

Valentine's Edition

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



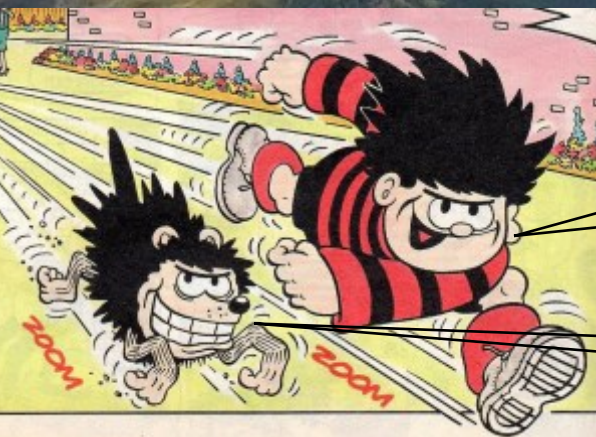
Skywords

www.dhpc.org.uk

February 2016

I will love you forever, and ever, and ever, and ever

I've warned you before about talking to your wing



We're off to the club night at the Horse and Farrier, Otley.
7.30 for 8, Feb 4th

GNASH !



Martin Baxter

CHAIRMAN'S CHAT – January 2016

A quick summary of last week's committee meeting. The new committee members were full of suggestions and enthusiasm. Toby took over responsibility for Great Wherside and wanted to establish a means of checking that the RAF were getting our CANPs; Rosie wanted to extend club nights into the summer months; and David was all for recording details of members equipment so that he could pass on safety warnings.

Perhaps I have been around too long, but I found myself wanting to caution them all against taking on too much too soon, burning out too quickly, and becoming disillusioned when the members don't share their enthusiasm. What am I talking about? Enthusiasm is the 'life-blood' of the club and we should all be giving them our full support.

The sites officers both reported that the Christmas drinks were delivered to farmers without any issues. Trevor is in consultation with ['My Local Weather'](#) to see if we can add a webcam to the existing weather station at the creamery in Hawes; but with this one looking up at Wether Fell, rather than down the high street.

With the move of Aerofix we reckon that there will be increased demand for places on the [Reserve Repack](#), and so we have increased the price for non-members from £10 to £15 (still by far the cheapest around).

Planning for the [Farmers' Dinner](#) is at an advanced stage and it looks as though the idea of presenting trophies not only suits the farmers, but also the recipients, with a record number expected this year. I only hope that we have space to fit everyone in.

We discussed the sensitive subject of travelling expenses for committee members. It used to be that committee members got free drinks during meetings but that made for rather long meetings! So instead of drinks we've been getting 20p per mile for some years now. The BHPA rate is about 60p and the Government rate is 45p, but with fuel prices falling we felt that a more modest rise was appropriate, and agreed on 30p per mile.

We also discussed the proposal to make a sizeable donation to the [Upper Wharfedale Fell Rescue Association](#), and a lesser one to [GASCo](#) following the last club night. But in both cases the committee re-enforced the policy agreed 2 years ago: 'Donations to charity are a personal matter. We should not be donating members' money to charity on their behalf. Money donated to charity at the request of a visiting speaker will be accounted for as expenses.'

Fly safely,
Martin Baxter
Chairman

We welcome to the club Jaysen Metcalfe and Dave Livesey. Congratulations on making the right choice. May your flying in the Dales be everything you hope for, and we hope you brought some good weather with you.



CLUB COACHES



Your Club Coaches are for using—so, use them! Don't be shy, none of them have been known to bite, well not without extreme provocation anyway. All the people below have volunteered to help new pilots / newcomers to the area—they WANT to help you.

Dales Hang Gliding and Paragliding Club - Coaches List (January 2016)

Name	HG/PG	Location	Phone (+0)	Email address	Availability
Trevor Birkbeck	HG	Ripon	1765658486	trev.birkbeck@gmail.com	Various
Steve Mann	HG/PG	Kirkby Malzeard	1765650374	stev.andbex@btinternet.com	Weekends
Kevin Gay	HG	Ripon	7794950856	kray@talktalk.net	Various
Ed Cleasby SC/CC	PG	Ingleton	7808394895	xcflight@gmail.com	Various
Rob Burtenshaw SC	PG	Oxenhope	7747721116	burtenshaw@fsmail.net	Sun and various
Peter Balmforth	PG	Leeds	7714213339	peter.balmforth@ntlworld.com	Weekends
David Brown	PG	Ingleton	7757333480	d.brown208@btinternet.com	Various
Alex Colbeck	PG	Harrogate	7717707632	alexcolbeck@gmail.com	Weekends
Kate Rawlinson	PG	Colne	7976510272	katerawlinson@hotmail.co.uk	W/e & school hols
Kevin McLoughlin	PG	Lancaster	7767652233	kevin-mcloughlin@hotmail.com	Weekends
Martin Baxter	PG	Wetherby	7775785479	mrbaxter@hotmail.co.uk	Weekdays
Toby Briggs	PG	Pateley Bridge	7582156471	tobybriggs@btopenworld.com	Various
Fred Winstanley	PG	Higher Bentham	7770741958	fredwinstanley@sky.com	Various
Richard Shirt	PG	York	7786707424	rshirt@advaoptical.com	Weekends
Simon Goodman	PG	Leeds	7720061200	simon.goodman@talktalk.net	Various
Andy Byrom	PG	Skipton	7796421890	andy.active@unicombox.co.uk	Weekends
Dave Coulthard	PG	Leeds	7595895149	d.coulthard2@ntlworld.com	Weekends
Sean Hodgson	PG	Haworth	7999606084	sean@ogi.me.uk	Various
David May	PG	Ilkley	7928318219	dav.may@gmail.com	W/e & various
Chris Williams	PG	Spain/Preston	7973222713	stayhigh@btinternet.com	Occasional UK

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 and advising on 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 also need to do some coaching during the year to further develop their coaching skills and to retain their rating.

Please make use of their skills and experience to further your own skills and knowledge.

Ed Cleasby
DHPC Chief Coach/Senior Coach
January 2016

Anyone wishing to become a Club Coach should contact me directly for any advice or be proposed for training

There is more detail on coaching within the club on the website.

Coaching days are always announced on the web site homepage and shout-box



Dales Hang Gliding & Paragliding Club
www.dhpc.org.uk
143.850MHz



Ed's Coaching Column

PILOT DEVELOPMENT – Achieving Ratings

Laid out below is the BHPA Pilot rating system – this is familiar to most pilots. Those fresh from school will have been made aware of the structure for pilot progression once they leave formal instruction and will have a pilot handbook. Responsibility for post school development rests primarily on the individual with assistance being offered through the club coaching system.

For the successful award of a rating you need to be able to demonstrate safe practical flying skills through a series of FLYING TASKS and by sitting a WRITTEN EXAM. Both the tasks and exam syllabus are easily found on the BHPA website, but any pilot seriously trying for a rating will have a BHPA task book with the tasks laid out for both P and AP ratings. Club coaches and above can sign off tasks so it's worth carrying the book each time you go flying. It is also the role of the coaches to advise where they feel confident to do so, observe and ensure that safety is at all times given priority and invigilate written exams. Only coaches with an AP rating can invigilate an AP exam.

The BHPA Pilot Rating Scheme

Elementary Pilot [EP]

A student **rating normally awarded half way through an ab-initio training** course at a BHPA registered school.

This associates closely with stage 2 of the FAI (HG) Safe Pro Scheme, and is similar to stage 2 of the FAI (PG) Para Pro Scheme.

Club Pilot (Novice) [CP]

The **minimum rating required to fly unsupervised within a UK club.**

This exceeds stage 3 of the FAI (HG) Safe Pro scheme, and is equivalent to stage 3 of the FAI (PG) Para Pro Scheme.

Pilot [P]

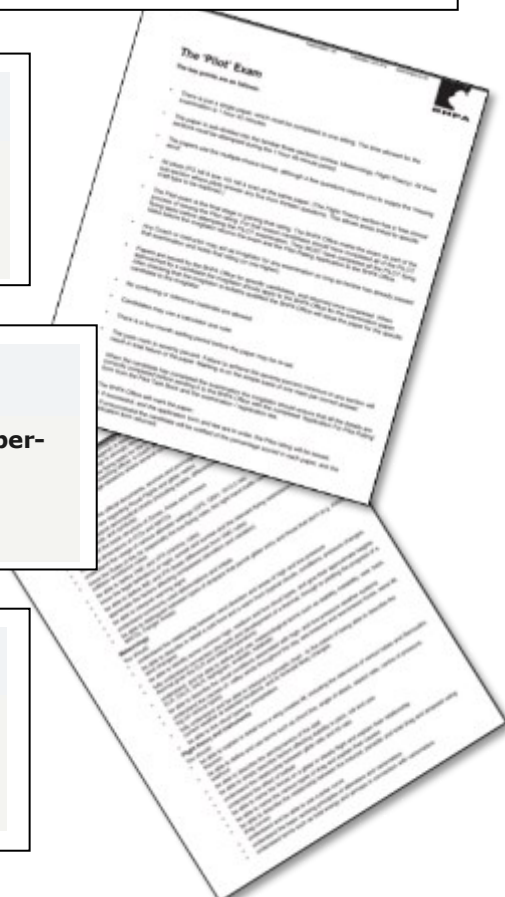
The **minimum rating recommended before flying cross country unsupervised.**

This is equivalent to stage 4 of the FAI (HG) Safe Pro Scheme, and similar to stage 4 of the FAI (PG) Para Pro Scheme.

Advanced Pilot [AP]

The **highest rating currently awarded** by the Association.

This exceeds stage 5 of the FAI (HG) Safe Pro Scheme, and is similar to stage 5 of the FAI (PG) Para Pro Scheme



Pilots appear to give most thought to their rating during the winter months, probably a combination of reflection on the previous flying season, setting their targets for the coming season and a lack of flying weather. The great majority of pilots within (all) clubs tend to be CP rated. The core pilots that form the long standing, backbone of a clubs members are a smaller group and usually hold a P rating, whilst a small percentage – no more than 10% are AP rated. Perhaps the latter tends to reflect the fact that for the vast majority of pilots AP rating holds few incentives – like, lower BHPA subs (once mooted for P and AP rated pilots but safety considerations meant it was not accepted), not required for xc or most of the popular competitions – however, essential if you're an instructor and desirable if you're a coach.

Pilot attitudes to moving up the rating systems vary considerably. A significant number appear to plateau at CP and see little point or incentive in attaining a higher rating if they do become P rated it may only be after a lot of years as a CP. This has changed somewhat in recent years with the greater desire to fly cross country; not only to learn the skills, but because without direct supervision they would not be allowed to enter flights in the xcleague - you need to be P rated. Although always the case it is now more strictly monitored.

A personal observation is that 'accelerated learning' tends to increasingly feature in some newer pilots development plan – it was always the case that a few pilots saw the rating system as a ladder to climb as quickly as possible, but this seems more prevalent now. Whilst a 'natural' pilot can get good quite quickly, it is worth noting that experience is bought at a slower pace, so a balance needs to be accepted as a part of progressing.

A few general guidance notes on achieving a rating.

- The flying tasks are designed to broaden your experience and develop your piloting skills. Doing something once does not mean you have mastered it, so make sure it is firmly established in your skill/experience bank before rushing to get it signed off. Many tasks get signed off without actually being witnessed, so remember a sensible pilot knows the most important person to satisfy in terms of nailing something is yourself.
- The more airtime you can get, coupled with exploring as many different sites and conditions the better because it will more quickly bring confidence and competence.
- Slope and top landings have now been moved from the training syllabus (not to say a good school still won't be covering them - just not as a requirement) if you get a good day many shorter flights are better than one long one – timewise for honing key skills.
- Not a CP requirement as such, but good ground-handling/take off skills indicate a pilot with sound technique.
- Feel free to try some xc flights but do it under supervision – with a good adviser you will enjoy a higher level of success and progress faster.

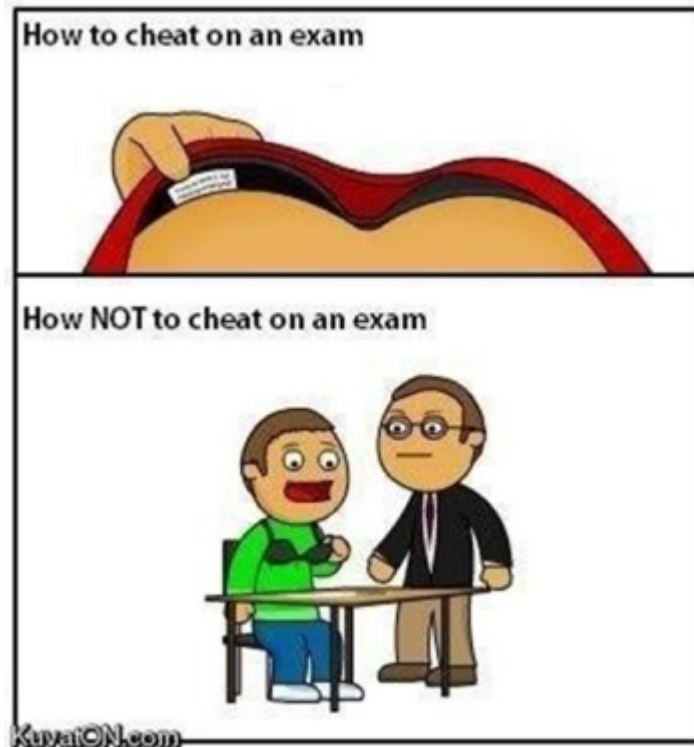
WRITTEN EXAMS!!!!

Some love'em, some hate'em and some fear them to the point of calling in sick! They are nothing to dread and with a 70% minimum pass figure I have only know one person to fail.

Just make sure you:

Know the syllabus ii) revise reasonably iii) know the nature of the exam

Just take your time, de-stress and read the questions PROPERLY.



Face it—Women are just better at some things!

GENERAL COACHING NOTES

If you wish to do an exam or have any questions about achieving a rating please contact myself or another coach (see list for names and contact details). I currently have several people booked for different invigilation times over the next month, if you wish to do the exam with me let me know and I'll get your paper.

The coaching registration list for 2016 is now open and several have already completed the form and returned to me. You can find it under the coaching header of the DHPC homepage.

Weather permitting I will be aiming to start the monthly coaching days again in March.

Chris and Lynn Williams of "High Sierras" are offering guided paragliding, mountain biking, bird watching and trekking holidays. Staying in the quiet mountain village of La Muela de Algodonales at the foot of Sierra de Lijar in Southern Spain. Come along for a paragliding holiday and if you wish take part in the other activities. We offer for these free if you are on a guided week. We specialise in small groups of around 4 to

5 for a higher quality of service, XC guiding and retrieve, coaching including task setting, waypoints for circuit flights entering your flights into the UK league and all you need to set you up for the UK XC season. Discount for group bookings offer of £250 per person based on a minimum 4. With 15% off individual full price for club members only.



David May Safety Officer

Safety Officer? I didn't see that one coming.

Don't get me wrong, I'm happy to give back to a sport I love so much. One way to do that is to put some time in on the DHPC committee. I just didn't think the 'opportunity' would come round quite so soon. If you happened to read an article I wrote for Skywords a few months ago you'll know that I've been flying paragliders for 7 years moved over to the UK from Ireland in 2014. With the move and house/job changes I only managed to get settled back into the flying scene again last year so I'm relatively new to the club. So when Martin Baxter gave me a call to say the position of Safety Officer was vacant and he was looking for a volunteer my first reaction was that it was a bit soon – after all, I'm practically just off the boat!!! But he can be quite persuasive and I agreed to take the role on.

First off I'd like to thank our outgoing Safety Officer Kathryn Rawlinson for all the work she has put into this position and others she held on the committee over the last 7 years. That is quite a commitment and I think Kate deserves the break. I can't make any promises that I will be here in 7 years time but I will try to do my best while I am here.

So what is the Safety Officer position about? The BHPA Tech manual (para 1.3.4 – yep, I read the manual) describes the position as follows:

- a) Disseminate Safety Notices and information within the club.
- b) Act as a technical reference source within the club.
- c) Support the coaching team in their efforts to ensure that accidents and incidents within the club are reported to the FSC.
- d) Maintain, through a program of continuous education and encouragement, an awareness of flying and technical safety standards within the club.
- e) Keep up-to-date with current information.

All pretty reasonable really. Probably the most visible contribution will be the dissemination of information -

safety notices and various articles of interest - which I will try to keep on top of. I will use the website and the forum for this primarily ... and Skywords of course. If we had more detailed information on the equipment members use we could also use email as a more targeted communication regarding a specific piece of kit but this may not be so easy to set up and keep current. Also there may be room to get a guest speaker at one of the club nights to talk on a safety related topic. We'll see how it goes.

Did you know that every BHPA member has a legal requirement to report Incidents and Accidents? (This is Airlaw rather than a BHPA rule). I certainly hope not to have to get involved in reporting any accidents but Incidents are another matter and I would encourage everyone to report them. Apart from being a legal requirement, it benefits the sport as a whole and can only lead to improved safety in the long run. The BHPA website has an online incident/accident reporting form at <https://contact.bhpa.co.uk/incident.php> - I haven't used it yet so I can't comment on how easy it is to fill out. I'll certainly come back to you on that topic at a later date.

Finally, please don't forget the repack. It is organized for Mar 12 from 11am to 4pm at St Mary's Secondary School in Menston. Bill Morris, a BHPA Licensed Parachute Packer will be joining us again this year and with some manufacturers now recommending that you repack your reserve every 6 months rather than a year, this really is an opportunity not to be missed. You can find all the details on the events page of the website (<http://www.dhpc.org.uk/events/reserve-repack-2016>) – drop me an email or a text if you are planning to come along, my contact details are below.

Many thanks.

David May
Tel: 0792 8318219
Email: dav.may@gmail.com



Toby Briggs **Sites Officer—South** **My Paragliding Addiction**

I used to do Kitesurfing. I first got into paragliding, not so long ago, on a kitesurfing trip to Dakhla in Western Sahara, Morocco. A friend was teaching his partner to paraglide but didn't have a 4wd to get to the dunes, a deal was struck. I was hooked!

Dakhla is a year round kitesurfing destination 900km south of Mirleft (see Tam's report in earlier Skywords)

and a handful of km north of the Tropic of Cancer. It has a thriving van culture in the winter months but picks up the Trade Winds south of the Canaries making it too windy for paragliding most of the time.

On returning to the UK I did my EP and CP with Dean at Active Edge in 2010. With 1hr out of school I headed back to Dakhla for the winter, this time stopping off in

Spot the 4wd.



Algodonales on the journeys down and back.

The following year I did the same trip but kitesurfing was taking a back seat, paragliding was taking over. I flew Aguergour (now closed) just south of Marrakech as well as the coastal sites around Mirleft. The highlight of the trip was Tizi-n-Test road pass at 2092m in the High Atlas, the scenery is spectacular. Flying is based around the Belle Vue Hotel situated in the eye of the first hairpin as you descend the south side of the pass. Take off is a steep committing scree slope just below the road. In January we had to wait till after mid day for conditions to come on, by February we were able to take off earlier and have longer flights and by end of Feb beginning of March we had to take off early to avoid launching at mid day but evening flights were a bonus although you had to make sure you headed to the landing area way below

in the valley in plenty of time as there isn't much twilight. One of my lasting memories was looking out onto the planes and seeing what I thought was smoke rising straight up thousands of feet, then I realised it was desert with nothing to burn, they were dust devils!

That was to be my last trip to Morocco, the Dolomites had my attention that Autumn. I based myself in Campitello in the Fassa valley next to the cable car up to take off on the Col Rodella. This has to be the most dangerous site I have ever flown! Most days you will see mid airs and the helicopter rescue is always in and out but everybody keeps flying. Leave Col Rodella on glide as soon as possible and head back to the relative calm of Sasso Lungo but even here when reaching cloud base take care as pilots think its fun to visit the white room and keep popping out of the cloud all around you. Once





Val di Fassa in the Dolomites

on glide and you get away from the initial mayhem you can relax, flying here is like sailing between limestone islands in the sky. The main season is September, when the valley winds are manageable, until the end of the first week of October when the cable car shuts down for

maintenance before the ski season.

Unfortunately the weather never seems to play ball for long and you end up decamping to Bassano or Malcesine on Lake Garda. Folks are always looking for places to take their partners and their wing, Malcesine doesn't have a beach like Oludeniz in Turkey but has good food, roman-



Photo Simon Goodman

tic lake side bars to sip a spritz and watch the sun set and plenty of boat trips and places to visit to make a short break enjoyable. The take off on Monte Baldo is reached by cable car, the landing is on a tennis court sized area sticking out into the Lake, life jackets are compulsory and are available FREE of charge from Hotel Ideal. Once you've landed you can sit back and watch the acro dudes strut their stuff.

Winters in the UK aren't much fun if you have the paragliding bug, so when Dean, Robin Lund and friends said they were going to the Western Ghats in India I jumped at the chance. First stop was Kamshet, the centre for teaching paragliding in India. As you would expect the flying is easy and ideal for blowing away the cobwebs. Accommodation is with one of the schools and is on an all inclusive basis which makes it quite expensive by Indian standards. Being close to Mumbai every weekend is party time with pilots coming up from the heat of the city.

A couple of hours beyond Pune is Panchgani which gets its name from the five table tops situated around the town. Flying is based around Andre and Megan's Eco Camp hidden away on the edge of the biggest table top, Table Land, with fabulous views of the flying arena. February is the prime season with blue 5-8m/s thermals topping out at over 3000m through multiple inversions, December and January are more relaxed with clouds! A great place to do some serious flying once you've got used to flying without cloud markers. One of the sites we flew was near a rubbish dump and the joke went, you knew you were in a strong thermal when the tin cans started passing you!

I hadn't been to India for 13 years, paragliding keeps you off the tourist trail, I was hooked again. The following Autumn I went to Bir in the foothills of the Himalayas. Bir has two six week seasons, Post Monsoon, October to mid November and Spring, mid March to the end of April. Bir is situated on a 125km ridge that runs from Dalhousie near the Pakistan border to Mandi at the entrance to the Kullu valley with Manali and the 3978m Rotang Pass at its head. The milk run being a 42.5km down to Dharamshala and back which can easily be extended out to 100km and pushed upto 250+km in late spring.

You need longer than two weeks to do Bir justice, the options are endless, stay on the front spurs with an easy glide out into the flats, soar along the back of the front ridge between 4200-3800m or once you've got the feel of the place flop over the back amongst 5000m peaks. When asked to sum up Bir I say "it's like Bassano on steroids".

Bir: Looking over the back in Autumn (no snow).



Have I got any other places I'd like to fly?

Yes but I haven't got Bir out of my system yet and it might take quite some time.



Safe Landings.
Toby



David Brown Sites Officer – North Parking at Whernside

At our last committee meeting (21st January) I was tasked to investigate our access and parking for Whernside and make it an article for Skywords. Let me start with a summary of this popular site. Compared to many of our flying sites, Whernside can boast one of the more gruelling walk ups.

When I first flew it in the 1990s it was possible to drive up the single lane track and park on the moor just short of the ford leading to Ellerbeck farm. This still left a sweaty 30 minutes frontal assault to reach the take-off area. With the restrictions we have at present we can add 20-25 minutes to that!



The old parking area near Ellerbeck Ford

However, for club pilots or those not intending to go XC the reward is one of the best ridge soars in the Dales. A word of warning though, it requires fairly light winds otherwise the compression at take-off can make launching very difficult. The site can be turbulent with wave rotor, presumably come from Park Fell opposite. On the other hand my last flight there (October 2015) was late in the day having come from a not working Semer Water and having flown to the summit and back, it took an age to land in very buoyant air.

On Sunday 24th January, I had a walk up the access track to check out some reported repairs (some pot holes have been filled in with road planings) and to look at the possibilities of parking beyond the cattle grid. I took a few photos but conclude that the original area remains our best option. I therefore plan to talk to Mr and Mrs Griffin at Gilhead, and whoever is in Ellerbeck farm, as soon as I can. Parking 200 yards up from the church is still available but fairly limited and parking in Chapel-Le-Dale itself, especially on a Sunday also limited.

There are currently one or two individuals who have special permission to park beyond the cattle grid due to their age and fitness, so if you see a parked car, please don't assume that it is OK for everyone else.

Please keep an eye on the Website for news and let's hope it stops raining and blows favourable winds soon.

Current Whernside parking for access to the South end of the ridge

OS GR 738774



..room for 1 more on opposite side of road!



The Trophy Cabinet The Cockcroft Trophy



Keith Cockcroft—photo from “DHPC—The First 25 years video”

The Cockcroft Trophy is awarded annually to the most improved Dales Club pilot of the year.

It commemorates Keith Cockcroft, a well-known local hang glider pilot and instructor in the 1970's and 80's who was involved in many aspects of the sport from teaching, flying in the League to working with manufacturer Hiway, testing wings and assisting in design and construction. Keith was actually a brilliant pilot and, although he performed in the League for a few years, he didn't agree with the tasks that were often set and chose to drop out.

Keith was a founder member of the Pennine Club and also set up the Pennine Hang Gliding School. On top of this he was BHGA Flying and Training Officer for 3

years, advising new schools and writing the original Pilot's Handbook

As CFI of the Pennine school he took students on foreign trips and it was on a trip to Laragne in 1994 when flying at St Vincent in front of the Dormillouse that Keith met with a tragic accident and was rotored in behind Tete de l'Estrope and killed.

All tributes to him stress his generosity and helpfulness to fellow pilots.

The trophy bearing his name was first awarded in 1994 and past winners include John Ellison, Pete Logan, Hamish Tsai, Toby Briggs and the current holder Dennis Marston.

JT

Keith Cockcroft—photo from “DHPC—The First 25 years video”



Club Chairman Martin Baxter presents the Cockcroft Trophy to Dennis Marsden at the Famers' Din-

Andy Lumb, who took over the Pennine Hang Gliding School, remembers Keith

He was a man I looked up to and admired greatly. He took me under his wing and we soon became good friends. He brought out the best in people around him, myself included, not through patronisation but more often than not by sarcasm. We used to sit and talk for hours, eating chips and mustard or curry. I eagerly listening as he told me of his adventures, opinions or teaching tips. As a pilot he had the ability to win competitions and was a test pilot, most famously on the Hiway Explorer. He quite literally wrote the book on hang gliding instruction as BHGA training officer. As a hang gliding teacher he had an ability to read people, predicting what they would do and spotting subtle flaws in technique. I suppose it was a short time that we were actually good friends and yet he has been a huge influence on my life. I cant remember him ever criticising anyone. I once cartwheeled a glider right in front of him to which he just looked at me puzzled and asked “why did you do that?” (to be fair we were in Turkey, the landing field was tiny, on a hill, surrounded by trees and after Keith landed loads of people ran into the field to see the flying man, and I took avoiding action at the last minute.) I know at the 1982 Americas cup in the Dales, the Americans asked Keith to advise them with his local knowledge. Rivalry was very bitter between the teams and very political after the Americas had refused to sell the comet to British pilots 2 years earlier. Keith decided to advise all the teams involved as he felt that the best team sould win, and the others would not be able to blame local knowledge or weather. His legacy was probably the BHGA training officer role, as the techniques and documentation he helped define have been copied worldwide. I don't know if any of us really knew Keith but I know he knew me.

“Job's a Bon un” as Keith would say.



FEB

CLUB

NIGHT

STEVE NASH **GBR** 

FOLLOW THE EPIC JOURNEY ACROSS THE ALPS ON
Red Bull MOBILE
LIVE

Club Night
Feb 4th, 7.30 for 8pm
Horse and Farrier Otley

Red Bull 
X-Alps **SALZBURG TO MONACO**

Steve Nash was the only British Competitor to take part in last year's X-Alps. And thanks to some generous sponsorship from Nova/Dean Crosby we are lucky to hear his tale first hand. His talk will include photos and film clips; and he'll be bringing along some of the ultra-lightweight kit that he used.



2016 REPACK



DHPC Reserve Repack 2016

12 March 2016 (10am – 3pm)

[St Marys School Menston, Leeds, LS29 6AE.](#)

Brilliant value, just £10 members, £15 non members

When was the last time you checked your reserve? Can you repack it if it accidentally falls out? Manufacturers recommend repacking your reserve at least every six months. Bill Morris from the BHPA is coming to do a reserve repack day with the Dales club.

All welcome – paragliders, paramotors, speedwings, yes even hang gliders. No need to be a Dales Club pilot.

To book email David May at dav.may@gmail.com or phone/text on 0792 831 8219. See details on the [website under events.](#)

It's worth the fee just to hear Bill speak!



The Dales Club Farmer's Dinner on Saturday 5th of March 2016



The Devonshire Arms, Cracoe (01756 730237)

www.devonshirecracoe.co.uk

Dress code smart casual, 7:30 for 8pm

Following the success of the last few years we are again at The Devonshire Arms in Cracoe. As usual we'll meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a scrumptious 3 course meal. During coffee the Chairman will thank the farmers for their continued hospitality, followed by presentation of flying awards and then we'll launch straight into the raffle. Oh and there may be the odd balloon/helicopter as well...

We plan to run the minibus service for the farmers around Hawes again - if there is sufficient interest. We may even be able to squeeze a few members on board. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Devonshire Arms has limited accommodation so if you want a room there, book early (mention the club when booking and the staff will give you a discount on the advertised prices). There are also a number of B&Bs within a short distance if that is more your style. You could even consider camping...

The club will be paying for the farmers and their guests. The cost for members is £25.00 per person.

The Devonshire Arms, Cracoe

Menu

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

Starters

Garlic mushrooms with salad and toasted ciabatta

Smoked salmon roses served with salad, tartar sauce and lemon

Stuffed camembert on a bed of salad served with tiger bread and cranberry chutney

.....

Main Courses

Belly pork, served with black pudding mash, mixed vegetables and apple puree

Creamy mushroom stroganoff served on a bed of rice with fresh naan bread

Slow cooked lamb shank served with creamy seasoned mash, mixed vegetables and mint

Vegetable lasagne served with chips and garlic bread

.....

Desserts

Spring cheesecake

A cheeseboard selection with 3 different cheeses, biscuits, grapes and celery

The all-time favourite Victoria sponge and custard

.....

Tea or Coffee

The Dales Club Farmers' Dinner 2016

Booking Form

	Starter			Main course			Sweet			
.....	Garlic mush-rooms	Smoked salmon	Stuffed camembert	Belly pork	Creamy mushroom	Slow cooked lamb shank	Vegetable lasagne	Spring cheesecake	Cheese-board selec-	Victoria sponge &
First name & surname										

Contact Name: _____ Email: _____ Tel: _____

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

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

I enclose a cheque for £ _____ for _____ people (£25.00 each).

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

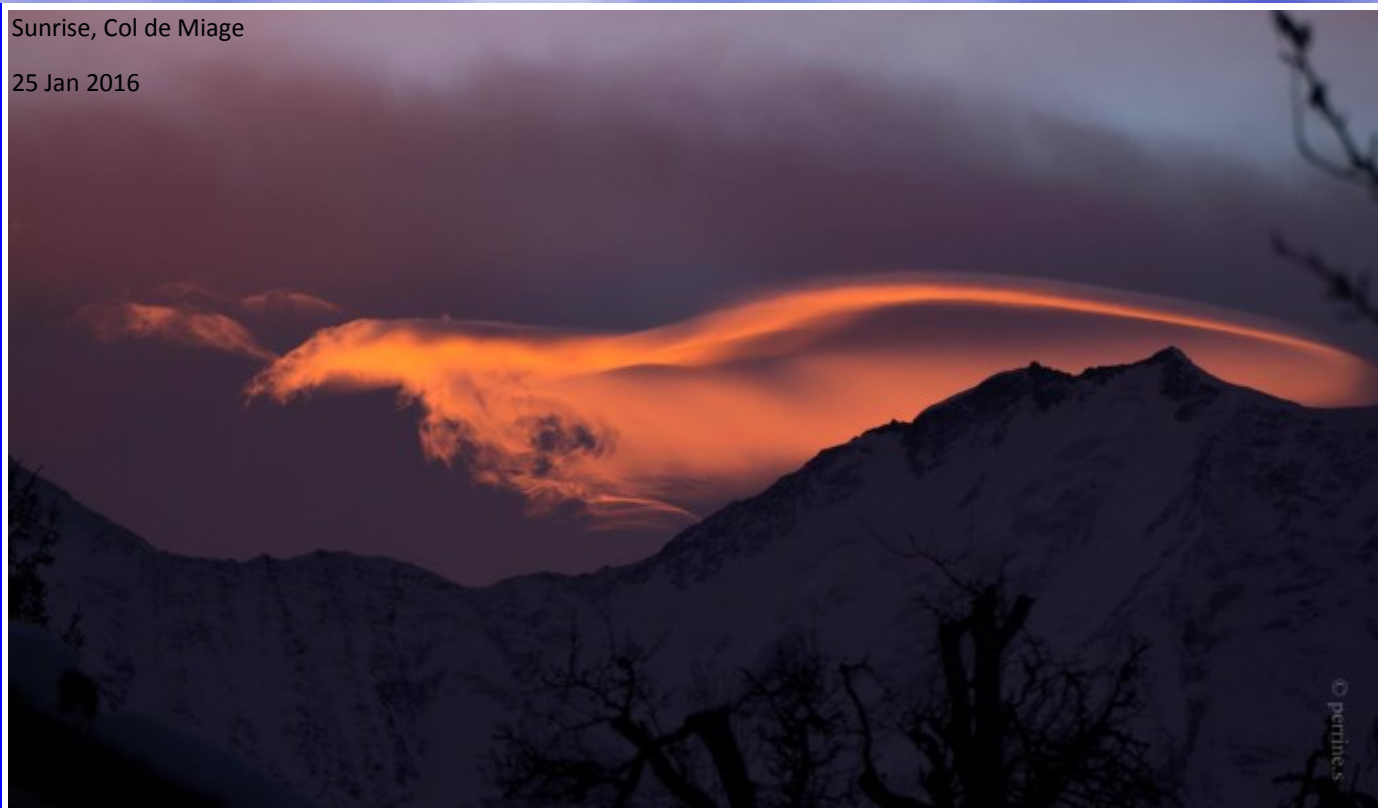
We will be organizing a minibus for the farmers. It is likely that there will be a central pick up (Market Hall in Hawes) at 6.30pm, and it will leave the pub for the return journey at 11pm sharp!

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

EYE CANDY FOR CLOUD LOVERS

Sunrise, Col de Miage

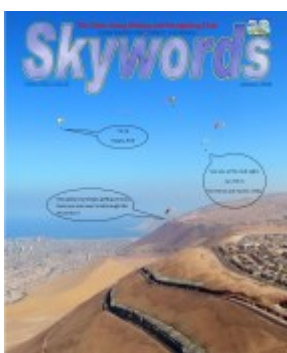
25 Jan 2016



The Farmers' Dinner

It will of course be a great event to attend, to meet the farmers who's land you fly from, and to see the trophies handed out.

If for whatever reason you can't attend to eat, you are welcome to turn up just for drinks—9.30 ish. Perfect if you've just had a good flying day!



Last month's excellent leading article on Chile was penned by Richard Meek. The editor and the entire production staff apologise for the oversight in not crediting him at the time. The production staff have been dismissed.

This month's cover photo: Val di Fassa, Italy. Photo by Simon Goodman