

CLUB RADIO FREQUENCY 143.850Hz

Skywords

email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Katex

Club Nights resume on Wednesday 4th September
The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

Inside this month's issue:

- Chairman's Chat
- Simon's Comp Column
- Noticeboard
- Ed's Coaching Column
- Safety
- Club Coaches



Chairman's Chat

'For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return.'

Leonardo da Vinci

Non-flyers just don't get it do they? They can look at photos and videos, but nothing can match the thrill of actually flying. How disappointing is it when you get back from a day's flying bursting to tell your loved ones about your fantastic achievements only to see their eyes glaze over after only a few moments? "Oh that's nice dear".

One of the reasons that you join a club is to share your experiences with likeminded pilots. It's also really useful to be able to ask questions and get new ideas – a site guide can only include so much.

Obviously the best place to meet up is on the hill. No offence, but if it's flyable, frankly I'd rather go flying, although there may be an opportunity to chat whilst parawaiting. But if the weather is so crap that you haven't even gone to the hill (situation normal) how else can we compare notes? There isn't another club night until September.

The answer is to use the forum. Whilst the website is primarily designed to provide sites information, and the shoutbox is to tell other pilots where you are going flying; the forum is for absolutely anything to do with free flying. Obviously the 'hook' is to brag on the flight log about your flying experiences to others who couldn't be there; and, as with any addiction, they won't be able to resist looking to find out what they have missed.

But to make the most of a forum it needs a critical mass of threads and posts. So please log even the shortest of flights (or even failed attempts – to cheer everyone else up) on the flight log. If you have questions (or a suggestion) post it on the forum. Anything flying related goes - even catheters! And we all like something amusing.

And finally, my top tip for the forum is to register and then log on each time you use it. That way new posts, since your last visit, are highlighted in red saving you time trying to work out what's new.

Fly safely,

Martin Baxter
Chairman



Simon's Comp Column - XC league

Normal service seems to have resumed with British weather, with most of June being rather cold wet and windy. Consequently June has been a little quite XC-wise. However, the UK PG declared flight to goal record was broken yet again on 2nd of June, this time by Kirsty Cameron and Hugh Miller (from 'down

south') scoring 280 points with a flight from Lawley to Dorchester (210km open distance). Dean Crosby flew 128km from Dodd the same day. Hopefully the weather will pick up for July.

Further afield, pending FAI approval, a new PG distance world record has been set by Ukrainian pilot Mikhail Goncharov – a staggering **412km!**

<http://www.gingliders.com/home/412km-on-the-gin-tribe/>



National

Rank	Pilot	Club	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Jake Herbert	Dales	541.7	129.1	91.5	89.5	83.7	82.7	65.2
2	Alex Colbeck	Dales	380.7	132.5	85	61.4	48.1	35.3	18.4
3	Chris Fountain	Dales	299.2	81.8	80.2	69.6	39.9	27.7	
4	Dean Crosby	Dales	176.9	128	48.9				
5	Kevin McLoughlin	Dales	117.5	27.3	23.2	18.4	18.3	17.5	12.8
6	Martin Baxter	Dales	92.6	67.6	14.8	10.2			
7	Richard Boyle	Dales	61.6	37.9	23.7				
8	Zbyszek Latka	Dales	55.7	40.8	14.9				
9	Simon Goodman	Dales	41.9	31.5	10.4				

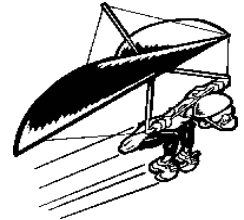
Dales Sites

	Pilot	Club	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Jake Herbert	Dales	212.8	83.7	82.7	46.4			
2	Dean Crosby	Dales	176.9	128	48.9				
3	Chris Fountain	Dales	147.8	80.2	39.9	27.7			
4	Mike Cavanagh	Cumbria	133.1	133.1					
5	Philip Wallbank	Pennine	113.8	61.4	29.1	23.3			
6	Alistair Guthrie	Northumbria	112.8	65.6	47.2				
7	Alex Colbeck	Dales	109.5	61.4	48.1				
8	Ed Cleasby	Cumbria	94.3	70.6	23.7				
9	David Smart	North Yorks	90.3	90.3					
10	John Ellison	Derbyshire	83.7	83.7					
11	Gary Stenhouse	Northumbria	79.3	47.5	18.4	13.4			
12	Kevin McLoughlin	Dales	77.9	27.3	18.4	17.5	8.8	5.9	
13	Richard Boyle	Dales	53.6	37.9	8.3	7.4			
14	Peter Spillett	Dales	46.1	46.1					
15	Richard Carter	Cayley	42.8	42.8					
16	Ella Pyrah	Derbyshire	39.2	39.2					
17	H H Tsai	Cayley	32.6	32.6					
18	Peter Balmforth	Dales	29.5	29.5					
19	Martin Baxter	Dales	14.8	14.8					
20	Tim Oliver	Cumbria	14.4	14.4					
21	Sara Spillett	Dales	13.1	13.1					
22	Philip Mackereth	North Yorks	10.2	10.2					
23	Simon Tomlinson	Derbyshire	6.9	6.9					
24	Simon Goodman	Dales	6.3	6.3					

Hangies

	Pilot	Club	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	Steve Mann	Dales	114	114					
2	Trevor Birkbeck	Dales	72	53.6	18.4				
3	Kevin Gay	Dales	18.4	18.4					
4	Andrew Woods	Dales	13.1	7.9	5.2				

Noticeboard



Can the flying bike rise above the daily grind? | Erinn Kerr

<http://www.kickstarter.com/projects/114063537/paravelo-the-worlds-first-flying-bicycle>

Discover the amazing and unexpected world of clouds with

CloudSpotter <http://cloudspotterapp.com/img/feature-img.png>

Your virtual guide to the wonders of the sky

From the fluffy Cumulus that form on a sunny day, to the rare Noctilucent clouds that shine from the fringes of space, the fleeting beauty and endless variety of clouds have always fascinated scientists and daydreamers alike.

Introducing 40 uniquely different cloud species and light phenomena with hundreds of spectacular photographs and extensive descriptions, CloudSpotter enables you to easily identify and spot them in the sky.

Become a CloudSpotter, build your collection, unlock Stars and Achievements as you join the global community and compete with other CloudSpotters around the globe!

An astounding, eye-opening experience for sky lovers and cloud novices of any age, created by Gavin Pretor-Pinney and The Cloud Appreciation Society.

Nasa turns to CloudSpotter app to create global 'cloud atlas'

Information collected by smartphones will be matched with satellite data to measure the effect of clouds on climate <http://gu.com/p/3gm7b>



Ed's Coaching Column

At some point during paragliding flight you will meet turbulence to some degree. It may simply be on one part of the ridge (dynamic turbulence), on encountering thermals (thermal turbulence), or passing close to other gliders or obstacles upwind on landing (wake turbulence). It may also be encountered at the inversion level or passing through boundary/shear layers where the wind speed (or direction) may change quite markedly or be a factor on final approach to landing, especially in windy conditions.

Paragliders can be especially prone to turbulent air – or at least they can behave in a very spectacular manner - if left to their own devices. On the positive side they are also very good at damping out a lot of the roughness in the air and with the right inputs their occasional wayward antics can be controlled by the normal range of piloting skills. Paragliders are somewhat unique in their ability to completely lose any semblance to an aerofoil, yet regain it again so quickly. It's often the case that we deal with a 'rough' moment worse than the glider we are flying. It can be an unsettling experience leaving one a little mentally bruised and eager to be down. The trick is to build an increasing tolerance to the odd rough encounter by understanding the causes, developing the necessary active piloting skills and quite simply through experience. Some turbulence finds us, some we find by either accident or design.



- **Dynamic turbulence** –this refers to the wind flowing over or around terrain or a fixed or moving object. Putting relative densities aside, wind behaves in an almost identical way to water. A spell sat by your favourite river can be educational and well worth the time. The flow patterns can be interesting and their movements both logical and predictable. Few ridges are perfect in their contours and the wind is often off slightly to one side or another. Depending on the ridge features, the wind speed and direction then there are likely to be points where a degree of turbulence will occur. What it takes is a little bit of visualisation to see where the best lift, worse sink and possible turbulence will be and where it could reach hazard proportions. On recognised club sites, many pilots have been there before you and any hazards are usually highlighted in the Siteguide. Visualisation simply means imagining what the wind is likely to do as it travels around or is disturbed by sharp edges, sudden changes in terrain, lee sides or converging mixing points. Thoughtful pilots will be thinking ahead and be especially wary as the wind speed increases and take a cautious approach if scratching along a ridge, flying into mountainous regions at valley junctions.

- **Wake turbulence** – any object moving through the air will disturb the flow and to some degree leave turbulence in its wake. Surprisingly perhaps, but faster aircraft produce less wake disturbance than slower moving craft with their wake being shorter and the disturbance time

less. At very busy times on major airports the take-off time separation from the same runway can be less than one minute between aircraft. With paragliders it's generally not a good idea to fly close behind or pass close behind at the same height – the wake turbulence won't be that great – perhaps little more than the odd jolt, but when ridge soaring and possibly close to the ground it's wiser to pick a safe time and relative attitude. When ridges get busy or thermalling is congested or tight then the odd bumpy ride is probably the price you need to pay. Just be aware and understand the implications. It's not a good idea to land directly behind someone without a little separation or better, just slightly to one side cleaner air. Generally speaking wake turbulence is of minor concern to us but worth mentioning.

- **Thermal turbulence** – like snowflakes there are no two thermals quite the same and different days give rise to different thermal behaviour. In fact the same day can produce some very varied and challenging thermals, from wonderfully tame to a wild ride. I'm reminded of a recent radio communication put out by Barney W when commenting on a recent encounter, "That (expletive removed) thermal deserves an ASBO!". Each encounter with a thermal is a meeting with unseen forces and the first turns can feel like a blind date – until you establish (hopefully) a rapport that leads to base (consummation). Yes sometimes my analogies are a bit weird but it works for me. On some days – especially blue days with an established high pressure the inversion can become quite pronounced and bumping up against it can be a bruising affair as thermals try to punch through.

If you intend to fly paragliders then – Spring to Autumn you will find or get found out by thermals. As a rough rule I'd say 60% or more are broken horses and let you ride them without rancour; 25% make you work to tame them and test your glider control skills and mental resilience – but aren't a problem. What remains are the fight or flight thermals that are unpredictable as well as rough. If you're getting low then you probably persevere with the comforting knowledge that once higher and past the entrainment (birth) stage they should get better mannered. If only one part of the turn is especially rough then with a strong thermal it probably means you're on the edge so going deeper into the strong lift may actually be smoother.

If it gets rough at times, then understanding the reasons – thinking rationally is half the mental battle in dealing with the situation. Odd small collapses are to be expected and just part of the game – most are far less than pilots would have you believe in the pub stories and most resolve themselves very quickly. Something a bit more dramatic may need dealing with, but these are the sort of experiences that really develop your abilities as a pilot and afterwards it's useful to reflect on how you dealt with matters.

In summary: Turbulence exists in the air we fly in. It has logical reasons for being created and you need to understand those factors. Paragliders are incredibly good at damping out and dealing with turbulence – a skilled pilot also helps a lot. A large part of dealing with rough air is our own mental toughness – that results from past experience and knowledge – which is quite different from wearing brave pants. Siv and pilotage courses can be of great benefit in understanding your wing and yourself – meeting a patch of rough air could be a very different experience however. Gradual immersion is a good way in – avoid potentially rough days whether it's due to thermal, wind or wave (which can be like a wrecking ball on thermals. If you do have a particularly bad encounter – and deal with it; reflect on the experience afterwards – maybe talk it through with someone if it helps.

Coaching Day (June): For once we seemed to have more coaches than coached and many of the coached have now been around the block a few times so don't require much help. We went to Gragareth on a stunning day that should have hoovered us to base but remained stubbornly difficult until the end. Tam (nearly) made it back to the Marton Arms (note that ALL goals will

always be pub based) but was pleased get his first (?) XC under his harness. A lot of exercise was enjoyed by all and fitness levels have been improved!



Photo (left): South end of ridge – flying top cover (right) Tam under a lovely Dales sky



Library News- Melise Harland

The library catalogue and back issues of Skywords are on the DHPC website. To Access them go to the homepage and you'll see the library listed in white lettering on the blue band at the top of the page. If you click on "Library" it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night.

If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. If you have any suggestions for things you would like to see here let me know.



Book Review Hanging In There by: Jon Chambers

Reviewed by Melise Harland

With the 2013 X Alps commencing on the 7th of July I thought this was a good time to review Jon Chambers book on his experiences in the 2011 event. I confess at the start that competition paragliding doesn't interest me in the slightest, but this race, this is a completely different beast.

So let's start with a bit of background on the race. The Red Bull X-Alps is the world's toughest adventure race where athletes race across the Alps from Salzburg to Monaco, by foot or by paraglider. This is a straight line distance of approximately 1,000km. Once the first pilot reaches goal the others have 48 hours to get there before the race ends. It sounds simple put like that but it is far from it with some athletes hiking over 100km a day

and covering over 900km by foot over the length of the race. The paragliding can be rather hairy with pilots attempting to fly in less than perfect conditions to take the burden off their wrecked feet for a while and make up time lost on the ground. Each team consisted of one athlete and one supporter in 2011 but for 2013 they can have up to two supporters. The support team are there to help with logistics, food and much needed encouragement and support. The athletes can race between the hours of 5am and 10:30 pm and if not flying they have to carry their paraglider and various other bits of safety equipment.

The book follows Jon through his 2011 race in which he finished a cracking 5th, a day short of Monaco, with his dad providing support. There is a forward by Tom Payne then a chapter on what the book is about. There is then a chapter for each of the 14 days of the race. At the end are two appendices giving the equipment and preparation for the race and paragliding terms for non-pilots.

This book is a great insight into the race from the athlete's point of view. It goes from giving some idea of how the previous year of planning came into play to how desperate you can feel watching other pilots fly over your head. I hadn't appreciated how much strategy was involved really; I'd imagined it was more brute strength and meteorology than anything. I also hadn't realised how much the pilots communicated with each other for safety and in some instances walking together for company. It's very obvious from some sections how tiredness affected the decision making so this communication was a very good thing. The mention of how many locals seem to go out to greet the pilots and give occasional advice after seeing the pilots nearby on the live tracking is a nice bit of detail as well.

Having watched the 2011 race on the live tracking myself the book brought back a lot of memories of me sitting there at home thinking "why has he gone that way?", as he describes why he made the decisions he did at various places.

I found the chapter on equipment and preparation really interesting mostly as the training seemed a lot less harsh than I had imagined, though I don't think I'll be doing it any time soon. I liked the open and honest style of the book, it was good to see that these super humans do get tired and scared sometimes as well as us mere mortals.

A fast paced book that I found gripping, well worth a read.

BHPA Club Coach Course 19-20 October 2013.

Please find below the details of the BHPA Club Coach course for October 2013.

Dates: The BHPA are running a Club Coach Course on the weekend of 19-20 October 2013. The course runs from 9.30am to 5pm Saturday and 9.30am to 4.30pm Sunday. This event will be held in Folkestone, Kent.

Location: Firs Club (Dynamix Leisure Centre), Firs Lane, Folkestone, Kent, CT19 4QF. This is just off J12 of the M20. It has good parking. Full details will be sent to attendees.

Cost: The cost will be £40 for new coaches and £30 for renewals. See below for payment details. Food is not included. The Firs Club can provide hot meals for lunch, and coffee mid-morning and mid-afternoon.

Accommodation: There is plenty of B&B or other accommodation available in Folkstone.

Contact: If you wish to attend or have any questions please contact Nigel Gilbert at Dover and Folkestone Hang Gliding Club at nigel.gilbert@live.co.uk or 07880 745752.

Payment details: Cheques payable to DFHGC, send to: Nigel Gilbert, Club Coach Course, 2 Naseby Avenue, Folkestone, Kent, CT20 3SJ.

Or pay online to: Account Name = DFHGC, Sort Code = 309479, Account Code = 01024200 (note the leading zero to make it 8 digits), and please give your name as a reference so we know who it is for. Send an email to Nigel to let him know if you have paid online.

Flying with other types of aircraft

A version of this article was originally posted in the Pennine Soaring Club magazine and we are grateful to them for allowing us to edit and reprint it here. Following a recent accident there has been quite an animated discussion taking place amongst the hang gliding fraternity. Why don't paragliders keep out of our way?

We are lucky in the Dales. We don't see many model aircraft or sailplanes, but there are still keen hang glider pilots in the club, and you are sure to see military aircraft during the week and light aircraft at the weekends. And if you go further afield (e.g. Parlick) you'll find anything without an engine jostling for lift.



What we do on the hill can be compared with taking a stretch of motorway, putting push bikes and fast cars on it and then encouraging them to swap lanes and drive in either direction at random. Sounds like fun?

Mid-air collisions are mercifully rare, which is just as well because they are often fatal. In 2009 Dales pilot Dennis Wray died as the result of a mid-air collision at the Long Mynd. The other paraglider pilot died too. Let's not have any repeat performances please.

A collision is most likely on a light wind day with infrequent thermals. The weak lift will mean that we are all at the same height and working hard to catch that elusive thermal in

order to avoid a bottom landing. If a thermal arrives we will all be fighting to get away making take off and top landing particularly dangerous. All it takes is one failure to keep a good look out and we can call in the undertakers.

It is important that everyone has an understanding of the characteristics of all the aircraft that use a site. One of the causes of accidents is that when pilots meet an aircraft different from their own they do not know what it will do next. Also, conditions that may be perfect for one pilot may be difficult for the pilot of a different type of craft. Always maintain at least 3 wingspans from other aircraft and give novice pilots flying with red streamers an extra wide berth.

In general the faster the aircraft the less maneuverable it is, especially at slower soaring speeds. The slower the speed the faster an aircraft can rise, or sink.

Advice for Paraglider Pilots

1. Hang glider pilots steer by weight shift alone. If their body is to one side that is the direction they will turn. They have a greater speed range than paragliders, and can dive (accelerating) before converting the speed into order to climb back to almost the starting height.
2. Hang gliders leave quite a large wake, so steer well clear to avoid collapses.
3. It is almost impossible to abort a hang glider take off at the last minute. Never kite your glider up the hill in front of launching gliders that may not be able to see you until it's too late.
4. Do not inflate your canopy or attempt to top land in front of parked gliders, especially if there is a risk of being blown back.
5. Landing a hang glider requires a large into wind approach, often from some way downwind. Keep a good look out for landing hang gliders and keep well clear. On sites with designated hang glider areas, such as Wether Fell, keep well clear. Don't practice your ground handling skills on the hang glider landing or take off area.
6. It is almost impossible to slope land a hang glider, and if he sinks out it will probably be the end of his flying day. On marginal days if you see a hang glider preparing to launch give him plenty of space - top land if necessary. Give him the best opportunity to get up or possibly top land. It shouldn't take long and you'll soon be back in the air again.
7. When joining a hang glider that is circling, remember that the hang glider pilot will not be able to see you from the far side of the circle as the wing will be in his line of sight. His first clear view of you will be when right behind you, giving little time to reverse his turn in order to avoid you.

Advice for Hang Glider Pilots

- ✎ Look at the paraglider pilots hands and the way he is leaning. He is likely to turn towards the lower hand and also to lean in that direction. If you are above and can't see his hands he is likely to turn to the side with greatest pull down on the trailing edge. Both hands (trailing edges down) is slow; hands up (smooth trailing edge) is faster: although you probably won't notice the difference in speed.
- ✎ In strong winds paragliders are vulnerable to being blown over the back and can be seen 'gale hanging'. Give them space to top land. Their only other escape is to use their speed bar, increasing their speed but making them more vulnerable to collapses.

Do not force them to turn and do not fly behind them in these circumstances.

- ⤴ Paragliders are vulnerable to turbulence. The wake from your glider (or a thermal) can cause a collapse possibly leading to temporary loss of control. Keep a wide berth.
- ⤴ The pilot does not have a good view of anything above him so be wary of flying over paragliders in thermic conditions.
- ⤴ In strong conditions novice pilots may experience difficulty controlling their canopy whilst launching and landing. Be wary of them being dragged into you: do not set up behind them.

If you want to find out more, particularly about flying with sailplanes or model aircraft, dig out your copy of the Pilot Handbook, p 185.

Pete Spillett
Safety Officer

UK paragliding goal record falls again

The UK paragliding distance-to-goal record was broken at least twice in May, and again on June 2nd when Kirsty Cameron (Ozone Enzo), Mark Watts (Ozone Mantra R11) and Hugh Miller (Niviuk Peak 3) flew 208km to goal at Dorchester from the Lawley.

In Kirsty's case the flight sets a new FAI ladies European record. Only nine over-200km paraglider flights have ever been made in the UK and June 2nd accounts for three of them! Of perhaps greater significance, 208km exceeds both UK rigid and flex-wing hang gliding goal records (163 and 177km respectively, set in 2011 and 2007).

We live in interesting times!

Kenya XC with Deano

Kenya's Rift Valley, is a world-class paragliding site that has launched many XC distance records. Dean Crosby will be running an XC course at Kerio from January 11th - 24th 2014.

Dean, former British Paragliding Champion and two-time XC League winner, has thousands of XC hours on paragliders, hang gliders and sailplanes, and has also captained British hang gliding and paragliding teams. The trip will have a small guide-to-client ratio and a maximum of six pilots. Experienced XC pilots should be able to capitalise on the Rift Valley conditions to undertake long flights.

Places are limited; book early at www.activeedge.co.uk/paraglide-in-kenya.php.

Dales Hang Gliding and Paragliding Club – February 2013

Sites Officer North: Dave Bradwell-01765 698656

Sites Officer South: Pete Johnson-07968 759422

<http://www.facebook.com/DalesHangGlidingParaglidingClub>

Twitter - @dalesflyer

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@gmail.com	01765 658486
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby DHPC Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard Ripon	steve.andbex@btinternet.com	01765 650374
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Pete Logan	Various	Shipley	pete@logans.me.uk	07720 425146
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
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Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advapoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084
Kate Rawlinson	Weekends	Laneshawbridge/ Colne	katerawlinson@hotmail.co.uk	07976510272

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 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 need to undertake some coaching each year to retain their rating.

They are there to help you – please use them

