

CLUB RADIO FREQUENCY 143.850Hz

# SKYWORDS

Email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag. *Kate x*

## CLUB NIGHTS

– First Thursday of the month 8pm start  
The Black Horse, Otley, Westgate LS21 3AS

### Club Night - October 4th



DHPC Pilot  
**Kerim Jespersen**

Talking about the techniques and equipment involved in film making, one not to miss 8.00pm start

### Coming up..... Novembers Club Night

**Ali Guthrie** will be giving an inter-active talk about how to carry out successful flights from the Dales sites. Points that will be discussed will be as follows:

- Details of his flights out of the Dales.
- Tricks to successfully get away from the hill.
- Staying high during your flight.
- Understanding the effect of local met on your flight.
- Avoiding airspace and any other common mistakes.

Ali's intention during this evening is to deliver a session that will allow pilots an opportunity to reflect on their own flying and note some points to help them develop/ move on in their flying.

The session will be activity based, not just a chat, and I would encourage people coming to bring an airspace map, a pen and paper.

### Inside this month's issue:

- Chairman's Chat
- Ed's Coaching Column
- Members Articles
- Site News Staggs Fell
- Wave on Wether
- AGM Stuff
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## Chairman's Chat

As the nights draw in your Chairman's thoughts turn to the AGM, and how we are going to organise the club for next year. To do that we need a committee – a group of members who volunteer to give up a small amount of their time to put something back into the club. We couldn't exist without Sites Officers, a Membership Secretary, a Treasurer, a Safety Officer and a Website. And I think you all appreciate coaching, social events, the library, trophies and this newsletter?

I asked the existing committee members if they were willing to stand again, and to my great relief they all agreed. Kate has decided to focus her efforts on Skywords, and made it clear that she did not want to stand as Trophies Officer again. But just as I was beginning to get a little uneasy about the vacancy, as if by magic, Richard Boyle (was) volunteered for the post. Thanks Richard.

But you will note that I haven't mentioned paragliding competitions. In 2009 we had a team that was active in the BCC, but following a fatal accident we lost our appetite for club level competitions and the post has been vacant ever since.

I would dearly like to recruit one of you to be our Paragliding Competitions Officer to make the club complete. Could it be you? The job description is contained in this newsletter but if you are daunted by the responsibilities associated with organising a competition, perhaps I could offer a little re-assurance. As with all committee post you are only expected to do as much as you can. The minimum requirement is to stand for the post (difficult), attend a few committee meetings (social), register us with the XC league (easy), and forward the results of the inter-County league from the bloke that produces them to the Newsletter and Website editors (like falling off a log). You could do that couldn't you? No need to organise any competitions and you don't have to be an experienced XC hound – enthusiasm is far more important. No one will pressurise you to put a team together or organise a competition; because if they do, you can offer them your post, and offer to help them with the organisation.

Of course you are more than welcome to stand for any committee post (especially mine!). I can assure you that no existing committee members will be offended. Indeed if you think that we could have done better in any area, have time to spare, and would like to put something back into the club then you have an obligation to stand!

If you want to find out more about any post, but particularly PG Comps, then please get in touch with me: [mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk)

Fly safely,

Martin Baxter  
Chairman

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## **DHPC Committee Job Description**

### **Competitions Members**

#### **General**

The club has 2 competitions members; one for Hang gliding and one for Paragliding. They are responsible to the Chairman for all flying competitions.

Specific

Ensure annual entry into the National XC League.

Encourage individuals to enter flights into the XC League, providing guidance where requested.

Encourage suitable paraglider pilots to enter the BPCup.

Encourage suitable hang glider pilots to enter the BOS.

Advertise for and identify suitable team members.

Maintain a list of team members and co-ordinate participation with other clubs and national organisations throughout the year.

Organise and co-ordinate the Baildon Sod.

Provide articles after each event for Skywords.

Nominate individuals for club trophies.

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## **SITES NEWS**

### **STAGS FELL – SIGN SYSTEM**

We would just like to remind members of the 'sign system' at Stags Fell. As you will be aware Stags Fell is a members' only site and the landowner has asked us to limit the number of pilots on the hill to 12. The sign is designed ensure that he is kept happy and that pilots don't have a wasted walk up. It will be used as below:-

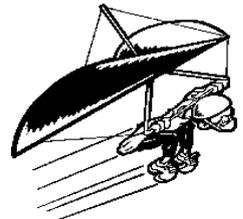


- \* only on a flying day where it is felt it may be necessary or prudent to do so.
- \* the pilot who puts up the sign also has a responsibility to ensure it is taken down and properly stored back in its boxed location.
- \* the location box is in the roof of the culvert over the wall from the gate by the cattle grid (left of wall)

It is more than possible the sign could get lost, found and vandalised or taken home for a souvenir! It's well made and waterproof.... We can easily replace it if anything happens to it. Every member has a responsibility to not just use, but help maintain sites and ensure the rules are complied with.

Link to website [here](#)

# Noticeboard



## Fire Devil

Wed, Sep 19 2012, 7:58:41 am MST

A hot plate



Thanks to Ron Gleason

<http://www.youtube.com/watch?v=UPj6yk2URuQ>

<http://www.foxnews.com/science/2012/09/19/rare-fire-devil-caught-on-film/?intcmp=features#ixzz26wQQvGe1>

From the Oz Report  
submitted by Trevor Birkbeck

## Carlton Bank Wendy

The recently-stolen Carlton Bank Wendy Windblows station was replaced on July 30th with a new higher-security setup. Rod Buck reports that it should be "Damn difficult to nick!"  
From:  
[www.bhpa.co.uk](http://www.bhpa.co.uk)

## Parlick:

Due to the mud by the gate on the Parlick landing field, pilots have been climbing over the post and rail fences either side of the gate. These fences have been damaged so much that there is a danger the livestock could escape from the field. As you can imagine the farmer is not happy about this. A couple of members have been to install a new post and reinstate the barbed wire. Please can I ask all members to refrain from climbing fences at Parlick and for that matter any of our sites. A little bit of mud on your boots is not going to harm!!

Thanks

Andy Archer

Pennine Soaring Club



## Ed's Coaching Column

This month it may appear that Jeremy Clarkson has written this column. When I read his ramblings I'm always amazed at the way he can devote the bulk of an article to male grooming and then tenuously link it to the latest Ferrari GTB F1. And in a weird sort of a way it works! Yes .... great wealth buys one the gift of being able to employ a ghost writer when they're needed. My name's Dave by the way.

Being a reflective sort of person (it means I worry a lot about what I've said, done or incinerated in my quest for acceptance) ..... It has, again, got near to that time of year where I look back and see what I've achieved against what I set out to do. Back in February, on a non DHPC forum, I was rash enough to expose my ambitions to public scrutiny. A few months later I was wishing I could ctrl/alt/delete them .... but - what's done is done and I looked like being hoist by my own nylons (hobby - nothing serious).

Given four words to describe yourself. What would they be? I'll leave you to dwell on that thought through a long, dark, winter's night. You'll soon have plenty of time.

But less about you ...

If anyone thinks one of my choice adjectives is competitive ..... you're WRONG! I like to think of myself as ambitious (although my career moves would suggest otherwise - I feel they were blighted by passions of the non-moneterised sort). Whisper it – but I'm a driven target setter. Without a ladder to climb I'm rather lost and, like a fish needs to nestle alongside chips, I need the focus of a damned good ladder with the sturdiest of rungs. That may just have seeped across in some of my writing over the past few years – and don't say it's an age thing! So, quite clearly the ladder is my roadmap ..... obvious really.

### **Still awake????**

OK – targets. I'm no good at setting my own – I can; but looking back I always feel they weren't ambitious enough (did I say I was ambitious?). No .... I always work harder, perform better and strive against all odds when someone sets targets for me. It's sort of like spending hours mending some broken down old chair (they should have skipped) for someone at work, but can't be arsed to clean my own gutters (did I say I liked ladders?). I've been helped in my flying goals this year by some excellent weather – I am not a contrarian ..... I mean it, seriously. I've been dragged along by pilots who set outrageous goals and somehow attain them and - by my coaching role within the DHPC.

I need to explain that last point for the confused.

They say there is no better way of learning something than having to teach it; so very true. I wonder how many coaches (and be honest) see their coaching role as a bit of a chore and secondary to their own flying. I know I did when I was promoted (that's what the job spec said in a pub late one night). That's what I did think, but now I'm convinced that it gives me more back in terms of being a better pilot than I give to others. Helping others do something or get wiser means you reflect so much on your own abilities and knowledge; the how and why of doing things – and if you do it honestly, your own weaknesses. I am definitely a better pilot due to working with others, so

don't ever feel I'd rather be anywhere else but on the home ridge helping out. One of our beloved leaders can send me caustic radio messages from a distant cloudbase but you now know where I'd rather be.

No-one said you were gullible ..... pure paranoia.



The message is for all you coaches out there; get coaching, you may actually find it gives more than it takes. You know you want to - and we know where you live. Aspirant pilots please make use of them; you'll be doing them a big favour.

'Unknown lady coach demonstrates her prowess to watching onlookers' (that will be me then...Kate...lol...playing with Kev's Factor 2....nice)

And the above link brings me nicely to:

### **The future of the BPCup**

During the recent, week-long Derbyshire based event we found time amongst all the good flying to hold a very positive discussion on its future. It might be worth adding that this all took place the evening before we flew one of the biggest and best tasks ever flown in the UK.

Without going into too much detail the outcomes were as follows:

- The BPC will go ahead in 2013 – there had been a thought to defer it until 2014 but the enthusiasm and organisation team came forward and their plans look good.
- The format will be a 3 day event on the Isle of Wight during the spring followed by 7 day one based again around the Gliding Club above Bradwell Edge.
- Laurie Gavaghan, Isle of Wight Club, Chairman, will head up the new BPC. He has lots of ideas and a very professional approach.
- The initial 3 day event will (I believe) focus on entry level competition skills and try to encourage new entrants into the event. There are plans for far more than flying to help entertain and develop pilot skills.
- We wish to keep the gliding club as a base for the big event. It is exceptional in terms of the facilities and the welcome it provides, absolutely second to none ..... you couldn't design a better place from scratch.

I'll return to the promotion of the BPC early next year. But, as a means of developing pilot skills it's potentially excellent. I can think of lots of DHPC pilots who would benefit and you'll figure in the invites next spring. The one message that comes out of most comps, whatever the level, is just how much people learn. The environment is very much a supportive one and the focus is as much on learning as competing.

### **Defined Flying Challenges**

This is very much a personal project that has been on my mind for a while. If you attended the last club night you'll have some idea what I'm doing and why, although like my socks things change every three or four days. It's now fairly advanced and on course for a mid-November completion.

For those who are in the dark about it I summarise below:

- a collected set of 50+ defined flying challenges/tasks across the Lakes, Dales and Pennines
- aimed at CP/P rated – intermediate level pilots – post initial coaching
- four types of task in accordance with the XC League/Club League tasks
- graded into four levels of challenge with recommendations for pilot levels
- route setting and gps notes
- bound A5 – full colour throughout with photos/maps/co-ordinates
- weather, safety and route tips
- downloadable co-ordinates for all routes.
- it has the support of the CSC, DHPC, NHPC and PSC, all have provided help and advice in different ways.

This is not a Sky God's book. It is specifically aimed at the middle ground of pilots who wish to add extra spice to their flying and who wish to accelerate their development and gps use through graded challenges and prepare themselves for cross country and entry level competition.

I am very clear that it is not a site guide. It overlays the normal site information with things you may wish to try.

What I would like help with, is good quality photos. If you'd like to contribute any you feel show a site off well, or epitomise the flying on that site or are just damn good then please forward them to me at: [xcflight@gmail.com](mailto:xcflight@gmail.com)

You will of course get a mention in dispatches and a 10% reduction in the final purchase cost if your photo appears. Please note the new email address ..... I'm having problems with my usual when it comes to opening attachments.

### Coaching Days

We have been blighted by the weather this year .... But we shall continue to strive to persevere (name that film). The coaching days will continue during the winter on an ad hoc basis and of course the Ingleborough fly down will be on the cards for a suitable winter's day. This time we hope to make it all the way to the pub landing field.

### Some pics from Brant Side July's Coaching/Filming Day

Phew end, Ed



# Hang Gliding - The BOS Club Class



Richard Welbourne

**The Club Class is a separate competition within the British Open Series for new XC pilots of any level to get used to competition flying. You take off from the same sites as the main class but generally fly shorter tasks and a dedicated retrieve driver is provided.**

**I first heard about the Club Class last year from a couple of people including Trev Birkbeck. I wasn't really interested in competition flying at the time but having never really flown XC before mainly due to the hassle involved in organising retrieves, the chance to have a go at cross country flying with a dedicated retrieve driver was too much to resist.**

**I had a go at the last round of the 2011 series to test the water and then signed up for all 3 rounds of the 2012 BOS which kicked off in South Wales.**

**Pilots of all levels from all over the country converge at the BOS and you learn a huge amount by listening to the more experienced pilots who are always more than happy to share their knowledge. It's fantastic to be rigging on a hillside covered in hang gliders - a rare sight these days for most of us - and to be rubbing shoulders with some of the pilots you normally only read about in Skywings! The other great thing about the BOS is that you get to try lots of different sites.**

**My flying prior to this had been limited to a handful of sites in the Dales and Pennines but every site we flew last year was new to me.**

**One of the most daunting aspects of competition flying for me was flying close to lots of other gliders especially when thermalling and this does take some getting used to, but it's an amazing experience and I've had lots of good advice from the more experienced pilots which has helped me get more comfortable with it.**

I started with no real ambition to do well in the competition - I was simply looking forward to the chance to go over the back and see what XC flying was all about and if that's all you want to do that's great, but it's hard not to get caught up in the competitive side of things when you're in that environment. I surprised myself by finishing the first round in second place and began to realise that I actually had a chance to get a decent place in the competition. As the tasks progressed I found myself taking more and more interest in the scores when they were posted!

Amazingly I won the second round in the Peak District and then also went on to win the last round in Mid Wales which won me the trophy for overall Club Class winner. The trophy was the icing on the cake but what's more important is that taking part in this comp has given me a lot more confidence in my own flying ability and judgement along with an appetite for more XC flying - I'll definitely be entering the 2013 BOS. I'll have to compete in the main class next year so trophies won't be on the cards for a while but I'm looking forward to the challenge.

The first round of the 2013 BOS is due to be held in Scotland around Glen Coe which is another area I haven't flown before and there should be some epic flying on offer. For any hang glider pilots out there (yes both of you !!) who haven't tried the BOS yet, get yourselves signed up - you'll be surprised how well you will do.

You don't need to be flying the latest topless gliders either - in fact you get 10% added to your score in the Club Class if you are flying a king-posted glider to help compensate for the reduced performance.

You can enter a single round if you want but you get a discount for entering all 3, so you're better off signing up for the year. Details of how to sign up for 2013 will be posted here when they are ready: <http://bhgc.wikidot.com/>

I've put a couple of videos from my flights in the BOS here:  
<http://www.youtube.com/user/MemorableAmnesia>

Happy flying and look forward to seeing you in Scotland for BOS 2013 Round 1...

Richard





## Stunning Wave on Wether Fell

Trevor Birkbeck

Andy Hetherington was on leave and he has got really keen to get back into hang gliding on his Wills Wing Talon so he was mythering me to get out when the weather was good.

So who's Andy Hetherington (known to all as Hevs)? He was seriously into sidecar racing as a sidecar passenger – you have to be fairly mad to do that.

With Darren Dixon in a Windle ADM, they were World Champions in 1995 and 1996!

He reckons he only fell out once at about 185 mph! Here's a pic of him just so you realise that he is completely tapped.....mind, I guess that advancing years has steadied him off a bit, as it does with all of us.



As we approached Hawes there was some evidence of wave clouds forming, not classic where it keeps going right into the Vale of York but we were hopeful that we would get a good flight.

Wind on take-off was about 20 mph and slightly off to the south, probably about due West, usually a good direction to get the wave working. No one else out being a Monday and definitely too windy for PG's.

I was off first and, sure enough, there seemed to be a lot of lift around. Andy quickly joined me in the air and the day developed into a classic wave day but limited to the Hawes area and down Wensleydale about half way to the Vale of York. The higher you get in wave like this, the better and smoother it gets – we just kept going up and up.

Now we were starting to top out, well above the wave cloud, at about 5600ft asl and, at this height, the air had become silky smooth, such that we were able to fly very close to each other, scarcely moving a muscle. We cruised around all over the bar but that was our lot, no more height to be found.

I radioed Andy to say I was legging it off to the next bar which was situated over Addleborough, with Andy right behind me. Plenty of speed on to get through the sinking air at the back of the bar and then back into the smooth lifting air, having lost about a grand. Once again, lots of floating about exploring the bar to find the best lift – this time we maxed out a little higher at around 5700ft asl.

Wave is fickle stuff and it can turn on and off just like that so once you feel that you've maxed out, you might as well leg it off to the next bar, assuming there is one. The next bar at about 4k to 5k wavelength was looking even better and, sure enough, after more super smooth cruising around we worked this bar up to about 5900ft asl.

Things didn't look quite so good downwind from here, as the next bar had assumed a less classic shape and was a double wavelength away, at around 8k to 10k. What the hell! I legged it off again and, not too surprisingly, at the half way point where this time there was no cloud, there was also no lift. We carried on to the next cloud but, despite cruising around for a bit, there was nothing doing.

Carrying on down Wensleydale, I found a bit of lift around Middleham and actually gained a bit of height. This soon stopped so I kept on going down the valley. Andy decided to cruise around locally and then went down to land at the gallops near Middleham, experiencing strong wind upon landing – this was A GOOD PLAN as we had dumped his motor at Wensley. Andy seems to know so many people in the Dale – he rang up a mate to collect him and take him to his car and then came looking for me.

I had carried on down the Dale, flying occasionally through stretches of zero sink, presumably representing areas where there was deteriorating wave. Landing between Jervaulx and Masham, I expected to be coming down in a fair bit of wind. Not a breath!!



That's wave for you.

So, not great distance (37k) but much pleasure was derived from flying together in such silky smooth air. We celebrated by having a couple of beers at the Crown in Hawes.

A day to remember.

Trev



## Library News – Melise Harland

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](mailto: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.

If anyone who has an item out of the library would like to write a review over the summer it would be much appreciated, I'm sure people would like to hear someone else's view rather than just mine from time to time, thanks.



## Book Review

# Scottish Paragliding

An introduction & selected sites guide

Cliff Smith & Gary Williamson

By Kate Rawlinson

What a fab book which, unfortunately, arrived too late for me to take on holiday up the West Coast of Scotland ☹️

Funny thing is as I reached the top of Beinn Eighe nr Kilnlockewe I said to my other half I could fly off here and sure enough it's in the book page 154 – description one of the most spectacular peaks.....darn it, not an easy walk up though with or without 20 kilos extra, although I wouldn't have minded floating down instead of scrambling!

The site guides (over 200 of them!!) are very informative giving a brief description of the site, directions and parking, flying conditions, launch and landing, hazards and cautions, airspace and even have a map and photo.

It has a list of clubs at the beginning, information on who to contact, access, conditions at different times of the year and hints on keeping safe.

This is a book written for pilots by pilots it has fantastic photos, plus a host of other helpful information, this guide will help you make the most of your Scottish flying. It gathers together information from some of the most active & experienced pilots in the country, its essential reading for anyone wishing to explore Scotland & the fantastic sites on offer.

I'm going to have to buy a copy!!

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## A recent lesson from flying at Stags Fell

Helen and I are eager to fly whenever the weather allows. On Sat 8 Sep the forecast was quite good and we decided to go to Stags Fell, knowing we'd be close to Brant Side if Stags didn't work. We duly noted that the status of the Stags Fell site is amber (no XC) and that there is a limit on the number of pilots in the air at any one time.

We walked up just after noon and met a CP who was waiting. The wind was bang on; a little breezy but definitely not laminar. I had only flown Stags Fell once before (on a coaching

day with Ed) on a similarly breezy day with slightly turbulent air flow on take-off. The flying that day had been fine.

After a bit of ground-handling, I decided to act as a wind dummy (someone has to do it!). The take-off was not difficult and I gained 400 ft in a couple of minutes. But the ride was not a pleasant one. Forward penetration was fine, but the air was pretty turbulent and I suffered several small collapses. After 5 mins I'd had enough and decided to land. Normally I quite enjoy landing in breezy and lifty conditions, but I don't enjoy it when the wing is being buffeted around whilst I'm trying to navigate into an area free of rocks. I made a few attempts to land where I took off from but the lift and turbulence made it too dangerous. I went to the right (facing the car park from the take-off) where the slope is shallower but it was the same. I did not fancy trying the bottom landing fields as they have trees upwind of them. So, the only option that looked viable was to follow the track on the plateau above the take-off where it's nice and flat. A lull came and I landed safely there, a two minutes' walk from the take-off. When I got back there, we all decided to pack up and go try a different site. The other pilot, Matthew (?), mentioned that there are parts of the hill that we should not soar or take off from in order to not disturb some rare birds (Golden Plover) nesting there. I realised I might have flown over these areas in my search to find a safe landing place. Helen said that there was a chap who watched me flying and stood there in a position that suggested he was not happy. She said that she thought she even heard him shouting something towards me.

I have to admit that I had forgotten about this restriction, and hadn't refreshed my memory since first reading about Stags in the site guide a few months ago.

I felt really bad that I potentially endangered the club's relationship with the owner of the fell. Later that day, I sent an email to Ed to apologise and let him know I might have infringed the prohibited areas on the hill. Next time, I'll make sure I know the site's restrictions before taking off, whether in challenging conditions or not.

Marek Setnicka

Ed passed Marek's original email on to me and I reported it to the landowner. I was relieved to get the following response:

The incident (...) has not caused us any inconvenience. I very much appreciate the trouble you have taken in explaining the situation to me and I confirm that all is well for the future. I'd like to thank Marek for his openness and honesty. Judging the conditions can be fairly tricky at times, and Stags Fell can be very unforgiving. Had he known about the restrictions Marek may have decided to fly out into the valley to land. But the real point here is that we all make mistakes – the key thing is to acknowledge the mistakes and learn from them. Marek must have been tempted to pack up and leg-it quickly, in the hope that he had not been recognised, but he had the courage to report the incident. Fortunately no harm had been done this time but, had he disrupted a grouse shoot or a Golden Plover twitcher, things could have been very different.

If anyone causes an infringement please be polite to anyone who complains at the time, and report it to the Sites Officer (or anyone on the committee) at the earliest opportunity. An early apology can nip things in the bud before they get out of hand. Skulking away hoping that you won't be recognised is the action of a coward.

Martin Baxter

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## Announcing the Dales Club AGM



Thursday 6<sup>th</sup> December at the Black Horse in Otley, LS21 3AS

7.30pm for 8.00pm start. Upstairs Function Room

**All full members of the Dales Hang gliding and Paragliding Club are invited to submit formal proposals to [contacts@dhpc.org.uk](mailto:contacts@dhpc.org.uk) before 1st November 2012.**

There won't be an opportunity to raise issues on the night and this early deadline allows us to give due notice to all members of any contentious issues, so that they can attend if they want to.

There will be a free beer for all participants (see Membership Secretary).

As well as setting membership fees for next year (including the contribution to the Flying Fund), all committee posts are up for re-election. Please feel free to stand. It's a great way to contribute to the club so don't be shy! It's not usually much work and you benefit from the odd free beer and never ending respect of your fellow flyers. OK maybe not the latter but the beer is guaranteed.

There's a brief description of all the roles below. If you want more details then please get in touch.

### **Chairman**

Steer the ship. Convene and control meetings, make decisions and give a (short!) speech at the Farmers' Dinner.

### **Club Secretary**

Club contact for the BHPA and outside agencies. First point of contact for all enquiries. Produce the minutes for all meetings.

### **Club Treasurer**

Maintain the clubs accounts and prepare the end of year accounts. Be at club meetings to reimburse any expenses.

### **Membership Secretary**

Manage the club database and be the point of contact for new members. Distribute membership packs and handle renewals each year. Distribute the Newsletter.

**Sites Officers**

Liaise with landowners with regard to access, restrictions and rules. Deal with flying complaints and distribute drinks at Christmas. Host at the annual Farmers' Dinner.

**Safety Officer**

BHPA contact. Organise an annual reserve parachute re-pack session. Monitor all incidents and distribute relevant advice via the Newsletter and Website.

**Club Chief Coach**

BHPA contact. Act as a focus for recently qualified pilots to assist in their safe progression. This is the one role where previous coaching experience is essential.

**Social Secretary**

Arrange speakers for winter club nights and organise the annual Farmers' Dinner.

**Website**

Maintain the website and negotiate hosting.

**Newsletter Editor**

Produce the monthly newsletter by squeezing squeeze articles, stories and photos out of members.

**Trophies**

Organise the collection, engraving, cleaning, and distribution of trophies for annual presentation.

**Competitions Secretary**

Register for the XC League and act as focal point for any competitions. Form a team and organise competitions if there is sufficient interest.

**Librarian**

Maintain a record of the club's books & DVDs, make them available at club nights and ensure that they are returned in a timely fashion. Review new purchases for the Newsletter.

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**Rushup Edge** a Derbyshire site is now closed, the landowner is threatening legal action against the club if people fly - see the posting under site issues on Derbyshire's website.

This is a great shame I think as it is the best site I know for learning slope landing.

Melise

# Dales Hang Gliding and Paragliding Club - September 2012

## Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Trevor Birkbeck</b>	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
<b>Steve Mann</b>	Weekends	Kirkby Malzeard, Ripon	steve.andbex@btinternet.com	01765 650372
<b>Kevin Gay</b>	Various	Ripon	kgay@talktalk.net	07794950856
<b>Ed Cleasby (Senior power coach ) Chief Coach</b>	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

## Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Sean Hodgson</b>	various	Haworth	sean@ogi.me.uk	07999606084
<b>Rob Burtenshaw (senior coach)</b>	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
<b>John Lawson ( Safety )</b>	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
<b>Peter Balmforth</b>	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
<b>Noel Whittall</b>	Various	Leeds	noel.whittall@googlemail.com	01132 502043
<b>Alex Colbeck</b>	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
<b>Pete Logan (Secretary)</b>	Various	Shipley	pete@logans.me.uk	07720 425146
<b>Peter &amp; Sara Spillett</b>	Weekends	Skipton	sara@petensara.com	01756 760229
<b>Tony Pickering &amp; Zena Stevens (treasurer)</b>	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
<b>Kevin McLoughlin (Comps)</b>	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
<b>Martin Baxter (chair)</b>	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07775785479
<b>Ronald Green</b>	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
<b>Fred Winstanley</b>	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
<b>Richard Shirt</b>	Weekends	York	rshirt@advaoptical.com	07786707424
<b>James Watson</b>	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
<b>Andy Bryom</b>	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
<b>Dave Couthard</b>	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
<b>Ed Cleasby</b>	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
<b>Kate Rawlinson</b>	W/e's and school hols	Laneshaw Bridge/ Colne		07976510272



There are worse situations than yours so be happy and forget the crisis