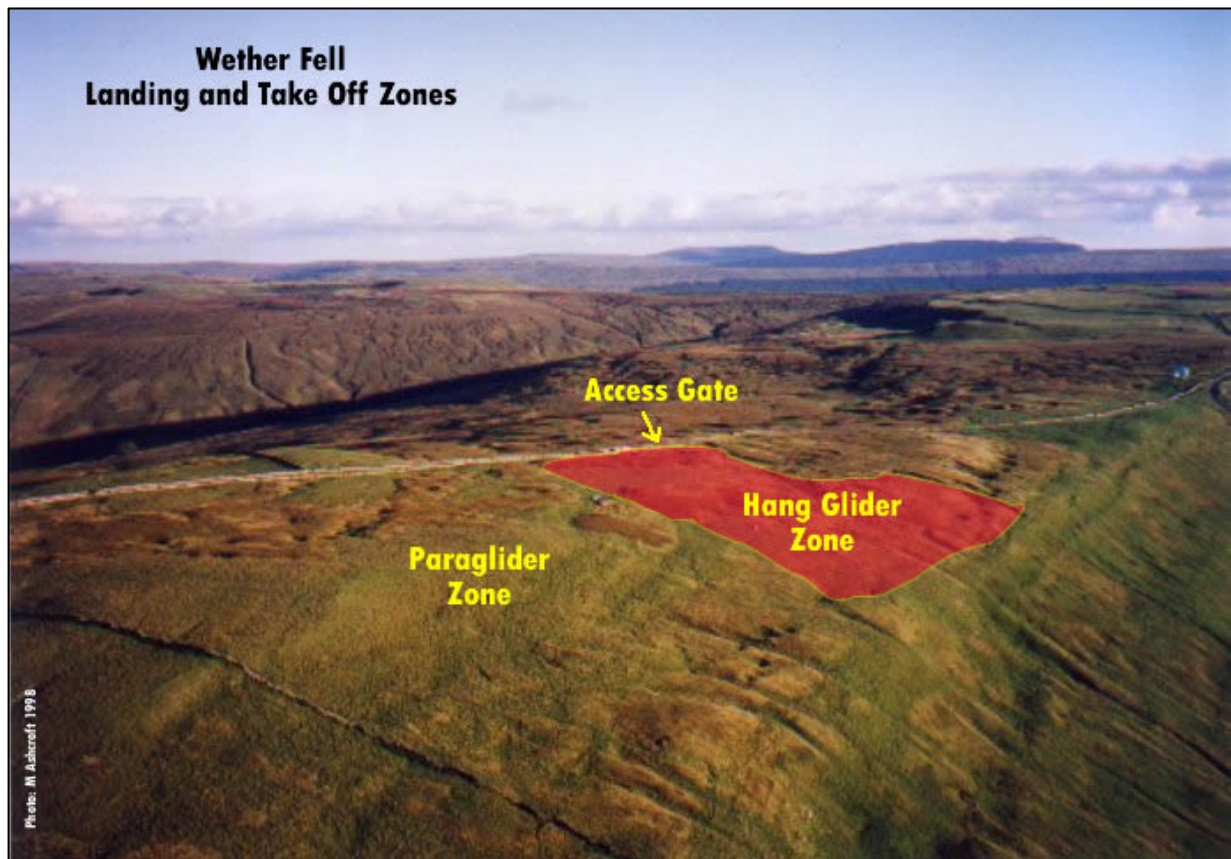
Wether Fell

A recent accident at Dunstable Hang gliding and Paragliding Club has emphasised the need to deconflict gliders that are landing from those that are taking off. This is particularly important on sites where hang gliders and paraglider fly together. Whilst I'll leave the Safety Officer to talk you through the procedures/drills I'd like to remind all pilots of the correct areas to use at Wether Fell.

The smooth slope (shown in brown on the attached photo), where we often put up a windsock, basically shows the boundary between HG and PG. Even if there are no hang gliders present please walk to the correct area, to get everyone into the right habit, and land in the same place.



Dave Bradwell
Sites Officer (North)





Ed's Coaching Column

We're coming up to my favourite time of the year, Spring. Within a matter of weeks the sun will be high enough to start generating those first weak, but often quite hard edged thermals. The days will be getting noticeably longer and one layer of clothing can be dispensed with maybe. I'll deal with some of the things to be cautious about after the winter layoff and the challenges posed by the first thermals of the year in my February column.

But, whilst there's still winter to endure, I'll look at some of the things that you can do to prepare.

Flying equipment: Perhaps the most essential and cherished item is the wing. A few weeks ago some club members sent theirs up to Aerofix for the annual equivalent of the MOT. It does cost, but it's a very professional service that provides piece of mind. The wing fabric undergoes a porosity test, line lengths and condition are checked and the various riser fittings given the once over. However, it's quite possible to find a warm, dry space (school halls, village halls etc) and spend time looking over your own wing in detail. Most checks are visual; porosity is a rare problem now with wings up to seven or eight years old; if older then it's worth the professionals testing it. If you don't fly much during the winter months then take extra care during the final packing and storing. I always store my wing outside the main bag, where it enjoys relaxing full chord length on my spare bed. I think this is especially important if your glider has plastic ribs so no 'set' is allowed to develop. But it helps too if it has mylar ribs. It goes without saying that damp is the enemy of the fabrics we use so a cold garage, shed or car boot is not the best place.

Unless you've just got a new harness, then it tends to get a little forgotten. A good idea, and again easy to do yourself, is an inspection of all the seams, buckles, zips and adjusters. I admit to using a little light lubricant on zips but check first what it is and mask off any webbing. Use soap and warm water to clean off dirt. Inspect the carbiners/maillons. There is still debate about steel versus aluminium, my own view is that failure of either is extremely rare. I currently use 25kn Austrialpin steel there is a weight penalty and they are more expensive but the recommended lifespan is triple aluminium ones. Maillons (6mm) for risers are fine but just less convenient if you need to unclip. Make sure any maillons are tight, but don't overdo with the spanner.

Tucked out of sight and often mind is the reserve parachute. This has been much on my mind recently, I felt mine was getting a bit old and I wondered if new or better systems could replace it. The answer to the second part is essentially no, the traditional PDA or conical remains pretty much as it did 10 or 20 years ago and still popular. Deployment methods have been tidied up a little. Putting age aside, a regular repack is a must, at least once a year; twice if you feel up to it. It will also give you the confidence to do your own. Before doing so I would strongly suggest you get advice or attend a re-pack session (10th March) and the first times you do it yourself, get it checked by someone who knows what they are doing. Finally, do a harness hang and check the deployment will work cleanly without bag lock (that the inner bag does not prevent the pins/rods from pulling out). Although the bridle can be tape to tape I'd suggest a 7mm maillon with moused rubbers and neoprene sleeve. A lot depends on your harness and the system used, but if you're happy with it you'll feel better in the air; long forgotten niggles can force their way into you mind in rough air at 2000'.

Helmets are something else we tend to stuff in bags and forget. Martin mentioned washing the inner lining a while back his description of what I was putting my head into for hours turned my stomach! It isn't just that it gathers accumulated grime and smells but in some ways the inner is more important than the shell at protecting the brain by absorbing shock.

Years of grime and sweat tend to harden it and reduce its effectiveness. Some linings come out easily if it's like mine then it resisted all attempts at a bath and it looks like a new helmet shortly.

Instruments generally look after themselves and only need storing carefully (nowhere cold or damp) when not in use for long periods. I remove batteries, especially dry cells. NiMh's I don't trust due to the rapid drop off in charge without much warning and shorter life. It's a personal thing but the battery life on my vario (Competino) is amazing; the Garmin gps less so but acceptable. A useful task is to get to know or remind yourself what the various functions are. If I don't use an instrument for a while I tend to forget. I have been known to plan a route to Tesco's via turn points to remind myself.

Finally, stay reasonably fit and plan a few challenges for the year ahead. Walk sites you're unfamiliar with, imagine scenario's on those sites (like the wind getting up) what would your escape plan be. Identify areas of rotors. I've walked at least five unflown potential sites this winter, just out of curiosity. There really are loads of things to do, even in winter with a bit of imagination.

A few reminders of things coming up:

18th Feb: The **XC Development day** with Pat Dower at Ingleton. The cut off date is 10th Feb if you wish to be included. I'll be arranging a mid-day meal break with food available so need numbers for that and to obtain free day parking tickets. See the DHPC website for the details.

24th March: A **joint coaching day** will be held with the CSC near Kendal. Total number will be 30. It's a free, classroom based day covering self assessment, introduction to each others sites, CP tasks and more. If flyable we are trying to get the morning indoors and the afternoon on site and flying or if a tad breezy ground-handling. I don't need a firm commitment but I do need some idea of numbers as the CSC are already talking near 20. Email me if you could be attending.

Registrations for the Coaching Group 2012 are slowly coming in. All the 2011 group got a copy of the registration sheet. Anyone else wishing to join the group please email me for a copy at edcle1@tiscali.co.uk

That's all folks



January 2012 e-news update - from the Skywings Team

Testing and certification of the new EN D wings

As previously reported, testing of EN D gliders was briefly suspended in November following an accident involving Alain Zoller at Air Turquoise/Para Test while testing a candidate EN D glider. The opinion put forward by Air Turquoise and the SHV was that the current crop of EN D gliders was becoming too dangerous to test. After consideration at the Paraglider Manufacturers Association (PMA) meeting on December 9th it was agreed that the testing of

EN D gliders would recommence, citing that the testing house's role was to test gliders, not to decide which gliders may or not be tested. However a testing house may still refuse to test a glider if the manufacturer's own test flight videos or live demo flights are not satisfactory.

One of the big issues arising was the very tight tolerances in the EN schedule for the 75% collapse test for these wings. This will be addressed in the new EN regime for 2012, which will be updated to make it closer to the wider tolerances in folding angle and collapse percentages permitted in the LTF (DHV) tests.

A second issue was the use of folding lines. These are additional lines which are not part of the canopy as it is sold, but are connected to extra tabs to allow the test pilot to induce an exact 75% collapse at the leading edge that does not exceed 50% at the trailing edge, as specified by the tighter EN tolerances.

An interim consensus has been reached that collapse lines will not be used at all in the testing of EN A and B gliders, and only used on C and D gliders if tests at the testing house first show that the correct collapse can't be obtained without them. If fitted they must have the same layout as the A lines. Given the wider tolerances currently specified by LTF for collapse folding, and the imminent changes to the EN standard, it is believed in some quarters that the need for collapse lines will be much reduced. Where they are used, the tabs will now be fitted to production canopies so that collapse lines can be reinstated for the purposes of pilots undergoing SIV training.

The changes in 2012 will harmonise EN and LTF tests, making the testing to both that most manufacturers do much easier. The PMA is trying to find out whether it is possible to switch over to the new EN test regime ahead of schedule. The advantage of all this for former Open Class competition pilots is that they will be getting gliders with greater passive safety and only minor limitations (lower top speed). The downside is that Serial Class pilots will have to realise that the new competition-oriented EN D gliders will be a world apart from the old, familiar EN D class.

Class Description of flight characteristics Description of pilot skills required (BHPA expanded version)

A Paragliders with maximum passive safety and extremely forgiving flying characteristics. Gliders with good resistance to departures from normal flight.

Designed for all pilots including pilots under all levels of training.

[\(For all pilots especially those in their first year of flying and for experienced pilots with limited currency, for example those who fly less than twenty five hours a year.\)](#)

B Paragliders with good passive safety and forgiving flying characteristics. Gliders with some resistance to departures from normal flight. Designed for all pilots including pilots under all levels of training.

[\(There are a wide range of gliders produced in this category. Some are closer to 'A' class gliders. Others are for pilots who have gained more than thirty hours mixed flying \(at least ten in thermic conditions\) and hold a 'Pilot' rating. B class gliders are also suitable for experienced pilots who fly less than fifty hours a year.\)](#)

C Paragliders with moderate passive safety and with potentially dynamic reactions to turbulence and pilot errors. Recovery to normal flight may require precise pilot input. Designed for pilots familiar with recovery techniques, who fly "actively" and regularly, and understand the implications of flying a glider with reduced passive

safety.

(For pilots who are Advanced Pilot rated, have several hundred hours logged (many of these in thermic conditions), have completed SIV courses, are flying ten or more hours a month, and enjoy dealing with large asymmetric collapses etc.)

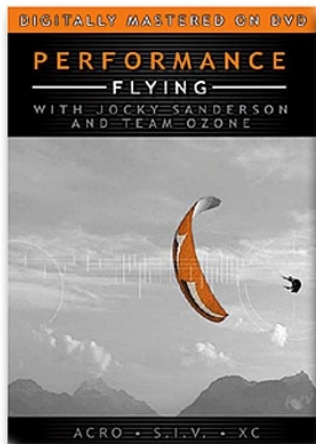
D Paragliders with demanding flying characteristics and potentially violent reactions to turbulence and pilot errors. Recovery to normal flight requires precise pilot input. Designed for pilots well practised in recovery techniques, who fly very actively, have significant experience of flying in turbulent conditions, and who accept the implications of flying such a wing.

(For pilots who have been flying for many years, fly more than two hundred hours a year often in strong thermic conditions and are masters of the various SIV skills.)

Library News- Melise Harland



"We have started the year with a few more donations to the library. Many thanks go to the family of Dennis Wray who have donated three more books (The Pilot Handbook, Touching Cloudbase and Thermal Flying). We already had copies of these books in the library but they are popular ones so extra copies are welcome. Thanks are also extended to Pete Logan for four DVDs (EN Certification, Dynamic Decisions, Pure: The Spirit of Flying and Flying the Holy Land)." The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word 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. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.



DVD Review Performance Flying By Jocky Sanderson

Reviewed by Martin Baxter

2006 – 70 Minutes

Jocky Sanderson has made three important films. 'Security in Flight' is all about basic paraglider control and 'Speed to Fly' covers all aspects of cross country (XC) flying. Both should be compulsory viewing for novice and intermediate pilots. 'Performance Flying' covers XC, SIV and Acro and is aimed at the aspiring advanced pilot.

What the blurb says, *"Performance flying was a result of a combined effort by Jocky Sanderson and the team at Ozone. We all felt that there was a need for a new DVD that takes the experienced pilot that step further in both cross country flying and acro.*

Using the latest high speed camera technology, split screen slow motion clips, great air-to-air and in board filming. Jocky Sanderson and the pilots from Team Ozone demonstrate and talk through the finer points of glider control to help you, the pilot, maximise the handling of your glider in thermals, on SIV and in acro”.

Cross Country. This part is an update and progression from Speed to Fly. In it Jocky describes XC flying as a spiritual experience and covers the following areas:

- Preparation
- Take off and landing
- Light lift
- Coring
- Inversions
- Cloudbase
- Second climb
- Transitions
- Speed bar
- Flatlands



All useful stuff. If you find it difficult to progress beyond the 20km point then the section on 'Second Climbs' will be particularly useful. Jocky explains what to look for in terms of Signs, Sources and Triggers. In Flatland flying he emphasises the need to 'gear down'.

SIV. This part is an update and progression from Security in Flight.

- Harness settings
- Symmetric collapse
- Spin recovery
- Twist recovery
- Stall



Jocky explains and demonstrates the importance of having your harness set correctly. Some wings have a tendency go into a brief 'hover' after a symmetric tuck and it's important not to brake too soon. "If it all goes quiet – hands up". I also liked the simple guidance for spin recovery: "You should only release the brakes when you can see the ground".

Acro. This chapter begins with a very honest appraisal from Jocky. Acro is only for a minority of pilots. Even Jocky, with all his flying experience, won't do tumbles. Acro has never appealed to me and so I found this quite reassuring: I no longer feel guilty for not giving it a try! "Fear is part of the game. I guess I like to be scared." Not for me!

The boys from Ozone demonstrate a number of manoeuvres at Annecy:

- Wingovers
- Asymmetric 360
- Loops
- SAT
- Helicopter
- Tumble



This is where the slow motion photography and split screen are really good at showing you what is going on. Even though I'm not into acro I really enjoyed watching it. I learned a lot about how the wing reacts and can now clearly identify the various manoeuvres; I now

have an improved bullshit detector when it comes to an over-enthusiastic pilot telling a 'tall story'.

Overall I found this to be another excellent DVD. The first 2 chapters are certainly essential watching. Even if you're not into acro the third chapter is interesting, educational and spectacular.

"You don't have to fly a performance glider to be a performance pilot" and remember "The best pilot is the one having the most fun."

This particular DVD belonged to the late Dennis Wray. It was kindly donated to the club by his daughter Alex.

STOLEN KIT

I wonder if Dales club members could keep their eyes open for our Woody Valley Bix harness & a green Ozone Element paraglider which were stolen from us at the end of May last year,?

This brand new harness which we had just bought for tandem flying in our school, had a brand new Apco "Bi" reserve in it. The Ozone Element was one of our school wings and was almost new. The harness is unique in this country – we are the sole importer for Wills Wing and it is the only one in the UK (tho there will be another in the Sussex area shortly). It is grey on the back, the rest is black. Distinguishing features: the seat plate is REALLY wide It has "BIX" written on the side.

The Ozone Element that was stolen is - SIZE Medium- COLOUR stripes from front: dark green, white, light green; SERIAL NO K25A-001. Very few pilots fly the Element as their first glider – once finished in the school, they usually buy a higher performance glider.

These items have undoubtedly been moved on by the thieves. I found one of the other paragliders they stole on Ebay - the thieves are prolific burglars operating in the Wigan area. We were not insured for these losses and have not been able to replace this kit.

If anyone sees these items being flown, please could they let me know.

Many thanks Judy Leden Senior Instructor Airways Airsports

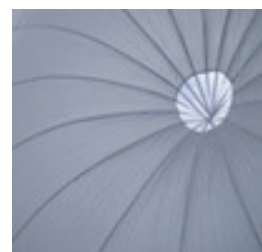
Reserve Repack

When was the last time you checked your reserve? Manufacturers recommend repacking your reserve every 6 months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

When: 10th March 2012 Where: St Marys School Menston Leeds

Time: 10am until 2pm Price: £10

Contact : Peter Spillett pete@petensara.com Tel : 01756 760229



Dales Hang Gliding and Paragliding Club – July 2011

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
John Lawson (Safety)	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillet	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrbaxter@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
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
Ed Cleasby (CC)	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
Kate Rawlinson (newsletter/trophies)	Weekends School Hols	Laneshawbridge Colne	katerawlinson@hotmail.co.uk	07976510272

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
Alistair Irving	Various	Huddersfield	aliirvin@msn.com	01484 844898
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 650372
Kevin Gay	Various	Ripon	kray@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895