

Dales Hang Gliding &



Paragliding Club

NEWSLETTER - June 07



Cover Photo:

A bank of cloud moving west to east along the Ribble Valley, 030207, looking west from Pendle Hill in the lower half of the landing area. For what happened next.....see later in the mag!

Ian Sadler

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DON'T LET APATHY STIFLE YOUR CREATIVITY

This space could be

YOURS!!

please send articles to

dhpc.news@yahoo.com

GIRLS - GET YOUR KIT OUT - YOU COULD BE ON PAGE 3!

Chairman's Chat

Well, as I sit at the PC with hours to go before boarding a ferry I am pleased to look back to Monday when the flying season in the Dales took off big time!

A reasonable forecast (wetherjack 3, light winds) saw a possie of five - Chris fountain, Jake Herbert, Pete Logan, James goldsbrough and myself - all heading out to the Dales. The pressure charts and every website we looked at seemed to be predicting different wind directions so it will come as no suprise that we ended up in Hawes.

Hawes is the centre of the flying universe!! There, I've said it and this is why;

- sites covering most wind directions,
- easy access from one site to the next - moving site if the wind changes is no drama,
- freindly people,
- fantastic scenery,
- good pubs for apres-fly....

So we all stood by the cars on top of Wether Fell contemplating which site to go to. There was a discussion and the concencious was to try Wether - a light breeze up the slope seemed promising.

Once on the hill there was a sence of lethargy and reluctance to get kit out. Eventually we all un packed and clipped in. Chris showed the way taking off first and catching the first thermal, encouraging us all into the air. James took a corker on the north end of the ridge and was climbing well so we all headed over and started spiraling upwards.

James and myself managed to make the most of it and headed off in different directions. I flew upwind along Wenslydale and then over to Dodd fell to atempt a triangle, James off to Stags then off to Northern Paragliding then 90 dgrees off that course over the moors to land at Barnard Castle! An amazing effort!

Pete managed to climb again and tracked over to Stags, there to base and off to Barnard Castle. Personal best and sterling effort in his new harness....

Unfortunately Jake and Chris ended up stuck low on Wether as the wind backed to south west! Doh! they top landed nad packed up then headed off to Stags (where the wind was now on!).

20 min later I completed my glide to finish my triangle and top landed by my car. A quick pack and I too was off to Stags following their lead.

I arrived at Stags with a good breeze and three gliders soaring. I recognised two - Chris and Dean, Jake having already gone over the back to land at Barnard Castle. I think Barnard Castle was the flying equivalent of the Bermuda triangle that day - the number of glidders that went down there! I quickly un packed and launched and my luck held as I flew straight into the thermal Chris found and we climbed out with Dean joining us - game on!

A slow start saw us in a blue area up towards the A66 where we hit a line of convergance which took us over the pennines and right to the edge of airspace near Durham some 75 km away!!

This convergance was awesome, we were flying along side walls of cloud a thousand feet high, soaring up them and flying over small clouds forming under us! A truely magical experience as Dean led us North.

I eventually landed with Chris at half six and we soon managed to scroung a lift - in a Police van! Someone had phoned them and told them they thought a microlight had crashed and they came to investigate!! Thanks gents!!

What a day - one to remember and cherish. More of the same please!!

Im off to France/Spain now so see you all in July.

John Ellison

Editor's notes - Simon Kirby

The club news over the last 10 days or so has been dominated by the death of Simon Kirby. As a club we pass on our condolences and deepest sympathies to his family and friends.

Simon died at around 1am on Tuesday morning following complications from the injuries sustained at the time of his accident. Tony and Zena had been in to see him, although he was not conscious, only shortly before he died. Most of his immediate family had also visited him in his last hours

At the time of writing the investigation into the accident is still going on. Out of respect for the feelings of those involved I'm not going to write too much here.

Pete Logan is liaising with the BHPA and Tony Pickering is liaising with North Yorks police with regards to witnesses.

If anyone directly observed the accident, or knows of anyone who did, then please contact Tony Pickering on:

07740 459888 or 01943 466632.

Andrew Woods and Dudley Kitching observed from the air and have given statements.

Simon's funeral will be held on Friday the 8th June,

2pm, at:

Park Wood Crematorium
Park Road
Elland
HX5 9HZ

Simon's wishes were for donations instead of flowers and that people wear bright, cheerful clothes. There will be a wake afterwards at Simon's local pub. It is at:

The New Delight Inn
Blackshaw Head
Hebden Bridge
West Yorkshire
HX7 7HT

All are welcome to attend both. Instead of flowers, please send donations to The British Diabetic Association and The Big Issue. For those who knew him, he's going to be impossible to forget. There are few people I've met with more love of life and energy than he had.

"I was lucky to have him as a friend and I will miss him", Pete Logan.

The club will be making a donation in accordance with Simon's wishes.

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# AROUND THE CLUBS

## CUMBRIA SOARING CLUB

### GREEN BELL

This is a site that Northern/Sunsoar have negotiated for their school use and is situated above Ravenstonedale on the north edge of the Howgills. It is a bowl and takes north round to north east. Lately we have noticed free fliers on the hill without having sought our permission. We have no objection to pilots flying there but we would ask that we are consulted BEFORE flying please. We have a good relationship with the landowner but quite restrictive access points and also want to be sure we don't upset things at lambing time and/or shooting season.

Anyone who wants to fly there can contact Northern during office hours on 0845 123 2555 or Sunsoar on 0870 199 7343.

Thanks for your cooperation.

Neil Cruickshank

### FIRST AID

We have an extra two day first aid course running on the 5th and 6th July at the Eagle and Child Inn, Staveley, near Kendal. Course is suitable for people with an interest in the outdoors and satisfies all NGB awards requirements. Price is £100 which includes a pub lunch on both days.

Info and booking details - [www.adventurelearning.co.uk](http://www.adventurelearning.co.uk)

Also on the 5th and 6th September Lanehead OEC are running a two day outdoor first aid course. Please contact Lanehead for price and booking form.

Lanehead Outdoor Education Centre Coniston Cumbria LA218AA Tel: 015394 41293 email: [lanehead.o.e.c@virgin.net](mailto:lanehead.o.e.c@virgin.net)

Best wishes  
Peter Cunningham

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Fax: 0870 919 6797

[www.adventurelearning.co.uk](http://www.adventurelearning.co.uk)

# CLUB NIGHT 7th JUNE

As always, The Riverside Hotel, Ilkley from 8pm.

## An Adventure in Mongolia - A presentation by Steve Nash.

This expedition takes place in Mongolia, a country often referred to as the 'last great place'. Six times the size of the UK, but with a 25th of the population; a country with unparalleled open spaces. It also boasts some of the most extreme weather on the planet. At the heart of the expedition, an unsupported crossing of the Khangai Nuruu mountain range in central Mongolia, using paragliders as the sole means of transport; with the two pilots carrying all they need to survive.



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# DALES BCC Round

Hello Team,

As most of you will know, the Derbyshire round was not blessed with good flying weather. It was a shame as the weather was otherwise excellent and the area around there is very impressive.

Thank you to everyone who turned up, a great response, to Alex for all his help over the week, to Richard for turning up injured, to those who turned up at short notice, to Nathan for keeping Molly company, to wives and partners for listening to flying talk. To Tony for supplying me with Murphys (just in case a few of you have forgotten what drinks to buy me?), etc, etc.

Although there was no comp flying I think we won anyway! for turning up in force, sticking it out the longest and actually flying on Sunday afternoon when most of the others had wimped off and gone home to mummy. Alex and Tony particularly flying the conditions well.

I hope no one has been put off, at least it proved that even with no comp flying we can still have a great weekend.

Next round is our own, and now the Lakes charity classic party is over it is time to get down to the serious task of the dales Bcc round which is next Weekend the 9th and 10th June. It is very important we put on a good show for our guests and compete well on our home ground. We have entered two teams again, A and B sides so we need at least 12 pilots and reserves. The good news is that the weather might be sorting it self out finally!

Those registered as wanting to fly so far are:

Kev, Alex-sat only?, Mark E, Fred W, Ogi, Kate, Jamie .  
\* \* \* **We need all the above to confirm please** \* \* \*

\* \* \* The following had said they were available for the previous, postponed dales round **but still need to confirm for this round!**

Pete B, Dave Todd, James Watson, Richard Shirt, Paul G, Dougie

\* \* \* If you are not on either of these lists Email us now and you can still reserve your place.

Other wishing to fly please contact us ASAP. The places will be filled quickly, because as soon as everyone sees a good forecast everyone will want a piece of the fun. First come – first to fly as always.

I have already distributed the camping details. I will be on the Bainbridge Ings site from Friday. We will keep checking the weather forecast and confirm it probably on Thursday before the comp weekend. We need to get some points on the Board so lets hope for a great weekend.

Come on, this is our home round; we need to put on a good weekend and be competitive. The weekend will be based around Hawes again for the weekend. Camping as before, if anyone needs any details just ask.

Well you have to give Kev and me full marks for our persistence, hopefully this is where we get some major points in the BCC league!!!

**STOP PRESS**

Another two rounds have been called by the Cumbria Club Saturday 30/6/07 and Sunday 1/7/07 book the time off now! Please reserve your place for these rounds same as for the Dales round.

Cheers

Kev & Ogi

## Cheeky XC from Addingham.

Thursday the 26th started off pretty dull with lots of chores ahead of me. I'm between jobs at the moment so have been getting frustrated at having to do house jobs rather than going flying all of the time. I took the bike up to Odsal so it could fail its MOT (more chores now - the cheeky bug-gers even asked me to clean the bike before I brought it back) and then got some computer bits on the way back. Home for lunch and it hadn't gone unnoticed that it was easily the kind of sky you'd have on a weatherjack 4 day. I was convinced the wind would be too strong though.

Over lunch a quick look at the Leeds/Bradford metar told me that it'd be strong at TO and probably off to the east at Addingham Moorside which doesn't take a great range of winds. I could have gone to Ilkley but you can't go cross country from there since its only got a 250ft height limit. I quite fancied a walk anyway so I popped over the moors to Addingham anyway.

On launch the wind was not too far off but the strength was fine (when does that ever happen?). Kit out, clip in and take off and I'm straight into scratching up and down in the sink after a cycle's gone through. Fiddling with kit is a great way to make a thermal come through which is exactly what I was doing a few minutes later when I got a definite shove up and back. It was worth investigating but it was all a bit tricky since 100ft above the ridge the wind direction was mostly east (not NNE which the ridge faces) so it had to be a different tactic than count 3 and face out of the ridge into the thermal. It was more like face into wind easterly along the ridge flying slightly backwards with quite a bit of brake on until I stopped climbing and then whip around to do the same thing again. After a bit of this things started to settle down into more normal circles and the climb was starting to take me over the back at four to five hundred feet. With no sign of the climb slowing and a long walk back to the ridge if I bailed I decided to commit to this and see where it took me.

Over Silsden I was painfully aware that I was going to bump my head on Leeds Bradford airspace at 3000 feet amsl, only 1700 feet above take off but thankfully a strong easterly wind had setup my drift to be WSW away from the worst of the airspace.



There was plenty of cloud about so I set off to find another core on the other side of Silsden. The cloud was dead when I got there so my next thought was to follow ground sources so I crossed the valley to get onto a ridge that had an easterly face near Steeton and was rewarded with decent enough climb back to the air-space limit. I left this and was pretty clear where I was going next. South of Steeton is a lot of high moor all the way to Manchester with long lonely walk outs from the boonies. I knew I had to get back home for a call about my next job by 6pm that evening. So I was going to follow the Aire valley west which was about where the wind was taking me anyway. Its pretty amazing how fast things seem to go by when you've got quite a bit of drift.

I know this area well since since my Dad lives in Accrington so we follow the valley a lot.

The rocks and the rise of the land leading up to Sutton & Cowling Pinnacles were working when I got there and this climb got me back up to just below airspace again. I briefly thought about going up the valley north to Skipton to pickup lots of east facing hills but decided against it as there'd be a lot of cross wind and I was low enough already. At this point I knew I'd got across the high ground between Yorks and Lancs and the edge of the forest on the moor top also gave me a climb, and its at this point I should have maximised this climb to the 3500 feet limit allowed by the Manchester approach corridor.





What I did was look at the time and think "Chuffing Eck (or thereabouts) I've got to land, pack up, hitch to Addingham for the bike and ride home before this work call this evening!"

That really ended the flight there and then so I just decided to maximise the distance by gliding along the main road through Laneshawbridge. In theory the flight would get a bit tricky from then on as the moors are descending to the west and killing any thermic activity and I was heading into a blue hole over Colne and Burnley. But if you're going that way yourself the dark moors to the south of Burnley looked about the best option or keeping to the north and heading for Pendle hill.

I called Ruth, my wife, hoping that she could retrieve me with the kids and I'd buy fish and chips for tea but she reminded me that my sister was coming over to visit that evening so couldn't come out. I was quickly on the phone to Cathryn, my sister, who had probably passed me at about the time I was landing. She wouldn't have noticed me as, when driving, she sings along loudly to showtunes and country and western to stay awake so large red paragliders in the sky don't tend to be noticed.



We met up after she doubled back a few miles and my bacon was saved! I even had time to eat a civil tea before my call..... which was delayed to 7:30 pm so I could have carried on flying after al.

Just over 18km open distance and 21km with turnpoints, in airspace and my sister ten minutes away for a retrieve. Definitely a bit cheeky.

Pics useful things to keep you out of airspace.  
Tracklog.  
Nice picture of Skipton, sorry I didn't take a camera with me.

Pete Logan.

And, on the subject of photos, just in case you were wondering what happened next....



The Ribble Valley...obscured by clouds.

# The DHPC Paragliding 100K XC Challenge

## Objective

The 100k XC Challenge is intended to encourage Dales Club paraglider pilots whom may not have previously made any cross country flights to do so, and to enter them into the Dales Club Paragliding XC League. Any pilot who has flown a total distance of 100km or more before the 2007 season will be excluded from this challenge, thus making for greater competition amongst the lower airtime or less frequent flyers.

## The Challenge

The challenge is to fly a total of 100Km or more during the XC season. As in the Dales Club league it is your best six flights that will count towards this total.

The Rules of the 100K XC Challenge.

- 1 All flights must be made on a serial class paraglider between 1st November and 31st October. Flights must be **hill launched** from a Dales Club site located within the area as defined for the Dales XC league, or made in the UK whilst competing in a DHPC team event.
- 2 Flight types and the scoring system is to be the same as that used by the Dales Club XC league. The rules are listed in full at [pgcomps.org.uk website](http://pgcomps.org.uk). The minimum distance for a Dales Club open distance flight is 5km, all other rules are as per the national league. Flight evidence will be required.
- 3 All flights must be entered into the DHPC XC league table or the National XC league table within 30 days of completion.
- 4 All pilots must be members of the BHPA and DHPC.
- 5 The winner will be the pilot whose best six flights total 100km or greater. Should no pilot make the 100Km then the trophy and prize will not be awarded.
- 6 In the event that more than one pilot totals over 100Km then the winner of the challenge will be the pilot who has the highest score, the winning pilot would then not be eligible to enter the competition in the following year. The other pilots who scored over 100Km without winning would be able to re-enter in the following season.

# More from the Mike Shaw archive!

## **BURNLEY EXPRESS AND BURNLEY NEWS**

**No. 10782 FRIDAY APRIL 19th 1974**

Now There Are Kites Over Pendle By Allan Halstead

Shades of the Pendle Witches - 'they' really are flying on the slopes of Old Pendle, but there is a rational explanation.

With the Spring come rumours of flying shapes gliding silently through the air - at first discounted as visions of those who had looked too well upon the vine (or ale), or consorted with old wives with their tales - or even mentioned the subject on April 1st!

The new legend was neatly summarised by a Burnley letter-writer, signing himself 'Intrigued', who claimed to have 'witnessed what had not been seen since the last of the witches was hanged at Lancaster Castle.'

'Intrigued' described to the Express his experience: 'A figure flew from the top of the Big End, of Pendle, not on a broomstick, as would be expected in this part of the world, but hanging from a huge kite. 'The downward journey seemed very smooth, until, with a fluttering of fabric, the intrepid flier vanished behind a wall - leaving 'oh's' and ah's' from the few spectators.'

### **EXPLAINED**

'Intrigued' concluded : 'Over the wall I heard a cackling laugh. Needless to say when I looked over the wall there was no one in sight - and I departed with more haste than decorum.'

But editors are made of sterner stuff, and Burnley Express editor Keith Hall well knew his readers would never sleep o' nights till the mystery of the 20th Century Pendle fliers was solved.

Alas the 'mystery' is less romantic (if still fascinating) than the rumours of a new breed of Pendle Witches. The phenomena has no mystic origin. The broomsticks have been replaced by kites, and the fliers are enthusiasts for an inexpensive form of gliding, a hobby which they follow over a wide area of the North, and has just come to Pendleside. It was all explained yesterday by Mr Michael Shaw, of Silsden, a Yorkshire lecturer at a College of Further Education - one of about 15 men in Lancashire and Yorkshire who enjoy this hobby and visit Pendleside individually.

### **DIRECTION**

There is a nationwide association but, at least so far, there are no small clubs. The kites comprise double triangles with aluminium alloy tubing and a nylon synthetic material, similar to, but larger than, the kites more frequently associated with a type of water ski-ing.

'Up to now we have been content to wear crash helmets and warm clothing, but special flying suits are now being manufactured,' says Mr Shaw. 'About two weeks ago I enjoyed a 10 minute flight on Pendle and could have gone much longer but for the fact I was getting too cold.'

'We like kite gliding because it is much cheaper than traditional gliding, which involves club membership and waiting for a turn in a machine. We have found various sites, used according to wind direction on any given 'day,' he said. At times we are gliding as much as 500 feet above ground level.'

## **SOLVED**

'There are three good 'faces' for flights off Pendle, the best being in the direction of Downham, where in fact, the British record was set up recently with a 25 minute flight.'

That record, incidentally, was set up by a Mr Gabriel - of Rochdale.

Allan Halstead

Used with the permission of the Burnley Express.

Thanks to Mike Shaw, and my wife Rachel for re-typing it!

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## **GPS NOTES**

Airspace on your GPS - Pete Logan

I'm starting to look into the whole of UK airspace. No one has done it in a suitable format for Braunigers and 5020s but it may be possible to convert the OpenAir format that has been done.

For all you compeo/competino and flytec 5020/5030 users I've uploaded the following file to the google group file area.

[http://dales\\_hpc.googlegroups.com/web/Dales\\_CTRs\\_for\\_Competino&5020.txt](http://dales_hpc.googlegroups.com/web/Dales_CTRs_for_Competino&5020.txt)

You can use GPSdump to upload it to your Brauniger or Flytec and it'll display most of the airspace you need to worry about in the Dales when you're flying XC. Just go to

the map page and you'll be able to view it.

Cheers  
Pete

Neil Cruickshank writes...

Thanks Pete, thats great!

By the way 5020 owners, Ive just found out that the standard 5020 comes with 20 CTR's as standard but additional batches of 150 can be purchased at a price of £45 - this is a software package. So I guess this means we can put all the UK airspace in if it exists in the right format.

Software available from us, of course!

Neil Cruickshank  
Northern Paragliding Ltd  
Dalefoot, Mallerstang, Kirkby Stephen, Cumbria, CA17  
4JT, UK

Tel: 0845 123 2555 From overseas: (0044) 17683 71021  
Sales: [www.northern-paragliding.com](http://www.northern-paragliding.com)

# WINGS AND THINGS - THE NOVA IBEX

## NOVA INFO

IBEX - GLIDER FOR ALPINISTS AND TRAVELLERS

# NOVA



## Ultra-small Packing Volume

Shortly we will be launching a new paraglider especially for para-alpinists and globetrotters.

The weight of the IBEX is approx. 2990 gram and the surface area is 15 m<sup>2</sup>.

Due to new innovations we succeeded in making the glider fully suitable for every day use - e.g. with full NOVA PROTECT guarantee!

**IBEX**  
**Less than 3kg**  
**Ca.2990Gramm**

We will aim for the DHV-seal of approval by a maximum flight weight of 100 kg.

The goal of Hannes Pappe and his NOVA-development team was not only to build an ultra-small packable and super light glider but also a very safe one suitable for every day use!

The construction of the IBEX is based on the ROOKIE, which is a low-level DHV 1-2 with an excellent reputation.

We achieved the **low weight** due to: a) the small surface area, b) the reduced line concept (like the ROOKIE and new RA) and c) innovations when choosing the material. The super-light 27 g/m<sup>2</sup> Porcher Skytex cloth will only be applied on areas which are not heavily used, for example the bottom sail. The complete top sail, the burdened profiles and diagonals will be built with the sturdy 40 g/m<sup>2</sup> cloth.

Furthermore we obtained from the ultra light ricers - in favour of slightly reduced standard ricers with comfortable handling. Result: Despite of the light construction - it is not necessary with the IBEX to put up with special limitations concerning its life-span or when choosing the starting place - contrary to other alpinist glider concepts! That is why the IBEX is fully guaranteed by us!

The starting-behaviour of the IBEX is incredibly uncomplicated. Due to the short lines the very brief pull-up phase of the IBEX is outstanding. A short pull is sufficient for the canopy to raise and sit overhead. If the wind is strong or gusty the additional advantage of the small or canopy makes the handling easier. This makes the IBEX an ideal glider in alpine launch areas and allows a broad range of wind-conditions.

You may be sceptical about a 15 m<sup>2</sup>: "Will this thing carry me at all?" However, considering that the ROOKIE S received the DULV homologation for up to 150 kg according to the 1-2 criterion, which approximately matches the surface load of the IBEX 15 with 100 kg, puts this into perspective.

The SPEEDMAX 19 m<sup>2</sup>, which is very similar to the ROOKIE, even has the DULV homologation for up to 150 kg, i.e. the surface load is clearly higher!

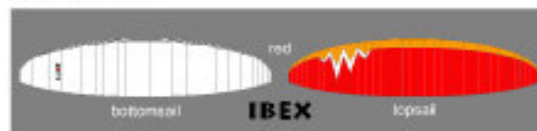
In flight the IBEX with 100 kg has an approx. trim-speed of 45 km/h. It is therefore not necessary to be a 100 meter sprinter to start it. Also the reaction to collapses is amazingly docile.

## The performance:

In the middle of January we had a meeting in Brèves, Fisee, with the new NOVA Pilots team. A dozen world class pilots were quite sceptical about how much performance could be brought out of a "small bag". They were surprised, flying with RA's and TYCOONS, when after a few minutes Walter Holzmüller cruised next to them in the still weak winter thermals. The IBEX flies amazingly well!

Summing up its characteristics the IBEX should be interesting especially for four target groups: 1. Para-alpinists, who mostly make their way up to the take off place by foot. 2. Expedition-alpinists, flying from high mountains. 3. Travellers, who take their glider with them on holiday. 4. Pilots, who are on their way in the autumn or winter with a second glider and indulge in the luxury of the small package measurement and low weight.

## Colour Scheme IBEX



## Technical data IBEX

| Model                      | IBEX | 15 | 19 |
|----------------------------|------|----|----|
| Type                       | 15   | 15 | 19 |
| Discipline                 | 15   | 15 | 15 |
| Weight                     | 3110 | -  | -  |
| Prepared airspaces         | 15   | 15 | 15 |
| Prepared surface area      | 15   | 15 | 15 |
| Prepared aspect ratio      | 15   | 15 | 15 |
| Line material              | 15   | 15 | 15 |
| Prep surface area          | 15   | 15 | 15 |
| Prep aspect ratio          | 15   | 15 | 15 |
| Line diameter              | 15   | 15 | 15 |
| Line length                | 15   | 15 | 15 |
| Line construction          | 15   | 15 | 15 |
| Main profile depth         | 15   | 15 | 15 |
| Main profile depth         | 15   | 15 | 15 |
| Height                     | 15   | 15 | 15 |
| Large take-off weight [kg] | 15   | 15 | 15 |
| Large take-off weight [kg] | 15   | 15 | 15 |

The IBEX 15 can be ordered immediately. DHV seal of approval is pending.

The IBEX retail price is £1749.

best regards

Dean Cooley  
 Active Edge  
 Tel: 0845 129 8286  
[dean@activeedge.co.uk](mailto:dean@activeedge.co.uk)

P.S. The feedback of the pilots who flew the IBEX during the Program Walkup was sensational!!!

# NAME 'EM & SHAME 'EM LAPSED MEMBERS AS OF 23.05.07

|                          |                                       |                        |
|--------------------------|---------------------------------------|------------------------|
| ADAM WHITE               | JEREMY SMITH                          | MILES HOCKLIFFE        |
| ALAN HENSON              | JIM BROWN                             | NICHOLAS FOSTER        |
| ALAN HORSMAN             | JOHN BURN                             | NICK CROWNSHAW         |
| ALAN WILSON              | JOHN CALLUM                           | NICK DEVLIN            |
| ALASTAIR JOHNSTON        | JOHN COOKE                            | NICK KAVANAGH          |
| ALEX COLBECK             | JOHN FIRTH                            | PAUL EDEN              |
| ALEX FLEMINGTON          | JOHN GALLAGHER                        | PAUL GREENWOOD         |
| ALEX RUGGIER             | JOHN GALLON                           | PAUL REYNARD           |
| ALEXANDER BLAKE          | JON JACKSON                           | PAUL TREADWELL         |
| ALLAN BLACKETT           | KARL FORD                             | PAUL WINSTANLEY        |
| ANDREW HOGG              | KARL WHITTAKER                        | PETE HEALING           |
| ANDREW LEE               | KATE MADDISON AND <b>JOHN ELLISON</b> | PETE HUMPHREYS         |
| ANDREW ROBINSON          | KEN MACHEN                            | PETER ANSTEY           |
| ANDY BERZINS AND SUZANNE | KEVIN GAY                             | PETER BALMFORTH        |
| BERZINS                  | LEONARD CRABB                         | PETER BROWN            |
| ANDY NORMAN              | LES COWLING                           | PETER BURTON           |
| ANTHONY WARE             | LESLIE DOWSON                         | PETER RICHARDSON       |
| ARTHUR HARRINGTON        | LINCOLN CLARKE                        | PETER RIDGE            |
| BOB WINDSOR              | LIZZIE WINSHIP                        | PETER SOUTHERN         |
| BRIAN JOBBING            | MAREK PISAREK                         | PHIL CUNNINGHAM        |
| BRUCE MCCRACKEN          | MARK ELLIOT                           | PHILIP HILL            |
| BRYAN HARMAN             | MARK ELLIS                            | TERRY JOHN DENTON      |
| BRYAN HINDLE             | MARK HYDE                             | TIM DUKE               |
| CARL FLETCHER            | MARK LEACH                            | TIM JAMES              |
| CHRIS GREENWOOD          | MARK REYNOLDS                         | TOM CLAY               |
| CHRIS JACKSON            | MARK STIBBINGTON                      | TOM WOOD               |
| CLIVE BRIDGES            | MARK WILLIS                           | TONY BLACKER           |
| COLIN PRITCHARD          | MARK J GRIFFIN                        | TONY MOORE             |
| COLIN RUSSELL            | MARTIN ARMSTRONG                      | TONY WRIGHT            |
| COLIN TINDILL            | MARTIN O'HEARNE                       | TRACY DIXON            |
| CRAIG RICHARDSON         | PHILIP TIMMINS                        | <b>TREVOR BIRKBECK</b> |
| DAVE BRADWELL            | PHILIP WALL                           | TREVOR LOWE            |
| DAVE BUXTON              | PHILLIP BRAMMER                       | VINCE GLEDHILL         |
| DAVE MCLAUGHLIN          | RICHARD ATKINSON                      | WILLIAM BOWMAN         |
| DAVE SPENCER             | RICHARD BRADFORD                      | ZBIGNIEW LATKA         |
| DAVID WHITLEY            | RICHARD CARDWELL                      |                        |
| DAVID COWGILL            | RICHARD NEWMAN                        |                        |
| DAVID ENTWISTLE          | RICHARD SECCOMBE                      |                        |
| DAVID LEE                | RICHARD M SEWELL                      |                        |
| DAVID LOWE               | ROB BURTENSHAW                        |                        |
| DAVID MCGOLDRICK         | ROBIN LUND                            |                        |
| DAVID SMITH              | ROGER METCALF                         |                        |
| DAVID TYRER              | RONALD BEST                           |                        |
| DAVID J DILLOWWAY        | RUSSELL HIRST                         |                        |
| DAVID J FREEMAN          | RYAN WHEELER                          |                        |
| DEREK WATKINSON          | <b>SEAN HODGSON</b>                   |                        |
| DIGBY ROLF               | SHAUN SUNDERLAND                      |                        |
| E M GREENWOOD            | SIMON CHRISHE                         |                        |
| FRANCO DENTICO           | SIMON GODDARD                         |                        |
| FRANK COOKE              | SIMON GREENWELL                       |                        |
| FREDERICK STEBBINGS      | SIMON TINNING                         |                        |
| GEOFF WELCH              | STEPHEN WOOLGAR                       |                        |
| GEORGE TOMLIN            | STEVE AZE                             |                        |
| GRAHAM TILSTON           | STEVE CLARKSON                        |                        |
| H. H. TSAI               | STEVE PARNABY                         |                        |
| HOWARD ELLIS             | STEVE SOUTHAM                         |                        |
| IAN CURRER               | SUE WITTRICK                          |                        |
| IAN HARRISON             | MARTIN STORER                         |                        |
| <b>JAKE HERBERT</b>      | MELVIN LEGGETT                        |                        |
| JAMES MARSHALL           | MICHAEL BOLTON                        |                        |
| JAMES MCLOUGHLIN         | MICHAEL RYDING                        |                        |
| JEFFREY ALLAN            | MIKE QUEENAN                          |                        |
| JIM DURSTON              |                                       |                        |

Obviously if you have paid up since the list was drawn up, then **humble** apologies. If you haven't, please continue to support the club by renewing NOW!

**Please would you send your membership fees to John Edmonds - ASAP**

# CLUB COACHES LISTING

| <b>HANG GLIDING CLUB COACHES</b>       |          |                    |               |
|----------------------------------------|----------|--------------------|---------------|
| <a href="#"><u>Trevor Birkbeck</u></a> | Various  | Ripon              | 01765 658 486 |
| <b>Kevin Gay</b>                       | Weekends | Ripon              | 07973 293707  |
| <b>Nick Devlin</b>                     | Weekends | Otley              | 01943 463420  |
| <b>Alistair Irving</b>                 | Various  | Huddersfield       | 01484 844898  |
| <b>Steve Mann</b>                      | Weekends | Kirby Moorside     | 01751 433130  |
| <b>PARAGLIDING CLUB COACHES</b>        |          |                    |               |
| <a href="#"><u>John Ellison</u></a>    | Various  | Gargrave           | 07791 887693  |
| <b>Les Cowling</b>                     | Various  | Haworth            | 01535 646048  |
| <b>Noel Whittall</b>                   | Various  | Leeds              | 0113 2502 043 |
| <b>Steve Mann</b>                      | Weekends | Kirby Moorside     | 01751 433130  |
| <b>Liz Addy</b>                        | Weekends | Settle             | 01524 251682  |
| <a href="#"><u>Pete Logan</u></a>      | Various  | Shipley            | 07720 425146  |
| <a href="#"><u>Peter Spillett</u></a>  | Weekends | Skipton            | 01756 760 229 |
| <a href="#"><u>Sara Spillett</u></a>   | Weekends | Skipton            | 01756 760 229 |
| <b>Graham Laycock</b>                  | Various  | Rastrick           | 07717 375594  |
| <b>John Callum</b>                     | Various  | Wensleydale        | 0797 417 1175 |
| <b>Tony Pickering</b>                  | Various  | Otley              | 01943 466632  |
| <b>Zena Stevens</b>                    | Various  | Otley              | 01943 466632  |
| <b>Sean Ogi</b>                        | Various  | Howarth            | 01535 642304  |
| <b>Kevin McLoughlin</b>                | Weekends | Lancaster          | 07767 652233  |
| <b>Alex Colbeck</b>                    | Various  | Harrogate          | 07717 707632  |
| <b>Martin Baxter</b>                   | Various  | Catterick Garrison | 01748 830748  |
| <b>Richard Cardwell</b>                | Weekends | Teeside            | 01648 812184  |
| <b>Ronald Green</b>                    | Weekends | Hartlepool         | 01429 864229  |