

Skywords

CLUB RADIO FREQUENCY 143.850Hz

Email our new editor Mark Morrison (Tam) markandpat@sky.com if you wish to submit anything for next month's mag, that's if no one stands against him at the AGM ;-)

Blimey my last Skywords, thank you to everyone who has contributed over the last 4 years and to the committee for all their support in my various club activities over the years, BCC, Dales Bash, Committee Socials etc and for believing in my cat herding abilities, I'll miss you all and the social bits lots ☺

I Joined the Dales Club in 2006 and was very quickly bribed, conned sorry encouraged to volunteer for the post of Librarian/Trophies, I did this for a couple of years and then moved position to Paragliding Comps Sec/Trophies mainly running the teams for the BCC. In 2009 I took over from the late Dennis Wray as Newsletter Editor.

Its been a great 6 years but a new job with lots of evening and weekend outdoor activities means something's have got to go ☺ I will still be a club coach and hope to take a more active part in coaching days next year.

Please support your club committee, who do a fab job, at the upcoming AGM. If you can give up a little of your time volunteer for a post it is well worth it!

Have a fab Christmas and New Year

Katex

Club Night

Annual General Meeting

Wednesday 4 December at the Horse and Farrier in Otley.

7.30pm

Remember to ask for your free beer ticket!!



Inside this month's issue:

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Chairman's Chat

Are you a giver or a taker?

Amateur clubs are strange beasts. The committee consists of a few volunteers who try to run the club on behalf of the members. They don't get paid, and the travelling allowance that they get (20ppm) barely covers the cost of fuel. As Chairman I try to run things efficiently, but I can't hold anybody to account: if someone doesn't pull their weight then I can't sack them and recruit a replacement. I am only too well aware of what happens when we have a vacancy – either I do it myself or it doesn't get done. No, the only people who can hold the committee (including me) to account are you, the membership. And then you can only really do that if you are willing to stand for a committee post: something I found out to my expense at the BHPA AGM!

The satisfaction of making a contribution to the club may not be enough of an incentive anymore. I suspect that some of you think that just paying your subscription gives you full flying rights, but that only works if individuals volunteer to run the club on your behalf. Perhaps we should consider additional incentives such as subsidised membership, increased travelling expenses (the BHPA currently allows 57ppm), free Farmers' Dinner (where we host the farmers on your behalf) and glider servicing. We'd certainly have to increase subscriptions to cover the costs, and I'm not even sure that we'd get more volunteers as a consequence. Besides I don't think I want a committee that is driven by financial gain. I'd much rather have people that want to put some passion and enthusiasm back into a sport that has given them so much.

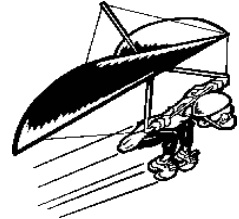
I'm off to Alicante tomorrow morning to re-kindle some of my passion and enthusiasm. But I'll be back for the AGM, where I hope to be overwhelmed by hoards of volunteers for the committee.

Fly safely,

Martin Baxter

Chairman

Noticeboard



The 'Real' DHPC Reserve Repack 2014

8 March 2014 (10am – 2pm)

St Marys School Menston, Leeds.

Brilliant value, just £10

ITS THAT TIME OF YEAR AGAIN!

When was the last time you checked your reserve?

Manufacturers recommend repacking your reserve every six months.

Bill Morris from the BHPA is coming to do a reserve repack day
with the Dales club.

All welcome – no need to be a Dales Club pilot.

To book email Peter Spillett at pete@petensara.com or call and leave a
message on 01756 760229.

Glider/Reserve/Harness Servicing/Repair

The club is planning to offer the same service as last year, namely the provision of free transport to and from Aerofix near Keswick. The deal is that you drop off your glider/harness/reserve at the club night in January at the Horse and Farrier, and then collect it again at the next club night in February. That saves you a total of £29 in parcellforce collection/delivery fees, or even more in petrol. Simple? The only proviso is that you need to label you kit with your name and contact details. Payment (by credit card) and any negotiation is entirely your responsibility; if it isn't paid for we won't collect it. Oh yes, and in this horribly litigious society that we live in I probably ought to point out that if the vehicle bursts into flames (or anything) with your glider in the back please don't expect us to replace your pride and joy .

Our experience of Kirsten & Nick at Aerofix is that they provide a thoroughly professional service. Check out their details at: <http://www.aerofix.com/index.php> A car is only so big, so if you want to take advantage of this service please book a place by email to mr Baxter@hotmail.co.uk I need to know your name, what items you want servicing and a phone number.

Martin Baxter



Ed's Coaching Column

Holding your own

I began this article over a year ago, but soon realised that something I thought fairly simple – wasn't. So I put it on the back burner. The more I looked into brake handles, their design and the way we use them, the more techniques I came across. Some involved retro fits designs, others the use of wraps or stiffeners, gloves featured, safety factors arose and some quite strident entrenched views were encountered. It was a bigger subject than I thought and it was all too easy to get a reaction as people defended their way or dismissed others. Having since talked to lots of pilots, observed what they do, asked them to demonstrate and generally thought about the pro's and con's of my own technique I'm going to give it a shot. There is one caveat – I'm advocating nothing, I'm simply suggesting you think about your own technique and making you aware of other methods and some of the issues. It seems on this particular subject people do things in quite different ways, but that doesn't mean it's right or wrong. As with most things it's what works best for you.

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Watch any craftsman at work and you can't help but be impressed by the fluent, almost casual way in which they handle their tools. With barely a conscious thought, each tool instinctively nestles in the hand for maximum comfort, ease of use and feel for the job. As a general rule, as expertise and confidence increases, then control and feel moves from hand to fingers as we progress to a higher level of finesse.

Receptors at different parts of our bodies are a result of evolutionary adaptations. An increase in the receptors of the fingers allows for a finer discrimination of objects and a better resolution and feel. Since our fingers and hands are essential for touching and feeling objects, there are more receptors, especially in the fingers and thus a larger sensorimotor area in the brain that corresponds to these receptors.

With the exception of the tongue, the finger tips carry (by far) the largest number of receptors of any part of the body. (ref BMA)

Translating this into a paragliding context means that control of our wing is primarily through feel; if we narrow that down still further then it focuses primarily on the way we connect to the wing via the brakes – and that comes down to our hands and fingers. Put another way – how we hold our brakes.

1) *It is a risk to fly with an insecure hold on the brakes - you don't want to lose hold of one brake line asymetrically during the take-off phase or if recovering a stall or spin*

2) *It is a risk to fly with an insensitive hold - which means you don't get the full information from the wing about what is going on*

3) *It is a risk to get your hands stuck and compromise a reserve deployment.*

I was amazed how many different ways I can hold the handle - and most of them felt fine. Some felt more secure and some more sensitive (anon)

I've gathered together a series of illustration to show just some of the ways - there are others but these are probably the main ones. One observation is that the method taught during training is the best for that stage of learning to fly but may need refining or changing as you progress and fly gliders that provide more feedback and require greater pilot response. That said - I know many very experienced and talented pilots who still simply hold the lower or stiffened part of the brake in a full handed grab having tried it I feel horribly disconnected from the wing having no fingers in play. But if it works for you that's as good a way as any. Anyway - look at the pictures; consider any pro's/con's and see where your own method fits when asked some people really had to think about that. It was a good idea to carry a mock-up brake to help remind them.



The basic grip - quite common with post training pilots. A secure grip but which allows less feel of the wing. Very easy to release in an emergency but which also allows it to be easily 'lost', especially during take off when slipping a riser. Less common amongst experienced pilots but still effective when an index finger is run to the bottom of the line for that extra feel. It could be tiring for prolonged periods as the finger muscles, even locked are having to work to hold the position. Not so easy to take wraps - hands slightly lower position means some compensate by shortening brake lines.



The half through open hand position - a safer variation on the full hand through; the position of the thumb is the clue ... being outside the handle loop. The fact that the base of the brake line sits between index finger and thumb can give better feedback and be less tiring as the inner palm can be allowed to nestle in the bottom of the brake. More comfortable if the stiffener is removed. The hand can be easily slipped from the handle in an emergency. Can provide better handle security during take off as different fingers (plus thumb) are devoted to holding the brakes and the risers.



Full hand through position - more secure than the previous method but potentially difficult to release and free a hand. Provides good feedback and is relaxing as the weight of the arms are carried by the loop. Loops can be slipped down over the wrists during take off leaving full hands to do for example an A/C launch. Because of release difficulties then hand size/gloves need to be factored in. Easy to take wraps and provides for hands slightly higher and better positioned to provide 'pull' authority.



Outside with fingers position- allows for good feel and easy release but could be tiring on the fingers with prolonged use. A position that works well as an extension to the basic grip as it simply means a 90 degree rotation of the brake - the stiffener



helps to lock the new position. The slightly higher hand position gives more pull authority.

Check out each of these methods – all by experienced pilots, and see if you can identify their chosen method for holding the brakes.

Note in each case the use of the tip of the index finger to feel the wing through the brake line.

Also consider that aside from ‘feeling’ the wing you also need to have sufficient purchase to apply a force.



Gloves need to be considered. Some techniques may work fine with thin, lightweight gloves but cause potential problems with heavier, thicker winter ones. Gloves can also impair the feel of the wing hence pilots occasionally ‘doctor’ the index finger tip (good for instrument use too). Gloves could also have a huge bearing on one’s ability to find and grasp a reserve handle. Reserve handles tend to be on the small side and flush to a harness side. A point to check in flight – feel and find as a practice exercise.



Whatever the climate even thin gloves are better than none. Lines, especially unsheathed, not only burn they cut! Try to find gloves that come well down the wrist for both wrist protection and to avoid a cold spot.

Brakes handles are a very simple design and one part of a glider that seems overlooked in terms of development. For that reason perhaps, some pilots have put their mind to designing modifications that work better for them. Acro pilot’s especially need a more positive, higher and direct connection.



One particular feature that came with my own glider is a padded, adjustable handle. It's so simple, yet it recognises the fact we have a range of hand sizes from the petite female to my agricultural mitts. It also means that in winter I can open the handle for my larger over-gloves. The padding also makes it really comfy and were a step change up from the harder Ozone ones (sorry).

Another area is wraps. Some seem to use them a lot, others rarely. On modern, higher rated wings with quite short brake travel they don't seem necessary during flying. The exceptions may be a fast nil wind or tight landing or to keep a wing down during pre take off (although more effective methods exist with the risers). If you do use wraps just make sure you know the reasons and safety implications.

I began by saying that this simple topic is less simple than it appears and is probably the one single thing that differs the most from pilot to pilot. It's also an easy way to get into an argument – like any craftsman who has his methods impuned, so pilot pride means it's quick way to feel offended. For that reason I've tried to keep it neutral.

Finally, in case anyone is wondering. Below is a photograph of my gloves after two years use – it provides some clues – two actually.



And I'll defend my technique to the hilt – just as you would yours 😊

OTHER COACHING NEWS

Club Coaches Day: For anyone who wishes to become a Club Coach or just wants to be a better pilot the CSC are hosting a regional CC weekend on the 25/26th January at Staveley, near Kendal. Existing coaches are also reminded that every five years they need to attend to stay current – that includes me so I intend to be there. The tuition cost is £30 for the w/e, the CSC will pay for the venue. If you wish to attend could you please let Dave Ashcroft know. Dave can be contacted on 07752750869 or canddashcroft@hotmail.com

Related to the above, is that the DHPC Coaches list will be reappraised shortly after that date. Some have requested being removed, some are lapsed and some new one may emerge. I am aiming for a smaller group (if necessary) but of more active coaches.

Wether Fell coaching day 10/11/2013: We had quite a good turn out on a cold but sunny day. A short write up and pictures can be found at

<http://www.xcflight.com/flightlog/flights-november/>

Rating exams: Winter can be the ideal time to prepare for an exam. If you wish to take a rating exam then please contact me or any of the coaches that may be more convenient for you – we will get you the exam papers and give you guidance on the areas and sources for revision.

Photo Caption Comp (for a signed DHPC mug):



Two fre

Thankyou to Martin Baxter who came last, but also wins. Yes entries were so pathetic I have given up on paragliding caption competitions. Next month (taking a leaf from Cumbria's SFC) we will introduce smut in the form of my own pin-up, Kate Silverton. She will feature in a strip entitled, *Kate Goes Paragliding*'.

And I was a bit premature; Kate (our own) Rawlinson really does leave after this Skywords to seek fame, fortune and a dry field elsewhere. For me it has been fun bombarding her with innuendo ridden emails each month and getting helpful suggestions for counselling in return. Kate – thankyou for everything you've done to keep an old man happy (biscuits), your smile (to keep me sane) and that little back bikini for inspiring me to higher things. You'll be missed ☺

Free Beer!

(Annual General Meeting)

Wednesday 4th December at the [Horse and Farrier](#) in Otley, LS21 1BQ.

Upstairs Function Room. 7.30pm for 8.00pm start.

Reports

Come along and find out what the committee has been doing for you, and have your say on how things are run.

Proposals

1. That membership fees and the contribution to the Flying Fund (35%) remain the same next year.
2. That the DHPC offer the use of Club sites for British Open Series HG, British Paragliding Cup and other Inter-Club Comps as appropriate.
3. That the membership categories of Social and Honorary be removed from the constitution.

Committee

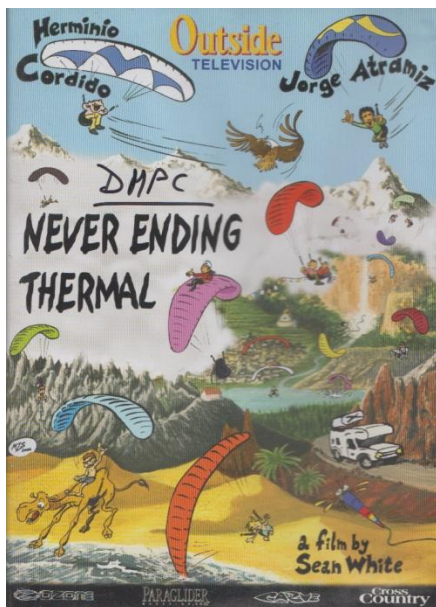
All committee posts are up for re-election. This year we need to find a new Secretary, Newsletter Editor and Social Secretary, but you are very welcome to stand for any post. All you need is a little spare time and a willingness to put something back into the club. If we can't fill the posts of Newsletter Editor or Social Secretary we may have to suspend Skywords and organised club nights.



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.



DVD Review Never Ending Thermal

By Sean White

Reviewed by Melise Harland

The blurb on the back says this is a celebration of the paragliding lifestyle. I'm not sure many of us have much of a paragliding lifestyle at the moment with the UK weather, but then these guys are Venezuelan and have travelled A LOT.

The pilots are Herminio Cordido and Jorge Atramiz and this is their paragliding world tour. When the film started I thought it sounded a bit cheesy but actually I thought the commentary was great when it got going. It gives a good introduction to what paragliding is, gives some history of the sport and a bit about how sites and thermals work. The editing was a bit fast at first so I was worried it was going to be a bit amateurish but I was wrong.

It covers a lot of ground for a short film and was really well planned and put together. You get a bit of dune flying, some XC, some acro and tandem flying. Their tour started in Europe playing on the Dunes at Dune de Pyla, France. Then they moved on to Italy and the mighty Dolomites doing some XC. Following that they move on to Slovenia for an acro competition and do interviews with Raul Rodriguez and some of the other Safety Acro Team pilots, before going back to Italy and Switzerland to do more acro. They then went back to France to Saint-Hilaire for the Coupe Icare which is a very funny section; it's not often a cow flies higher than you.

Moving away from Europe they go to Morocco which was a bit challenging, with some previously unflown and difficult sites, not to mention the sandstorms. They explain quite well their thinking and why they do or don't fly. Their final destination is Pokhara, Nepal where they do some thermalling from bigger hills with a bit of acro thrown in. When they return home to Venezuela they go to Angel Falls which is an awesome place (yes I want to go) and very technical to launch from and fly, it's also very wet.

You could get away with watching this film with a non-flyer as there isn't that much technical stuff and it has spectacular filming. It's a pretty good advert for all the reasons why we fly. Some of the shots did make me feel a bit queasy but maybe that's just me. I think this is a really nicely put together film, not your usual travelogue and with all the extras it is a really good watch.

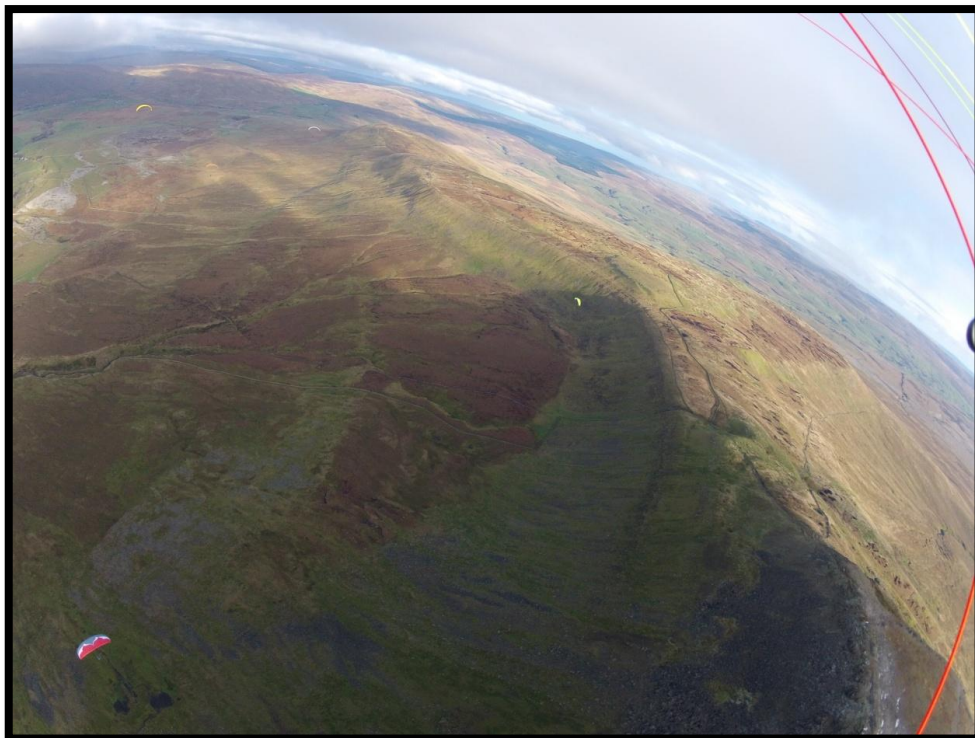
To summarise it includes a wide range of flying styles and places, the fun of big events and competitions and how friendly and willing to help other pilots are around the World.

The film is 47 minutes long and the extras are an additional 32 minutes. The extras include short videos including the making of the film, how it came about in the first place and about the cameras and editing. This is a good watch for the budding film makers amongst you; this looked good because it was minutely planned and took months. It also includes a film that shows most of the flight down from Angel Falls, very close to the wall and not many landing options! It also includes written profiles of the pilots and crew, a list of sponsors, credits and the soundtrack.



Simons Comps Column

XC league and competition round up 2013



For the UK PG XC league as whole, 2013 was a standout year, with many records falling (some several times). More pilots contributed and more kilometres were flown than ever before. One of the most notable achievements was Hugh Miller becoming the first pilot to exceed 1000 points without multipliers (i.e. 1000km actually flown). On balance the best of the action over the year was in the south, but the north and Scotland saw excellent conditions during much of the spring. Mike Cavanagh continued his reign at the top of the league with a total of 1245.6 points. The Dales placed 17th out of 34 clubs, not too bad considering there were only 8 pilots submitting flights to the national league, and second in the inter-county league (Dales, Derbyshire, Lancashire).

Congratulations to Jake Herbert for achieving the highest placed Dales pilot in the National league (541.7 pts, 38th overall), and to Ed Cleasby for topping the Dales sites league (255.2pts). Steve Mann tops the Dales Hangies league.

Dales pilots also put in fantastic performances on the comp scene. In particular, Jake Herbert and Dave Smart, who placed 22nd and 23rd respectively (out of 74) in the British PG Open Championships. This is a commendable accomplishment given the quality of pilots competing, with Jake and Dave beating many well known Skygods (full results here: <http://pgcomps.org.uk/wp2013/wp-content/uploads/2013/11/2013ChampsOverall.htm>).

We're into the winter league now, so there's no excuse to stop logging those XC kilometres. Winter flying presents a different set of challenges, but can be very rewarding and enjoyable

National										
	Pilot	Glider	Club	Tot	1	2	3	4	5	6
1	Jake Herbert	Nova Mentor 3	Dales	541.7	129.1	91.5	89.5	83.7	82.7	65.2
2	Alex Colbeck	Niviuk Artik 3	Dales	392.6	132.5	85	61.4	48.1	35.3	30.3
3	Chris Fountain	Ozone Delta	Dales	363.9	81.8	80.2	69.6	64.7	39.9	27.7
4	Kevin McLoughlin	Nova Factor	Dales	122.7	27.3	23.2	18.4	18.3	18	17.5
5	Martin Baxter	Advance Sigma 7	Dales	118.3	67.6	25.7	14.8	10.2		
6	Richard Boyle	Niviuk Artik 2	Dales	73.3	37.9	23.7	11.7			
7	Simon Goodman	Gin Sprint Evo	Dales	58	31.5	16.1	10.4			
8	Zbyszek Latka	Gradient Nevada	Dales	55.7	40.8	14.9				
Dales Sites										
	Pilot	Glider	Club	Tot	1	2	3	4	5	6
1	Ed Cleasby	Air Design Volt	Cumbria	255.2	70.6	56.6	52	34.4	23.7	17.9
2	Jake Herbert	Nova Mentor 3	Dales	212.8	83.7	82.7	46.4			
3	Dean Crosby	Nova Mentor 3	Dales	176.9	128	48.9				
4	Philip Wallbank	Niviuk Peak 2	Pennine	153.9	61.4	30.7	29.1	23.3	9.4	
5	Chris Fountain	Ozone Delta	Dales	147.8	80.2	39.9	27.7			
6	Alex Colbeck	Niviuk Artik 3	Dales	139.8	61.4	48.1	30.3			
7	Mike Cavanagh	Ozone Delta 2	Cumbria	133.1	133.1					
8	Alistair Guthrie	Niviuk Peak 2	Northumbria	112.8	65.6	47.2				
9	H H Tsai	U-Turn Blacklight	Cayley	100.7	68.1	32.6				
10	Kevin McLoughlin	Nova Factor	Dales	94.5	27.3	18.4	17.5	16.6	8.8	5.9
11	David Smart	Advance Sigma 8	North Yorks	90.3	90.3					
12	John Ellison	Ozone EnZo	Derbyshire	83.7	83.7					
13	Gary Stenhouse	Ozone Delta 2	Northumbria	79.3	47.5	18.4	13.4			
14	Richard Boyle	Niviuk Artik 2	Dales	65.3	37.9	11.7	8.3	7.4		
15	Martin Baxter	Advance Sigma 7	Dales	50.4	25.7	14.8	9.9			
16	Peter Spillett	Nova Factor	Dales	46.1	46.1					
17	Richard Carter	Skywalk Cayenne 4	Cayley	42.8	42.8					
18	Ella Pyrah	Ozone Rush 3	Derbyshire	39.2	39.2					
19	Peter Balmforth	Axis Vega 2	Dales	29.5	29.5					
20	Krzysztof Telus	UP Kantega XC 2	Pennine	29.1	29.1					
21	Tim Oliver	Gradient Golden 3	Cumbria	14.4	14.4					
22	Sara Spillett	Niviuk Artik 2	Dales	13.1	13.1					
23	Philip Mackereth	Ozone Geo3	North Yorks	10.2	10.2					
24	Mark Morrison	Ozone Geo 2	Dales	8.3	8.3					
25	Simon Tomlinson	Advance Sigma 8	Derbyshire	6.9	6.9					
26	Simon Goodman	Gin Sprint Evo	Dales	6.3	6.3					
Hangies										
	Pilot	Glider	Club	Tot	1	2	3	4	5	6
1	Steve Mann	Aeros Combat L	Dales	202.1	114	88.1				
2	Nick Pain	Wills wing U2	Dales	97	97					
3	Trevor Birkbeck	Wills Wing T2	Dales	80	53.6	18.4	8			
4	Kevin Gay	wills wings T2C 144 Wills Wing Talon	Dales	37.9	19.5	18.4				
5	Andrew Woods	140	Dales	13.1	7.9	5.2				



DHPC

SHPF Ratho Repack

1st February 2014

at EICA, Ratho, near Edinburgh

At the moment just email me names if interested katerawlinson@hotmail.co.uk

After last years very successful event once again I will be organising a trip up to the re-pack. Last year we struggled with the timings and really pushed the traveling so this time instead of giving you a choice of travel arrangements this is how it's going to be ;-)

Outward Journey Friday 31st January 5.30pm – Mini Bus Leaves Whalley and travels via Gisburn, Settle, Ingleton, Kirby Lonsdale to junction 36 of the M6, A74 to Abington, A702 to Edingburgh. I will pick up anywhere on route (timings once I have an idea of who needs picking up where) and if you want to make your own way there its no prob.

Cost £40

Two nights! Accommodation Travel Lodge Edinburgh Central – Friday 31st Jan – Saturday 1st Feb £27.50 each in shared twin room or £54 if you want to be on your own.

Cost £27.50 + a bit towards parking the mini bus.

Cost £27.50

Repack - in 2013 they were - £25 for Zip line use plus £5 for the keynote talk

Cost £30

Meal Sat night – no cost yet but think we might do our own thing....curry?

Total Cost (excluding food) £97.50

Details - The usual format will probably be followed i.e. -

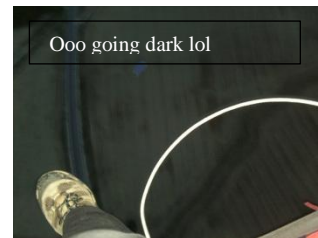
- World class opportunity to deploy Paragliding or Hang-gliding Reserves dynamically and then repacking it (up to 3 times)
- Various workshops during the day
- SHPF AGM and then a keynote flying related speaker before event finishes.
- Possible social event in Edinburgh afterwards.

Schedule - to be confirmed

- 09:00 to 16:30 Zip Line Reserve Parachute Deployments / Re-Packs with zip line operators taking a lunch break probably from 12:00 through 12:30
- Workshop(s) during the day
- SHPF - AGM approx 5pm
- Keynote presentation - start ~ 5.45pm
- Ratho doors close promptly at 7pm so please lbe prepared to leave a little earlier than this.

Dales Do Algo.....again, Neil, Julia, Phil, Kev, Simon and Kate

I love Algodonales, Baz and Sam, the sites, the weather, the town, it's just brilliant. A couple of days we only managed extended fly downs, including an interesting tailwind, alpine, sprint launch lol which made Baz laugh he was convinced one of us would end up in the bushes and told us we would have to run like Fu**ing F*&k to get off. Kev went first; jeez that man can run lol. It was so late on in the day it was going grey as we flew down and we packed up almost in the dark.



Two good days flying one on Liguire SW take off thermalling with the vultures, Kev and I ended up at the far end of the bowl where I heard him shout something about a pub It didn't take much encouragement to make me land at it, we thought we had done ok sat there in the sun with a nice cold drink waiting for a lift, but then found out that the guys at the big landing field also had a mobile bar there...humph.



Another good days flying on the last day at Montellano where we (due to the strong wind) had to take off on a low hill get up about 50 meters and then drop back onto the hill and scratch up. I got over the castle at last it's taken me 3 trips over two years to make it!! There was so much lift about I flew straight out to it. Think Neil had the best flight of the day I only saw the top of his wing once in 3 hours!!!

The MTB was hilarious we cycled about 24km along an old railway built but never used. Some of the tunnels were at least ¼ of a mile long, one was pitch black and went round a bend, I could hear Julia saying (cause I couldn't see her!) "If this was a horror movie we would be saying noooo don't go any further, turn back". For some odd reason we kept trying to cycle in the dark until I hit the side and fell off, we walked from there!! As we came out Neil noticed the tandem had a dynamo, it didn't help much but at least you could hear where they were lol.

On the way back we stopped at a picnic spot where Kev had the idea to do a White Helmet Display Team stunt on the picnic table, being Dales loony's members we were up for a bit of larking about, check out the result.



We had some fab nights out, one or two getting a little out of hand (nothing new there) the battery operated candles in one bar caused a bit of amusement Clive had them in wedged in his eye sockets, I had them down my top, but then Clive not to be outdone dropped his pants and really did make the sun shine out of it!!!!!! Due to shock no one was fast enough with a camera for that one thank goodness.

We will, I 'm sure, be running another trip out next year, keep checking the web site new faces always welcome ☺

Kate x



CLUB MEETING 1/11/13

It seems someone forgot the minor detail of a speaker for the November meeting so Mr Cleasby suggested a panel of experts.

Accordingly a motley crew assembled upstairs at the Horse and Farrier on November 6th ready to ask questions.

There were rumours that Dean Crosby was kidnapped and A N Other Expert washing his glider.

So the illustrious chairman Martin Dimbleby introduced a second division of (in alphabetical order-no favouritism))Mike Cavanagh (Ozone Sky God), Pat Dower (sports psycho God) and Jake Herbert (off and away God) to a third division audience of 17 trainee sky gods and goddesses and Sky God Ed.

Somewhat disappointingly they avoided the really big issues such as next season's colour schemes for gliders and how to deal with helmet hair (plug heated rollers into the car cigarette lighter thingy)

First up was pods vs open harnesses. Conclusion – pods are warm but if it goes pear shaped can spin like a sycamore seed. With seated you get cold or sunburnt knees but can balance a tea tray and not spill your coffee. Southern jessies vs northern 'ard men.

What considerations should one take into account when moving up a wing?

Go faster stripes? Biggest discount? It matches your flying suit?

Buy what you'll fly and that's safe to 90% not a racing machine that'll scare the bejeesus out of you is apparently the correct answer. Should mere mortals be concerned/interested in proposals to take comp wings out of the rating system?

Well, eventually stuff at the top filters down so yes. Certifying top gliders compromises performance and safety as test pilots aren't allowed to use their lightning fast reactions. This is not a good thing. Because the bigwigs are arguing whether to certify or not pilots don't know what's going on and that nice Mr Dower can't get a small enough glider. The Frogs are pushing the way forward, the British generals and Germans stalling so effectively still trying to kill our brave boys – those unsung test pilots and Mr Cavanagh doesn't like that. (I can say this cos I have a dodgy German EPC! And my ex is an uber cautious Kraut).

The question was asked about returning to flying after a lay off and the advice really applies to everyone who flies in intermittent UK conditions. Talk to others on the hill, get some coaching and go back to skool if needed. It's healthy to be nervous but don't push yourself too hard. Remember we do this for fun. And to go to the pub and drink beer.

We drank beer and then we all went home.

Jan Tampest – Newly qualified CP – Well Done Jan

STAGGS FELL site status warning of machinery operation and excavations. This will continue until the end of March 2014



Merry Christmas and a Happy New Year
The Dales Club Committee

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

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Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

Paragliding Coaches

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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

