

CLUB RADIO FREQUENCY 143.850Hz

SKYWORDS

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

Katex

Club Night Wednesday 4th September 8pm

The Horse & Farrier, 7 Bridge St, Otley, West Yorkshire LS21

Keep your eyes peeled for emails letting you know who had grabbed the first slot of the Club Night season

Please note the change of night and venue!!

Inside this month's issue:

- Chairman's Chat
- Ed's Coaching Column
- Club Coaches
- Simon's Comp Column
- Safety (Site Closures)
- Chabra Open 2013
- Noticeboard
- Baildon Sod
- Pen-y-ghent

Club Committee Vacancy - Newsletter Editor

Dear Members

After 7 years on the Dales Club Committee I have to call it a day due to other commitments. It's been a privilege to work with all the team who do so much for members behind the scenes ensuring we all have lots of fantastic sites to fly in the Dales.

I am very sad to be leaving but will still, of course, be a Dales flying member and club coach. Thank you for all your contributions over the years.

Please contact me for a job description if you are interested in taking over the post.

Kate ☺



Chairman's Chat

Site negotiation is a tricky business, especially when it comes to new sites. As a BHPA affiliated club, farmers who allow us to use their sites benefit from the BHPA's carefully negotiated £5m landowner's liability cover. And of course our Sites Officers always emphasise that they have a better chance of enforcing restrictions by using the club resources.

We all respect the countryside and stick to the countryside code, so we don't cause much damage, and if we do cause any damage we report it and make amends. And we never climb over a wall to get back to take-off! But it isn't always easy to convince new landowners how well behaved we are. A huge part of any agreement relies upon the goodwill of the landowner. Most of the farmers are very generous and, except for a Christmas gift and a free evening out at the Farmers' Dinner, we are lucky not to have to pay site fees.

It's essential to maintain this goodwill, and so we tend to concede to farmers' requests even when they seem unduly restrictive. But how do we deal with landowners who demonstrate absolutely no goodwill? As Chairman I cannot possibly condone flying from a hill if you haven't first obtained permission, although in a bizarre twist it might actually help our case if pilots were to fly such sites. This might demonstrate to the landowners that pilots will always be tempted to fly any soarable hill, and that it might just be better to enter into an agreement with the local club so that sensible rules can be publicised.

Sadly CRoW doesn't apply to hang gliding and paragliding, but there is nothing to stop you carrying your gear along public rights of way or over CRoW land. And if you get low on an XC it would be very hard to criticise a pilot that makes a safe and considerate landing.

Our Sites Officers always emphasise that we cannot control non-members, or prevent members from breaking the rules if they choose to.

Fly safely,

Martin Baxter
Chairman



Simon's Comp Column – XC league

After a rather dull run of weather for much of June, the end of the month and almost the whole of July so far has brought sustained sun and heat we haven't seen the like of since 2006. It's been flyable pretty much every day for the best part of 3 weeks

which must be a record for recent years. Sweating up the fells in 30°C heat has rewarded those who make the effort with near alpine flying conditions and stunning views. Often in conditions like this it can be tricky to get up and away from Dales sites, and requires picking the moment amid gusty on-off



thermals and the possibility of over development, but there's been some tremendous fun flying, although relatively little in frequent big distances. Nationally, some flights of note include Helen Gant achieving her first 200km+ on the 25th June after arriving at take off at lunch time minus one sock, showing that being ultra-organised and detailed planning isn't always a requirement for big distances, and a 135 XC point FAI triangle from Phil Wallbank linking Parlick, Slaidburn and Pendle – purportedly the first time this has been done.

Despite an initially poor forecast, the PSC parafest the last weekend of June proved to be surprisingly good fun, with excellent lift allowing the whole of Parlick west bowl to be explored. The PSCs Richard Tang won the comp with an XC that took him from Parlick to Clitheroe – a great flight considering the mostly overcast conditions. The War of the Roses trophy was not contested as only a couple of Dales pilots attended owing to the unpromising forecast.

Currently the Dales club is 15th in the Nation PG rankings, and 2nd in the inter-country league between Yorks-Lancs-Derbyshire.

X-Alps

July brought the biannual spectacle of skill and endurance that is the X-Alps, with 30 elite athletes competing to fly and hike more than 1000km from Salzburg to Monaco in 12 days. Chrigel Maurer was a terminator, light years ahead of the rest of the field, completing the course in a record 7 days, almost to the minute. Jon Chambers delivered an awesome performance, finishing in 4th place, having been second for most of the middle section. He's the first Briton to complete the course.

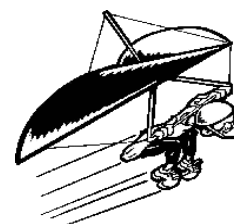
XC league

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	363.9	81.8	80.2	69.6	64.7	39.9	27.7
4	Kevin McLoughlin	Dales	122.7	27.3	23.2	18.4	18.3	18	17.5
5	Martin Baxter	Dales	118.3	67.6	25.7	14.8	10.2		
6	Richard Boyle	Dales	73.3	37.9	23.7	11.7			
7	Simon Goodman	Dales	58	31.5	16.1	10.4			
8	Zbyszek Latka	Dales	55.7	40.8	14.9				

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	Ed Cleasby	Cumbria	180.7	70.6	52	34.4	23.7		
3	Dean Crosby	Dales	176.9	128	48.9				
4	Chris Fountain	Dales	147.8	80.2	39.9	27.7			
5	Mike Cavanagh	Cumbria	133.1	133.1					
6	Philip Wallbank	Pennine	113.8	61.4	29.1	23.3			
7	Alistair Guthrie	Northumbria	112.8	65.6	47.2				
8	Alex Colbeck	Dales	109.5	61.4	48.1				
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	65.3	37.9	11.7	8.3	7.4	
14	Martin Baxter	Dales	50.4	25.7	14.8	9.9		
15	Peter Spillett	Dales	46.1	46.1				
16	Richard Carter	Cayley	42.8	42.8				
17	Ella Pyrah	Derbyshire	39.2	39.2				
18	H H Tsai	Cayley	32.6	32.6				
19	Peter Balmforth	Dales	29.5	29.5				
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				

Noticeboard



Martin Baxter joins BHPA Exec

Dales Club Chairman Martin Baxter has been co-opted onto the BHPA Exec to take over the vacant Sites Officer position formerly held by Steve Walsh.

Martin is a former Army helicopter pilot with a background in Flight Safety. Prior to taking over as Chairman he was one of the Dales club's sites officers and thus has some experience of the sensitivities involved in site negotiation and de confliction. He is also familiar with the BHPA's somewhat out-of-date, sites' database; his first job will be to bring it up to date!

Martin will be providing an update in Skywings in due course, but in the meantime if you have any concerns, ideas or questions he'd be delighted to hear from you at martin-baxter@bhpa.co.uk.

Jon Chambers 4th in X-Alps!

Jon Chambers, sole British contender in this year's gruelling X-Alps contest, arrived at the finish in Monaco on July 17th in 4th place. Jon, 38, was supported by his dad Richard and by Tom Payne, veteran of the 2009 X-Alps.

Jon first competed in the X-Alps in 2011 and finished a very creditable 5th. On that occasion he was 113km short of the finish line, but this year he joined the elite group who actually flew into the last turnpoint and on to Monaco the following day, having completed the route in nine days and five hours.

The X-Alps 2013 was won - for the third time! - by Chrigel Maurer ahead of Clement Latour and Antoine Girard of France. Last man of ten to actually reach Monaco was crowd favourite Tom Cocone of Hungary, competing for the sixth time.

All five leading pilots were flying Ozone's super-light LM5. From official commentator Hugh Miller: "I cannot get my head around just how seriously athletes take this race, and how much energy they put into it. Regardless of their rankings, each and every one has my utmost respect."



Ed's Coaching Column

Flying by Numbers?

This month's column is about setting up and making effective use of your instruments. It's prompted by a couple of people asking what data fields I use and what I feel is the most useful information needed when flying. It is not instrument specific, but the key fields are the same regardless – just for the record my instruments are pretty old – a Competino and a Garmin 76Csx (both circa 2007). Despite being a little dated they provide all the information that flying a paraglider requires and a lot more besides much of which is fairly irrelevant. It's also 'me' specific, I have my own way of doing things; I'm sure it differs with others so it's whatever works for you that matters.

The important thing is to:

- a) Know what in-flight information you need to fly effectively and safely
- b) Understand what the information you're getting, means
- c) Be able to make rational and logical decisions based on that information.



d)

It goes without saying that you need to develop an intuitive feel for whatever instrument you have. You should be able to navigate easily through its various screens and setups and trust what it's telling you. Instruments provide information in only two forms – audio and visual. Sometimes we listen to what they are telling us; at other times we read from the displays. They receive information manually (we press buttons) and/or electronically either via sensors or programming.

For the sake of clarity I'll break instrument information into three main categories.

- i) Flight information
- ii) Meteorological information
- iii) Navigational information

FLIGHT information: This refers to your gliders performance throughout your flight at any given time.

Variometer – the rate of climb or sink (m/s or ft/s). Obviously key information – generally you fly/thermal by audio, but at 0 -2m/s down; or to where ever your sink alarm kicks in, it can be useful to go to visual as the audio ceases, especially on glide as it gives some guide of your approach to the next thermal or finding the best line. Remember, light sink is actually rising air; it just may not yet match our normal sink rate.

Ground speed – crucial if flying a paraglider as it tells us we are managing to make forward progress and especially crucial when ridge soaring to prevent being blown back. When flying downwind on a paraglider and if getting low beware of readings of 60 -70kph as this indicates a fairly fresh wind so a nice open soft landing area is adviseable and avoid anything that could create turbulence. The read-out does not show a negative – you may actually be going backwards, so do a check with the speed bar if there are no visual references and you're uncertain

Altitude - both QNH and QFE but especially the former as it relates to airspace ceilings or levels you may encounter. You should set QNH for the day. I always find it useful to mentally mark cloudbase for the day; it will rise with time, but in strong lift provides a cutaway altitude about 300 -500' lower.

Glide angle – very important when doing comp tasks but also on XC flights. Essentially a combined computation of speed, sink rate and distance. Expect to go to no read-out (infinite) if you go to zero on the vario or start to climb. It may change quite a lot as the three factors can vary considerably – useful method for seeking out the best line. Know your approx. glide in still air for your wing.

Time- depends what you're doing. If just out for a day's soaring it may tell you when it's time for tea. However, increasingly useful on an XC as knowing the time of day gives some indication of thermal strength and where the sources are likely to be – and how long the day has left. In other words the need to speed up a little – or ease off as the thermals weaken.

Airspeed – I don't use. It's as crucial to us as any aircraft but it's done through feel not instruments, any readout will be meaningless – and this assumes you have a probe accurate enough to provide it. Useful for glider speed comparison figures , but that again is best done against others gliders if you wish to compare your wing with similar. That said glide is more important than speed although they are very linked.



METEOROLOGICAL information: This refers to weather conditions as follows.

Wind speed – closely and inversely related to your ground speed, but useful to know if flying in the mountains or to indicate shear layers or wave positions.

Wind direction – direction can vary with height and gives a good indication of thermal drift; descent into sea breeze air. It will often need a two or three 360's to provide that information or you may be looking at old info'. Will help give your best glide once you find the line but don't be a slave to it.

Balloonists find wind speed and direction especially valuable, talk to them and they'll introduce you to a whole new way of steering.

Pressure – can be useful to know the pressure change over a period of time as it can effect thermal development, cloud formation and cloudbase.

Air temperature – perhaps a little academic but I find it interesting to note the temp changes over height to gauge the lapse rate. I also like to know the freezing level – if only because your water bottle starts to freeze and the effects on battery life.

NAVIGATIONAL information: Refers to where you are, where you're going and any airspace you may encounter. It allow you to set and navigate tasks (comps or your own), provides time/distances and bearings.

Map – set up as you wish in terms of orientation, scale and detail but airspace is a must! Personally I only have airspace for total clarity on the map page as the ground is laid out beneath me and paper maps (including an airspace map) are carried. I now zoom right in on the snail-trail during thermalling to relocate the thermal if I drift off – my way of 'find last thermal'.

Distance to turnpoint/goal - useful , but especially so when approaching cylinders or closing defined routes

Bearing – helps in staying on track although I prefer to do it visually from the route trackline.

Compass – useful if following a bearing but not 100% reliable in gps units. Can't say I personally use it much. A separate ball compass is still hard to beat.

I've shared a few of my thoughts – you may vehemently disagree with some parts. If I'm paranoid about anything it's my groundspeed and I have it duplicated on several screens and on some days I often make reference to it. The one thing I haven't mentioned is 'distance from take-off' - OK, I admit to having it on my main screen. Whatever instruments you use they are no substitute for developing the 'inner bird' as some call it, they provide invaluable information but you still need to make sense of it and integrate it into what you are seeing and feeling. The latter are still by far the most important factors in staying up and going far.

After all, who'd buy an instrument that told you where the next thermal was to be found?

The Glorious Twelfth



The Glorious Twelfth is used to refer to 12 August, the start of the shooting season for Red Grouse (*Lagopus lagopus scoticus*) and to a lesser extent the Ptarmigan (*Lagopus muta*) in the United Kingdom. This is one of the busiest days in the shooting season, with large amounts of game being shot. The date itself is traditional, the current legislation enshrining it is the Game Act 1831 (and in Northern Ireland, the Wildlife (Northern Ireland) Order 1985).

Grouse rearing and shooting provides a significant income to many landowners and probably represents the greatest threat to our flying sites. Pen Hill and Great Whernside have already been denied to us because of grouse; and Stags Fell, Nappa Scar and Ilkley could very easily go the same way. We as a paragliding club may not think of this as so glorious as it affects our flying and especially XC flying. However we all share and use the countryside and have to respect each other and all that entails. To that end please note the below:-

- **Nappa Scar and Staggs Fell** - No XC flights between Aug - Dec.
- **Kilnsley** - Site closed from 1st August to 31st December. No flying during this period.
- **Addleborough** - No flying during the months of Sep - Nov unless prior approval obtained using the contact numbers on the website.
- **Bishopdale** - No flying August 12 –December 31.
- **Great Whernside** - Stephen Mawle has threatened to sue any pilot who disrupts a grouse shoot.
- **Windbank** - When landing, do not fly over the plantation, as it contains game birds managed by local farmers.
- **Wether Fell** – Shoots happen throughout the year usually on a Saturday, hopefully we will be able to publish these dates on the website, but to be on the safe side always be aware over the back here.

All please adhere to the above; we would not want to lose a site (or a pilot!).



SITES INFORMATION

Pen-y-ghent



Over the years I have driven past this iconic looking hill about 50 times and walked to the summit over a dozen times. I have often wondered why I have never seen anybody paragliding from Pen-y-ghent.

After speaking to some of the long term members of the club, I found out that the owner had been approached several years ago but refused us permission to fly from, or land, anywhere on the hill. I thought that maybe with the passage of seven years, and now being approached by a far better looking, more charismatic sites officer than the previous two post holders, that I may be able to persuade him to let us fly from this site. However, he has not mellowed at all with age at all. In fact, he is even more determined that he does not want to allow paragliding from Pen-y-ghent. I have not spoken to the gamekeeper who lives just at the bottom of the east face, but apparently he is also adamant that he does not want to see paragliders flying on the hill.

As tempting as it is to fly this site, I feel that if the owner denies us permission, as distasteful as this is, we should respect his wishes and not fly there.

Under the Countryside and Rights of Way Act (CRoW) most of Pen-y-ghent is designated as 'limited access'. In practice, this means that the entire summit plateau is open to foot traffic. There is also a pre-existing public right of way footpath. Sadly hang gliding and paragliding are not covered by CRoW.

Sorry that I could not persuade the owner that we really are a sensible, responsible lot, and that the sight of a hand glider or paraglider soaring over the Dales only adds to the beauty of the hills.

If any member would like more details of my conversation with the owner, please feel free to contact me.

Pete Johnson - Sites South

Chabre Open 2013

The Ozone Chabre Open is described as a friendly introduction to competition flying, more established than the Gin Wide Open that took place, for the first time, earlier in the year. This year the dates for Chabre were adjusted to the first week in Jul for better weather. It takes place in south east France centred around the campsite/landing field of Laragne. It's organised by Dave Owen from Allez-Up Holidays with Jocky Sanderson assisting as Meet Director. The whole thing is very well organised with excellent weather forecasting, transport to launch, task setting, retrieve system, debriefing, lectures and prize giving.

And it needs to be with 124 competitors!

I teamed up with fellow Dales pilots Ed Cleasby and Baz Roberts for a Jet 2 flight from Leeds/Bradford to Nice. Thanks to the generous 22kg weight allowance we all managed to survive the week with just a very overweight glider bag and hand luggage. We hired a car in Nice for the 3 hour drive to Laragne, where we met up with fellow Dales pilots David Brown, Dave Buxton and Ellah Pyrah.

Now at this point I have to explain that I had a conflict of loyalties. Most of you will know that I'm in the TA (now called the Army Reserve) and whilst I entered the competition as a civilian the military soon picked up on this and offered to pay my £200 entry fee if I was prepared to 'Fly the Flag'. I explained that, as a mercenary, I would follow the money!

Whilst most of the competitors stayed at the camp site I managed to blag myself a place at Ray and Beryl's place just up the road. Their son is Steve Giles from 'The Sick and the Wrong in Keswick': small world!

Saturday was meant to be practice day but strong winds put paid to any flying in the local area. Following registration and the mandatory safety briefing, most of us entertained ourselves with a GPS 'task' that involved walking around the landing field. Ed and Baz ventured up to St. Vincent where they had an afternoon's free flying.

Sunday – Task 1. We drove to Bergies about an hour to the West and they set a 40km elapsed time race to goal at the Laragne landing field, via 2 turn points. Ed, Baz and Ellah all made goal but I was gutted to get decked only 1.7km short in a strengthening headwind.



Team DFU - Team Don't F*** Up (DFU):
Ed Cleasby, Baz Roberts, Dave Buxton



Base - 9,000' cloudbase looking east towards Chabre



Monday – Task 2. Just half an hour to drive up to the main take-off at Chabre. The task was a 46.5km race to goal. It was incredible to be part of the 120 glider gaggle all jockeying for position at 9,000' and then to see them all turn towards the first turn point as the start cylinder opened. The organisers were delighted when more than half the field made goal. All the 'goal virgins', including me, got a free T Shirt – yippee!

Tuesday – Task 3. A more adventurous task had to be modified because of the potential for overdevelopment, and we ended up with a 43km race to goal. Good decision by the task committee: there was significant overdevelopment over much of the course, but when the clouds spread out it was essential to 'gear down' or go down. Fewer in goal this time but I was getting the hang of it by now ☺

Wednesday – No task. After 3 long flying days, and with a free pizza and paella party, with live band, in Ribiers the night before, most people were happy to have a break.

Thursday – Too windy to fly in the local area so we ventured up to St. Vincent for some free flying. This is a very technical site with a comprehensive, although slightly daunting, information board. The site is 'protected' from the prevailing winds by high mountains so you have to be careful not to get too high. It's also the place where 2 valley winds converge. No-one was sure where the bottom landing field was so top landing was the order of the day, with a side approach to avoid the well publicised (although not obvious) rotor. Just to add to the fun conditions on launch were top end, and too windy during the middle of the afternoon. But most of us had a good flight.

Friday – Task 4. The last day of competition, and it proved to be quite frustrating. We drove to Bergies again, unpacked, briefed and prepared to launch on a 49km race elapsed time task. But seconds before the window was due to open, it was closed because the wind had shifted. We packed up and, whilst the minibuses took the kit, the majority embarked on an arduous walk to Buc. To the credit of everyone involved only 90 mins later we were all set to embark on the same task, but from a different site. The window opened but the initial climb was elusive. I went over the back low and was



almost on finals to land when I got a low save back up to cloudbase. Things were progressing well until I tried to cross the Orpierre valley and got decked by the strengthening north westerlies. The majority ended up in the same valley. Huge respect to the 4 that made goal.

The prize giving took place after dinner that evening. Dales pilots took the following positions overall:

12th – Ed Cleasby (6th EN C)

22nd – Baz Roberts (5th Rookie; 14th EN C)

27th – Martin Baxter (16th EN C)

43rd – Dave Buxton (22 EN C)

60th – Ellah Pyrah (5th Female; 8th Rookie; 20th EN B)

83rd – David Brown (31st EN B)

(Note: Rookie implies first competition. The top 'Rookie' was flying a Mantra M4!)

The Dales team (Ed, Baz, Dave and David) came 9th, whilst the military subsidised me to help their team into 5th (out of 29 teams).

The highlight of the evening was the raffle of a brand new Ozone wing of your choice. We'd all decided on our selection but sadly it wasn't to be. Ed had sensibly gone to bed because we had an early start for the airport the following morning. The band and party went on into the early hours.

So would I recommend it? I participated in 2010 and the weather wasn't so kind to us, but perhaps the change of date has made a difference (although I noted with some glee that they day after we left parts of the campsite/landing field were under 2' of water following a torrential hail storm). Like all overseas flying trips you are very much at the mercy of the weather, and £100 odd per day is a lot to pay not to fly.

I'm also a little wary of competitions. The Chabre site is big enough, but trying to squeeze 120 pilots onto some of the smaller sites can make for a stressful take-off. With the numbers involved and the need for safety there are inevitable delays and disruptions, so you tend to get less flying in. That said it's a great thrill to be part of it all, and to have a challenge rather than just bimbbling about the skies. If you want to try a competition this is a great way to start and you'll learn a lot in a relatively safe environment.



The 220 Euro entry fee includes all transport to launch and retrieves, 2 evening meals and 3 drinks, a free T shirt, all lectures and entry into the raffle. Entry for next year's event will open in late January and, based upon the success this year, you'd do well to get in early because it's almost certain to be over-subscribed. You can find out more, and see this year's results at:

<http://www.flylaragne.com/>

Martin Baxter

(Photos from Ed Cleasby)

Baildon Sod 2013

Kerim Jaspersen takes the glory this year with a massive glide across the fairway and then some. Richard Boyle took a close second as well when he chose to fly a proper glider instead of the handkerchief / speed wing he brought for entertainment purposes. Top lady was Sara and second was Xena who'd actually disappeared in bracken at TO only to re-emerge and fly down.

Special prizes (need to be invented) go to Marek and Helen for what we think is the first attempt to tandem off Baildon for the Sod. Predictably there was much face planting, mainly by Helen in the passenger seat whilst it was Marek (what a gentleman) in the back that managed to hobble away with an ankle injury. Also prizes to Tony Pickering for eschewing the conventional way of winning the Sod by flying to the bottom like the rest of us and choosing to stay at take off for his flights and giving the bracken a damn good thrashing.

The wind didn't start off playing ball. There was talk of mutiny at first as gusts came steadily from the west but as it swung to the north and lightened there was a brief opportunity for the long glides but at the cost of skimming the bracken - literally 10cm made all the difference on some of these attempts. As the easterly strengthened at 8ish then launch became easier but at the cost of shorter glides but most reached the fairway which isn't to be sniffed at.

The high pressure looks like staying around a bit so I suggest waiting for a day with stronger easterlies for a hangie only Sod where uprights can be preserved this time.

See you next year; people with scythes and napalm are especially welcome.

Pete Logan

BTW if you haven't seen some of Kerim's videos:

<http://www.youtube.com/watch?v=PQ1V9dQB-rw>

Melise's photos are here:

[http://www.flickr.com/photos/melise_har ... 257442848/](http://www.flickr.com/photos/melise_har...257442848/)

http://www.flickr.com/photos/melise_harland/sets/72157634584718646/with/9257442848/



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.

Dales Hang Gliding and Paragliding Club – July 2013

Sites Officer North: David Brown - 07757333480

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
Martin Baxter	Weekdays	Wetherby	mr Baxter@hotmail.co.uk	07775785479
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.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

