

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skywords

www.dhpc.org.uk

March 2016

A blue paraglider is seen in flight against a backdrop of a rugged, rocky mountain slope. The slope is covered in patches of snow and light-colored rock. The sky is filled with soft, white clouds. The paraglider is positioned in the middle ground, slightly to the right of the center.

I hope I can get to Otley from here in time for Barney Woodhead's talk at the March club night at 8pm on 3rd March at the Horse and Farrier.



Martin Baxter

CHAIRMAN'S CHAT – March 2016

I'm afraid that the threat from Leeds/Bradford International Airport to impose a chunk of airspace over the southern Dales hasn't gone away. This morning I received the following message from the head of ATC (via our sailplane colleagues):

'We now have the volume of airspace and the Standard Instrument Departures and Standard Terminal Arrival Routes, only yesterday we carried out a full review of the work and found some slight issues. I should have the full set of proposals by 1 Mar 2016. I intend to give a presentation at the next Regional Airspace User Working Group (RAUWG) and we will be out for formal consultation May/June 2016. It's our plan to formally request the change late in 2016 with the proposed changes taking place in the winter of 2017/8.'

The next meeting of RAUWG is on 11 May at RAF Leeming and I will be there. We will be given about 12 weeks to respond to the formal consultation, and together with the BHPA and the BGA we'll do everything that we can to preserve free flying in the Dales.

If you want to follow progress (or see what has happened so far) I'll post any updates on the forum [here](#).

In the mean time, enjoy the remainder of this winter's club nights, starting with Barney Woodhead on Thursday 3rd March, and also enjoy the opening days of the season—we are already getting flying reports and photos on the website.

Fly safely,
Martin Baxter
Chairman

We welcome new members [Marian Mawson](#) and [Nick Crownshaw](#). May your flying with us be safe, often, and as good as we all want it to be!

Photo: Dennis Marston, Far Whitestones 18 Feb 2016





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	krGay@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

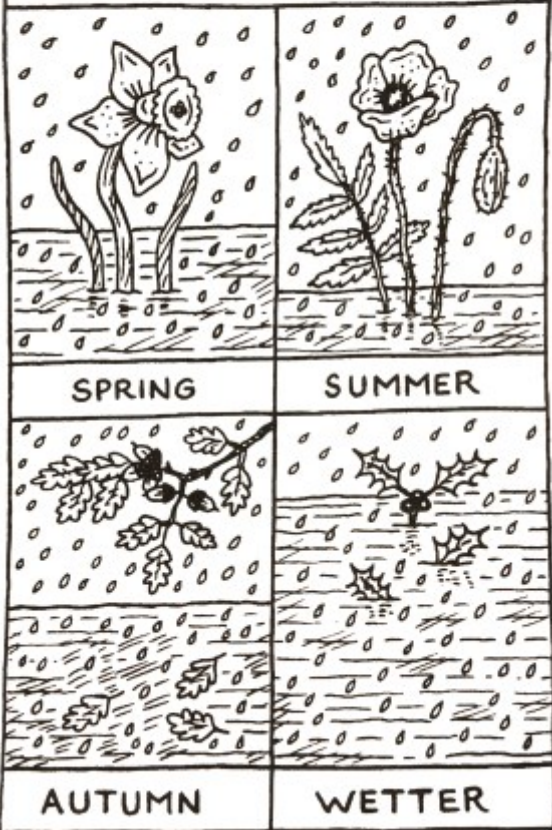


Dales Hang Gliding & Paragliding Club
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PRIVATE EYE

Apparently BY MIKE BARFIELD

FUTURE YORKSHIRE SEASONS: A BOTANICAL GUIDE



5 Feb 2016

GIN's main factory is one of the 124 South Korean companies located in Kaesong, North Korea. Following North Korea's nuclear test and missile launch on the 6th of February, the South Korean government have decided to withdraw from the Kaesong Industrial Complex. On the 10th of February 2016, without any choice or advance notice, the South Korea Unification Ministry temporarily shut down all the factory's activities, including the GIN factory, to stop this source of income for North Korea for potential use in their nuclear program. In response to this action, North Korea took the radical decision to permanently shutdown the Kaesong Industrial Complex. The permanent closure took effect on the 11th of February 2016. All the raw materials, machines and stock have been left behind, GIN says. They are not even allowed to cross the border again and pick up any of the equipment from the factory. This permanent closure affects all their production because GIN were producing the entire GIN product line in the Kaesong factory. Fortunately, GIN will be able to use the full capacity of their own factory in China. Production will start in the near future, GIN says. In the meantime he is in negotiations with the South Korean government for support or reimbursement. GIN apologizes in advance for the anticipated delivery delays and for the lack of precise information about the lead time of their new production.

www.paraglidesspain.com

From £250 per person *

Included in price 7 nights accommodation with guiding and retrieves.
Free cross country and thermal coaching for novice and experienced pilots.
Flying and guiding in this area for over 20 years.

Stay in the mountain village of La Muela de Algodonales, Andalucia Spain, at the entrance to the flying sites.
Limited to small groups of 4 to 5.
Included in price mountain bike guiding and bird watching days.
*Based on group of 4

Contact: Chris Williams
UK: 07973222713
Spain: 0034608598083
E-mail: chris@paraglidesspain.com
www.paraglidesspain.com

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.



Rosie Darwood Social Secretary—February Club Night Report

Steve Nash - “How we nearly made it to Monaco”

Judging by the turnout for February’s social, ours wasn’t the only household glued to the screen for 10 days last July watching the X-Alps unfold. We were delighted that Steve Nash, the pilot in the only British team to compete, generously came and shared his experience with us first-hand.

the course - 5 were eliminated, 5 withdrew and 3 (including Steve’s team) were still in the race. The winner (for the fourth time!) Christen Maurer, completed it in 8 days and 4 hours.

Steve has an extensive background in adventure racing



The bi-annual Red Bull X-Alps is billed as “the worlds toughest adventure race” - or an opportunity to sell more Red Bull with some awesome footage and adventure. The selected teams, with just two competitors in each, must get from Salzburg to Monaco (1000km+) on foot or by paraglider, without outside assistance, passing numerous “turnpoints” en-route.

Steve explained to us various other aspects of the race - you must compete in daylight hours and submit two blogs and 5 minutes of media footage a day - this is a huge advert for Red Bull with a race built-in. Penalty points are awarded for airspace infringements or other aspects of the rules, including failed blog submissions. This year 32 teams competed and just 19 completed

as well as being a world-class pilot. Still the race took huge amounts of preparation, from nutrition advice (5000 calories a day!), to the daily physical training schedule, to flying preparation in the US and Europe to developing local knowledge for the area. Its the second time Steve and Richard Bungay have competed, but they felt a lot more prepared this time.

Tactics play a major role, from route choice to launch timing to rest time and so on. Steve emphasised the importance of the non-flying team member, who is always also an experienced pilot - Richard Bungay is no exception to this. Not only does the support crew drive the vehicle considerable distance over mountainous terrain, cook and provide general encouragement but

they also help with navigational and tactical decisions, both in the air and at the beginning and end of the day. This helps take the mental strain off the pilot and allows them to concentrate on flying.

Steve suffered a 6 hour penalty for an inadvertent incorrect route choice on the first day walk-in - one in fact shared by 80% of the competitors and eventually reduced to two hours. Richard chose not to tell him until the evening and let him focus on the days flying - another vital demonstration of the teamwork involved.

The flying itself was extremely challenging with competitors pushing themselves to fly in conditions otherwise best avoided; this year the west wind was particularly strong. One athlete had to throw their reserve and landed in a lake. Knowing when not to fly is clearly essential - Steve described landing one day when the risks were just too great.

Perhaps one of the most memorable tales was that of Steve launching late afternoon on Le Tour glacier and experiencing a "waterfall" as the katabatic wind flushed him down to the valley below. Witnessed by his wife! He credited his experience of SIVs for the ability to stay calm in such situations.

As in any cross-country, however much preparation you are able to do, there will be areas that are less familiar, here the non-European pilots are at a bit of a disadvantage. One evening Steve was stuck walking up a long

valley when a car stopped and the girl said "my boy-friends a paraglider pilot, he says good luck, and there's a great launch on the far side of the mountain. The "great launch" turned out to be a rocky snowslope perched on the edge of a cliff - with no choice but to launch or walk back down to the valley below.

There was some amazing highs, reaching 3500-4000m over the Dachstein, Steve had to remind himself he was in a race. Then, not long after, in a scenario pilots can all too easily relate to, he was "literally kicking trees". He emphasised the importance at this stage of just focusing on going up - and it worked. Here was an advantage for a UK pilot, knowing how to be patient and use light lift.

There were lows too, when routes didn't work out, the weather didn't play ball, the vehicle broke down or everything seemed stacked against them. Did they ever feel like giving up? "Giving up?" Steve looked incredulous..."No". Physically he felt well up to the challenge, was fast on the ground and his endurance training paid off.

Steve had just 178km to reach Monaco when the race ended - and was still going strong on the last day. He is justifiably proud of their achievement - and would love to compete again should the opportunity arise. At 53 he was the oldest competitor in the race, but clearly this did not hold him back.





At the end of the talk Steve showed us some of his kit - including a ridiculously flimsy looking harness - he did confess to some anxiety when spiralling as to whether it could take the strain. However the kit is tested rigorously before the event - including repacking of all parachutes. With the development of more durable light weight wings and harnesses, and the increasing popularity of hike and fly, Steve feels this will become a much more mainstream

market - where more of us can join in - if at a slightly different level.

Thank you Steve for a fantastic talk - we wish you all the best for future endeavours.

In lieu of expenses there was opportunity to give to Steve's preferred charity: Red Bull Wings for Life which supports research into spinal injuries. If you would like to make a donation the website address is www.wingsforlife.com.



January (!) Club night write up

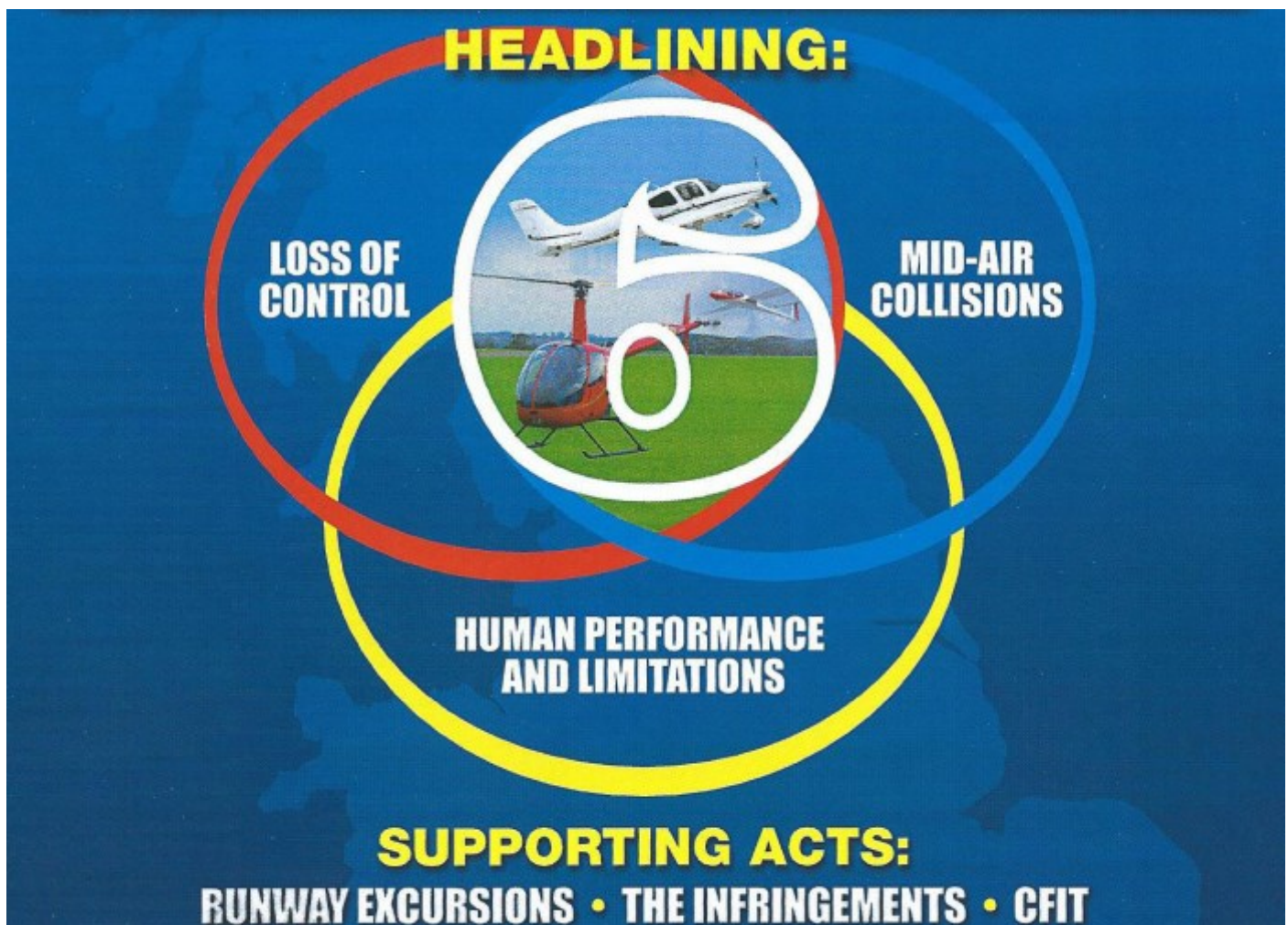
GASCO
General Aviation Safety Council

Following the excellent club night in early January, our Chairman burned the midnight oil and prepared a report on what had been said. These military types don't let go their habits easily. Anyway, he did, and sent it off, before the deadline no less, to the Skywords production team for inclusion in the February magazine. The Skywords production team however were asleep on duty as usual, and when they came around after their shift, somehow overlooked the article for the February edition. Your editor has now finished his extra parades and marching up and down the square practice, and is pleased to produce the article now, because it is a good read and important stuff.

Safety should be your number one concern. In the cool light of day it doesn't much matter if you don't go XC, or if you bomb out at the bottom of the hill, or even if you don't get to fly; because, as long as you are alive and well, there is always another day.

Last month's club night saw about 25 members cram into the function room at the Horse and Farrier for an enthralling safety evening. We were joined by about half a dozen pilots of light aircraft, sailplanes and helicopters.

The General Aviation Safety Council (GASCO) is a charitable organisation promoting aviation safety for all. The BHPA makes an annual contribution so we are all members. Nils Jamieson, our Regional Safety Officer (and commercial 737 pilot) provided us with some fascinating insights into what causes accidents and what we can do to try to prevent them. It's the first time that GASCO have addressed a Hang gliding and Paragliding Club. The 'standard' presentation given to everyone in the GA community had some items that were less relevant (but



still fascinating). If more clubs sign up for similar evenings they have promised to tailor the presentation more to our needs, but even without that Nils went away knowing a lot more about our activities: something that he will be able to pass on to other aviators. Win-win.

Human Factors and Limitations

A really important and interesting subject because the pilot is normally the one responsible for the accident. We talked about fitness to fly, but for me the big 'take-away' was distraction. Whilst flying in Annecy a few years ago I remember watching a reserve deployment. I was so mesmerised by the pilot landing in trees that I nearly caused a mid-air collision. In the UK a very real danger for us is being distracted by instruments whilst ridge soaring. Keep your eyes out of the cockpit please folks.



Loss of Control

Just like any other aircraft if we lose control at a critical stage of flight then it's likely to result in tears. Learn to identify your stall/spin point, do an SIV/Pilotage course, and make sure you know how to deploy your reserve. When it comes to regaining currency after a long layoff (like this winter!) make sure you get back into it slowly: familiar site, no new equipment, good conditions.

Runway Excursions

That's got nothing to do with us, right? Wrong! Pilots who have flown in the Alps will recount stories of take-offs that have trees on one side and a ski lift on the other (I chose the ski lift, but that's another story!). And whilst pilots of powered aircraft have it drilled into them that, if their approach isn't right they should elect to 'go around' for another try; it rather emphasises the need for us to get it right first time, and if things don't go to plan, to make an early call to switch to our chosen alternative.

All aircraft are particularly vulnerable when 'joining the circuit' and, whether you are familiar with downwind and cross wind legs (generally abroad), or more than one pilot jockeying for position on final approach to a small landing field, you'll understand this point.



Controlled Flight into Terrain (CFIT)

Perhaps the least relevant bit of the presentation since we don't fly near the ground in poor visibility - do we? There isn't much point in setting a Safety Altitude, because there isn't much we can do to stay above it. But a 360 too close to the hill in a strengthening wind sounds more familiar. As does the novice so mesmerised by the obstacle that he flies straight into it. Nils was amused when I explained that all our XC flights end in CFIT.

Airspace Infringements

Have you seen the footage taken by a paraglider pilot on tow showing a light aircraft fly below him and within feet of the tow line? It still makes me shudder to think about it. And there are other similar ones within parachute drop zones.

Other than the simple message to stay out of controlled



airspace, there isn't much that we can do because we don't have radios or transponders. We saw a map of the recorded infringements around London last year. Of the 300+ infringements, most did not result in a compromise in safety. In a number of cases ATC was able to de-conflict, often causing disruption to other traffic. But there were 2 near misses and the fact that you could have been on the Ryanair flight that nearly hit a Cessna light aircraft rather focuses the mind. It will only take one mid-air collision and the calls to restrict our activities will come thick and fast.

Mid-air Collisions

Have you ever noticed that if you look away from a distant glider that you have been watching, you struggle to catch sight of it again? That's down to foveal vision (another thing to thank Leonardo da Vinci for). The most effective part of your vision (about 10 times better than the rest) is very small (about the size of a 10p piece at arm's length). So it's vital to keep moving your head and eyes around if you are to acquire other aircraft. And it doesn't help that a converging aircraft appears stationary: something else that the human eye doesn't pick up easily, especially if it's behind one of your risers. We saw a number of film clips of near misses including a hang glider/paraglider mid air collision. Always maintain a good scan.

We were also lucky enough to be joined by Flt Lt Neil Heaney, the Station Flight Safety Officer at RAF Linton-on-Ouse. He gave us a very interesting overview of the Tucano aircraft and their operations. Whilst you are legally entitled to enter their MATZ, it may not be the most sensible decision that you ever made! We talked a lot about

low flying in the Dales and whilst the general principle is 'see and avoid'; their speed makes it very difficult for them to see us in time to do anything about it, and our airspeed makes it very difficult to avoid them. The key lessons that came out were that if you see or hear them coming do some steep turns to make yourself more visible; and always use CANP if you are flying midweek.

The Elephant in the Room

Nils rounded off the evening by blowing up an inflatable elephant! There were 2 points he was trying to make. The first is to identify your biggest weakness: the thing that you would be most worried about if you had a flying exam tomorrow morning (forward launches for me then!). And then take steps to address it.

The second point, the elephant in the room, was that even with 30 members present, only about 20% of the club had benefitted from the evening. It's more than likely that some of the other 80% represent the 'accident waiting to happen'. I hope that this article will reach at least some of the pilots who couldn't make it, and have little doubt that we will be asking Nils to come back and conduct another safety evening next year.

MB



Paramotor Pilot Fined for Glastonbury Airspace Breach



Photo Courtesy of Geoff Hall

A man who used a paramotor to fly into last year's Glastonbury Festival has been fined after he admitted breaching restricted airspace around the Somerset arts and music event. David Hoare, 59, of Somerton, Somerset, was seen by event managers flying over the festival's Healing Field on the evening of Saturday 27 June 2015.

Airspace around the festival is restricted to protect the public. After landing his paramotor in an area known as the Sacred Space, Mr Hoare was apprehended by security personnel, before being handed over to the police.

Appearing at Weston-Super-Mare Magistrates' Court on Wednesday 27 January 2016, Mr Hoare pleaded guilty to one count of flying within Glastonbury Festival's restricted airspace. The court heard Mr Hoare had a previous conviction for an identical offence in 2010.

He was fined £400 and ordered to pay costs of £160 to the UK Civil Aviation Authority (CAA), which brought the prosecution.

The CAA said it was determined to take action whenever necessary to protect members of the public, including prosecuting those responsible for flying into restricted airspace.

Fabulous February...

The season has taken off recently. Dennis Marston's cover photo from Ingleborough merely serves to introduce the beautiful places we get to fly, as highlighted by the following photos from sites near you—all taken in February 2016

Tailbridge



Photo: Ed Cleasby

Blackstone Edge



Photo: Jamie Currie



Longridge, Lancs



Photo: Alan McNab

Wether Fell



Photo: Sara Spillett

Mam Tor





Photo: Gary Senior

..hangies were out too!

Wether Fell



Picture: Trevor Birkbeck

New Podcast: Making Good Launch Decisions

In this podcast Judith Mole examines how we make decisions, what influences our decision making process and looks at ways we can make better decisions. Drawing on research from economics, psychology and neuroscience, she explains how the brain works and applies good general advice to a flying context and gives you some tools to try to help you make good decisions when it comes to being on launch and deciding whether to take off or not.

The podcast covers topics like:

- how to find people you can trust,
- examining your current emotional state,
- brain responses to experts and sky gods

as well as tips for making good decisions when you are standing on take-off. Essential listening for new (and old!) pilots.

You can listen to or download the podcast at

www.theparaglider.com

Extract from, BHPA Club bulletin. Feb 2016

Back in December 1998, John Clarke, the BHPA Sites Officer, negotiated a joint agreement with the National Trust (NT). It encouraged flying at NT properties and provided guidelines on how best to manage flying activities. In the year 2000 these guiding principles and good practices were lifted by the NT into its very own document 'Recreational Activities and National Trust Properties'.

Following a question at the last AGM and various flying issues at NT sites, for the best part of a year I have been trying to validate these principles with the NT. Eventually I managed to get a response from a 'grown up'. He explained that NT has gone through a process of de-centralisation and that they no longer consider either of the documents to be valid. Any decision to allow (or deny) flying at a NT property now rests entirely with their local team. This means that we cannot expect similar decisions, rules or costs at different NT properties. (In a separate piece of work I have been collating the fees for flying at various NT sites. From what I have so far, I can report that fees vary between £50 and £400pa.)

I argued that local NT teams, who have little experience of flying, might be tempted, through ignorance and fear of the unknown, to refuse flying activity on 'safety grounds' rather than trust the views of the club. He assured me that the safety case presented by a BHPA Club or School would be respected, and that anyone who is refused permission to fly is entitled to know the reasons for that refusal.

A retrograde step from my perspective, but a dead end all the same.

Martin Baxter



SAFETY ADVISORY

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 15 February, 2016.

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

This notice will remain available on the BHPA website and in the Technical manual.

Unsheathed upper cascade lines.

The BHPA has received a report of the unsheathed upper cascade lines on an Ozone Alpina 2 paraglider becoming knotted and tangled in flight whilst the glider was flown in big-ears mode with the speedbar being operated. This incident occurred when the lines were dry and in good condition.

Subsequent investigation has revealed that this issue has occurred several times and on more than one glider.

It is likely that the very light lines are becoming tangled when under no load (i.e. loose) in a turbulent airflow when the glider is accelerated. It is possible that this effect could also be experienced as a result of an asymmetric collapse.

Ozone is aware of this issue, and states that as any changes to the line specifications would move the glider outside the certification, there are no plans to modify the lines.

No control issues have been reported as result of this characteristic, but any change in the line configuration could have an effect on the gliders' recovery behavior in subsequent instability situations.

Whilst the reports currently only refer to this particular model of glider, it is considered likely that a similar phenomenon is possible on any glider that uses very light unsheathed aramid upper cascade lines.

If your glider has experienced a similar problem please complete and submit a BHPA incident report form (available on the BHPA website).

Pilots are urged to be vigilant about this issue, and visually check their gliders carefully after using big ears or after recovering from a collapse, especially when in accelerated mode with the speedbar. Where possible the use of an alternative method to lose height is recommended.

Minor tangles may be possible to clear by using deep brake, but any pilot who notices that their glider has acquired knots or tangling is advised to land as soon as possible.



The Trophy Cabinet The Iain Fairbrother Trophy



Awarded to the Pilot's Pilot



The Fairbrother Trophy is awarded to the Pilot's Pilot as voted for by your committee.

Dr Iain Fairbrother was a young hang glider pilot killed on Wether Fell in January 1994 after a failure of his Airwave K4 glider – sadly, he was not very high and did not have enough height to deploy his reserve. Following the wishes of his family a teak cross was erected on Wether Fell. Unfortunately this was later vandalised or fell down. It can still be seen from the air though, South from take off towards the road.

Past winners include Trev Birkbeck, Dave Smart, Chris Fountain, Hamish Tsai, Dean Crosby and the current holder, Ed Cleasby.



Safety notice for Spitfire, Mirage and Hybrid



This is an extract from the Swing safety notice. [Please visit the Swing website for the full notice, and instructions.](#)

Recently an incident occurred in Switzerland involving a Spitfire 2. While in use one splice of an A-Mainline at the Mainline Lock turned loose. Thankfully the Pilot was unhurt.

The subsequent check of the Mainline in question revealed that the safety-seam, fixing the splice, was missing. The job of a safety-seam is to prevent loosening the splice if the load is not sufficient. Under load the splice is inherently safe. We precautionary ask every pilot to visually check their Miniwing before next flight. You need to check the presence of the black safety-seam on the splice with all lines. Miniwings which may be affected are the models "Spitfire" "Spitfire 2", "Mirage" and "Hybrid" respectively. Serial number 50001–50208.

Inspection Instruction

Non-coated lines are usual spliced.

At this juncture the open end of the line will be slid back into its own and create a line-eye. The solidness of the splice will be created because the line, based on its structure, will tighten around the slid-back end and hold it thereby. However, depending on its structure and material, a basic load will be required.

To prevent the slipping-out of the splice, while experiencing low loads or alteration of loads, a safety-seam will be placed over half the length of the splice (see figure 1). This will fix the splice until it holds itself.

Please check the presence of the grey or black safety-seam.

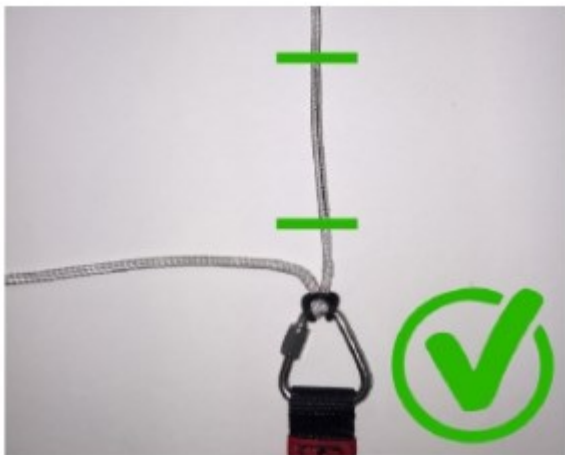


Fig. 1: Spliced line with a correct safety-seam



Fig. 2: Line without safety-seam



Fig. 3: Open thread-ends – OK (don't pull out!)



Fig. 4: Open thread-ends pulled out –NOT OK



CLUB NIGHTS

Club Nights take place on the first Thursday of the month. Up to this year they have run from September to April, with a break for the “summer” months. There is usually some form of presentation / talk which are very useful, particularly for newer pilots, but also for those more experienced who are still looking to move to the next level.

These nights are great for meeting up with the rest of the club, getting to know your fellow pilots a bit better, finding out what’s been going on, and making plans etc. For this reason, this year the club nights **WILL CONTINUE THROUGHOUT THE SUMMER**. Same time, same place.

Our current home for Club Nights is the Horse and Farrier, in Otley, with a 7.30pm for 8pm start. Quite few members like to meet for a sociable meal beforehand (6.30pm), all welcome.



7 Bridge Street
Otley LS21 1BQ
Telephone : 01943 468400



March Club night

3 March . 7.30 for 8 pm

Barney Woodhead

"Getting high with a little help from my friends"

We are delighted to welcome Barney sharing some of his flying tips— an ideal preparation for the cross-country season. Barney is a record-breaking xc guru and is also well known as an entertaining and informative speaker. This promises to be a lively and enjoyable evening.

April Club night

7 April . 7.30 for 8 pm

Alex “Colby” Colbeck

"Flying Twisted—my intro to acro paragliding "

In April we are lucky to have our very own Alex 'Colby' Colbeck to introduce us to the world of acro.. Hellies, tumbles, sats, this will be a fascinating insight into how you approach this daunting and spectacular discipline from a budding insider.





2016 REPACK



DHPC Reserve Repack 2016

12 March 2016 (11am – 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!

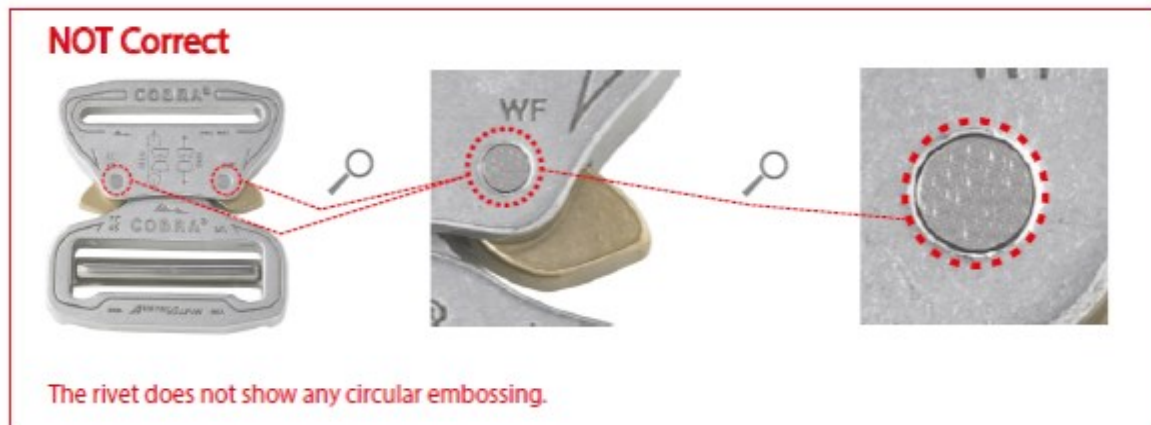
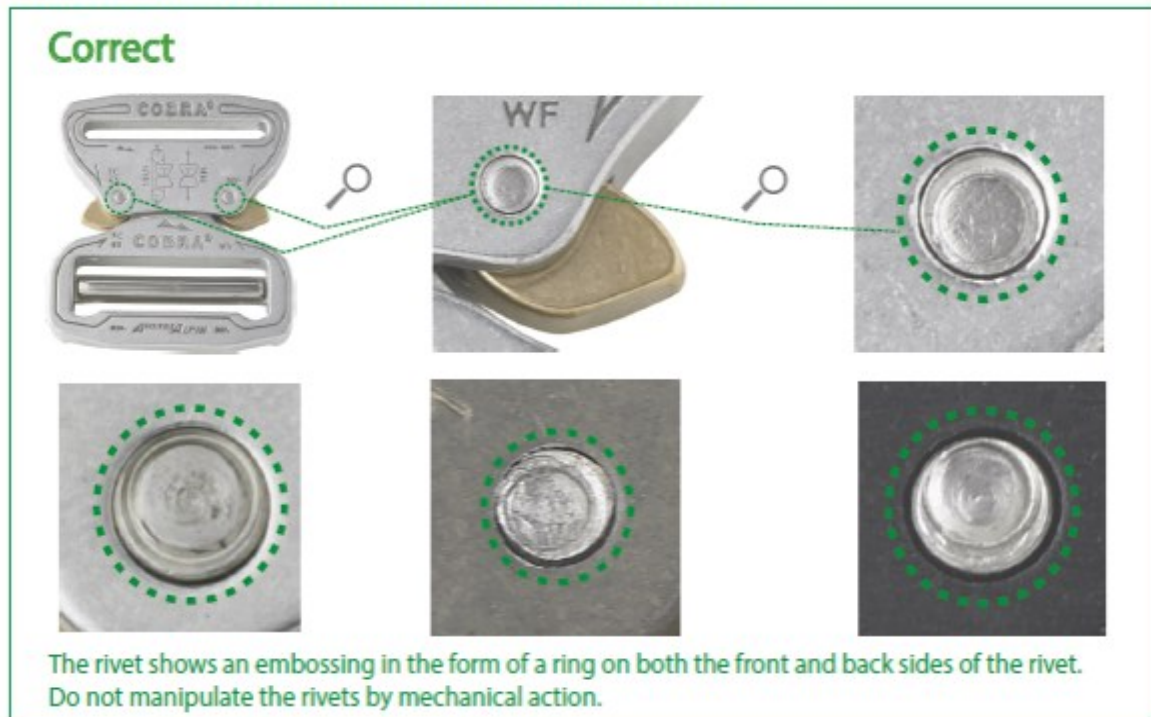
Courtesy Safety Notice: AustriAlpin COBRA® buckles

Fulpmes, 14 January 2016

Dear valued clients,

it has come to our attention that in an extremely small quantity (0.00005% = 1 out of 2 million) of COBRA® buckles there may exist parts where the rivets have **not** been **press fixed**.

This results in the rivets being loose and the release clips detach. COBRA® buckles in all different versions and sizes can be affected. As we are dedicated to the 100% function, performance, quality and safety of our products, we ask all our clients and end users of COBRA® buckles to **do a visual check**:



If you notice a buckle that is NOT riveted or you do have any concerns, STOP USING the product immediately and get in contact with us: office@austrialpin.at or via phone **+43 522 56 52 48**

We would like to apologize for the inconvenience and are kindly asking for your understanding.

EN

Industriezone C 2a | 6166 Fulpmes | AUSTRIA

EYE CANDY FOR CLOUD LOVERS



..and finally

Exam Success!

Congratulations to David May, our Safety Officer, on achieving his Advanced Pilot rating. Congratulations also to Andy Smith and Tam (who he!?) on achieving their Pilot ratings