

# Skywords

Email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag.

*Happy New Year, Katex*

Dynley Arms, Otley Road,  
Pool in Warfedale, LS21 1ET

**Club Night 12<sup>th</sup> January**  
7.30 for 8.00pm

## Thermalling

with Pat Dower

After his excellent presentation  
on Pilotage last year, Pat Dower  
returns again this January.



Pat is proposing to do a talk on thermals and  
thermalling for all levels of pilot:

- 1) Basic and detailed properties of thermals
- 2) Mountain and flatland flying
- 3) Five thermalling techniques for different situations

## Advance Notice

Club Night 2<sup>nd</sup> February 7.30 for 8.00pm

**Noel Whittall**



### The History of The Dales Hang Gliding & Paragliding Club

Yorkshire man Noel Whittall - pilot,  
motorcycle enthusiast, author and poet  
will be entertaining us with the history  
and his memories of the club from its  
earliest days. Definitely not one to miss!!

### Inside this months issue:

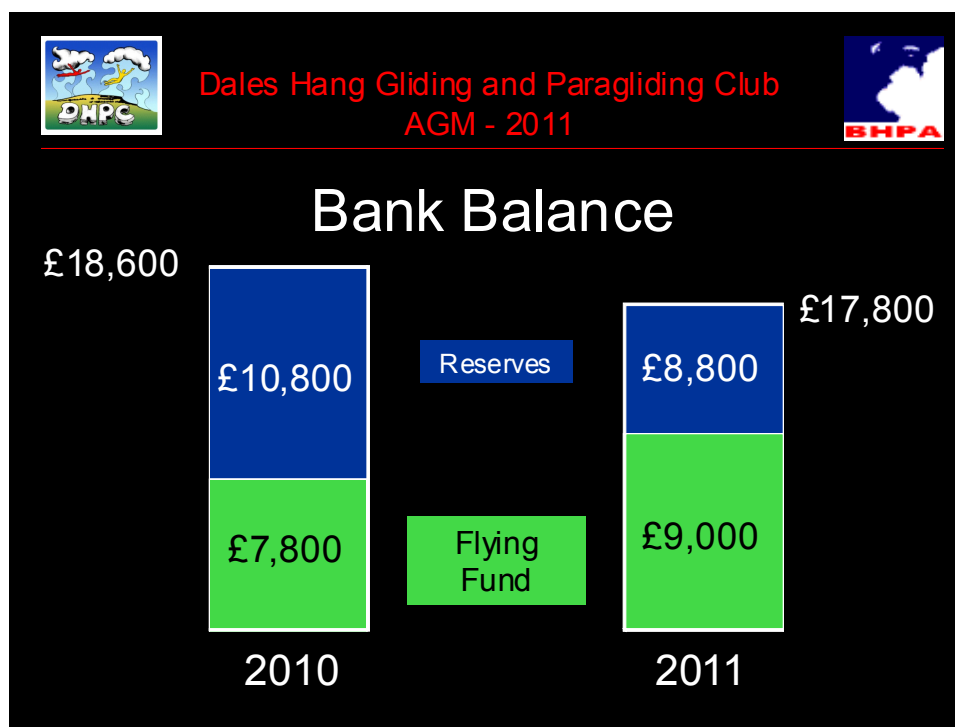
- Chairman's Chat
- Site Update's
- XC Development Day
- Noticeboard
- Club Trip – SPAIN 2012
- Ager Trip-David Hedley
- Club Servicing Offer
- Aerofix
- DVD Review - Security in Flight
- Membership Renewals
- Coaching Contacts



## Chairman's Chat

Happy New Year. I don't know what Santa brought you, but let's hope that 2012 brings lots of great flying.

For those of you that missed the AGM on 1 Dec 2011 the headlines were as follows: Pete Spillett was elected as Safety Officer. No-one stood as PG Comps Secretary so the post remains vacant. All other committee members were re-elected unopposed. Membership is down by 15 mainly because less new members have joined. Bank balance is down from £18.6K to £17.8K mainly because of the one-off cost of £1.3K spent on the club handbook and reduced income from membership. The Flying Fund is up to just over £9K, meaning that other reserves reduced by £2K to £8.8K.



It was unanimously agreed to ring-fence the Flying Fund. That means the money can only be spent with the agreement of the members present at an AGM or EGM. We (eventually) agreed to maintain membership fees at their current levels. For an individual that means £25 with a reduction of 10% if paid on time electronically. 35% of fees will continue to go into the Flying Fund. If membership levels and expenditure remain constant we will deliberately reduce reserves, by £700 per year, to the minimum safe level of £5K in about 5 years. We decided not to get the accounts audited this year.

John Lawson and Kev McLoughlin stood down from the committee. On behalf of all members I would like to thank them both for all their hard work and dedication to the club.

Fly safely,

Martin Baxter Chairman



### **Glider/Reserve/Harness Servicing**

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 on 12 Jan 2012 at the Dyneley Arms, and then collect it again at the next club night on 2 Feb. That saves you a total of £27 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 my car bursts into flames (or anything) with your glider in the back please don't expect me 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> Regular users should be aware that they are off to New Zealand shortly, and will be closed until at least the 5 January 2012.

My car is only so big, so if you want to take advantage of this service please book a place by email to [mrbaxter@hotmail.co.uk](mailto:mrbaxter@hotmail.co.uk) **I need to know your name, what items you want servicing and a phone number.**

Martin Baxter

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### **Trophies**

I am collecting back in all the trophies from the 2010 season winners during December and January, please bring to the January Club Night or get in touch 07976510272 and we can arrange to meet for a handover.

Thanks Kate

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## **Membership Renewals**

Membership renewals are due on the 1st February 2012. Renewal notices will be sent out by email before then so keep an eye out for them. The renewal notices will detail what your renewal is and how to pay it. If you joined part way through last year you will get a percentage discount this year - the discounted amount will be on the renewal notice.

It is important that your BHPA membership is current when you renew. Unless you have non-flying membership you are required to be a BHPA member to be a member of the DHPC. We have checked with the BHPA and know the BHPA renewal dates for all members. In paying your renewal to the DHPC you are confirming that you are a BHPA member. If you have let your BHPA membership lapse because you are not flying but you still want to remain a member of the DHPC then just change your membership to non-flying - it will save you a few pounds and you can always upgrade it to a flying membership during the year if you start flying again.

Neil Plant  
Membership Secretary

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## **CLUB TRIP - SPAIN 2012**

**7<sup>th</sup> – 14<sup>th</sup> or 14<sup>th</sup> – 21<sup>st</sup> April\***  
**Paraglider Thermalling and XC**



Come and fly with the Griffon Vultures in Algodonales, southern Spain.

The club has arranged a DHPC trip with ex-Dales pilots Baz and Sam at Andalucian Experience.

€435 per pilot (about £395 - includes airport transfer, accommodation, transport to sites, guiding and all retrieves).  
£100 deposit secures a place (maximum of 8 per week – don't miss out!).

Additional costs - flights to Malaga, food and the odd beer or two.

For more information look on the Forum or contact Neil Plant ([membership@dhpc.org.uk](mailto:membership@dhpc.org.uk))

\*We will run both weeks if there is enough interest.

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Spectacular lenticular clouds over Oxnhope West Yorkshire for more pics see <http://www.bbc.co.uk/news/uk-england-leeds-16302606>



## Ager – David Hedley

If you seek advice from Neil, the man who sends round the newsletter, then you tell him you're going off to fly somewhere abroad, you can expect him to ask you to do the decent thing and write it up. Well, he did, and I didn't have the heart to refuse him, so here goes ... but, sorry, I have no pictures of Ager, just one of me.

To put it in context, I went to Annecy with various Dales members in April/May (see June's Skywords), and shared a "luxury" caravan on what was so unjustly described therein as the "Stalag Lanfonnet" camp site with Tony Blacker and John Morecroft. I went as a novice in my second proper year of flying, and one who had never used a thermal. Unfortunately, my fellow novice dislocated a shoulder on day 2 and didn't fly again, so I was out of my depth and by myself a lot of the time, but everyone looked after me! I came back still a novice, but one who had learnt a lot, including how to escape from cloud suck, and what a gust front is. What I really learnt is that Alpine flying is completely and absolutely different to flying at home. I also came back not a fan of committed take-offs: I found Annecy itself to be of 'serious-injury' standard and some other take-offs we visited on that trip were 'probable death'. To increase the pressure, most take-offs came with a large audience waiting their turn. The joys of taking off on a quiet, gently descending, grassy Pennine hillside are bountiful. Something else I learnt was how pleasant it was to get a lift up to takeoff, then land in a field next to a bar.

So, I determined to go thermalling back home over the summer and visit my first cloud, but then managed to miss every thermal there was. I saw people in them but I invariably went downwards, not upwards. It was a disappointing summer. I needed a site with big thermals, quiet friendly take-offs, transport to take-off, and a landing field next to a bar. Ager fitted the bill admirably. Even better, the accommodation was two minutes walk from the main landing field, and the only

resemblance to Stalag Lanfonnet was that it had grass outside the door. Ager village is 10 minutes walk away with a few shops and restaurants where a quality 3-course evening meal with ample wine can be enjoyed for the amazing price of 11 Euros.

I went to Ager on a holiday run jointly by xTc (Brett Janaway) and Passion Paragliding (Toby Colombé). We had met Toby on the Annecy trip – those who knew him had a chat while others, including myself, hung around in the background. When I met him at Ager, Toby was sure he knew me from somewhere, but I was equally sure that he didn't, and it turned out that he remembered my hat from Annecy. Brett and Toby take the piss out of each other gently, but obviously have huge respect for each other's abilities. As they should have – they are both world record holders.

Anyone feeding off two sky-gods for a week should be able to improve their flying! I certainly did. As Toby and Brett say, they watch hundreds of take-offs and flights every week on these holidays and know exactly what can be improved. I suspect everybody went home with something learnt.

For someone of my standard, Ager was great. Although I had less hours than anyone else there, I had some good flights, and improved my thermalling immensely. I allowed myself a little shriek of delight when I first got 500m above take off, and another when I got to 2000m. The highlight was on the fourth day. I was disappointed with my morning flight as I had landed early, but made up for it in the afternoon. I had reached 2000m twice, was getting low and coming in towards the landing field when I caught a thermal that took me up 1200m. Even better, I was joined by a pair of golden eagles who circled with me. This may be commonplace to some of you, but I was so bubbling over that I phoned home immediately from the middle of the landing field to share the experience. By that time, the 'A team' had gone XC and the 'B team' had all landed much earlier. There was no other wing flying within 10km of me – I liked that too.

Normally, people fly two or three times a day – that's either one or two flights during the day, depending if you can stay up or not on the first flight, followed by a relaxing evening cruise from the main take-off back to the campsite, which takes 15 minutes in a straight line. During these evening flights, I had a strong urge to throw my reserve just to see if it worked properly ... but I resisted the temptation.

As Brett and Toby's websites say, Ager "was carefully constructed millions of year ago with paragliders in mind". The entire ridge is about 40Km in length but there are gorges cutting through. The main flying area is a 12Km ridge, with a smaller ridge in front of it. And, in front of that, a huge flat valley with ample landing places and not many trees. I did see someone (not in our group) land in a tree and I landed nearby to offer help, but he must have tried really hard to find that tree – there were big empty fields all around it.

Although nobody in our group had any bad takeoffs or landings, we all had collapses of varying intensity. My experience at Annecy helped when I had a significant collapse (in my terms at least). My first thoughts were not "oh shit what do I do now?" but "this is going to come shooting back over my head – I must damp it". So that had certainly sunk in!

Most holiday weeks at Ager also take a trip to Castejon, but we didn't. It also happened that our group achieved the record downtime of 2 days with no flying. But Brett and Toby have slide shows available and can give talks on anything requested – I can remember thermalling techniques (obviously), how to best use your GPS, and an account of breaking a world record (modestly given). And we had optional ground-handling. For those who know me, one of Toby's comments afterwards was "I didn't know you could move so fast". I don't usually.



Brett and Toby supply maps, a list of waypoints and a tracking device so that if they lose touch with you, they can check to see if you are still flying or are lying injured somewhere. This should be the ultimate safety feature, but on the occasion they logged in to my tracker, it told them I was in Slovenia. I got a new tracker the next day.

The group was 14 people. This sounds far too many, but it wasn't. There are 3 guides and an extra driver and lots of room at take off and in the air, so it never felt in the least crowded. It was interesting to find that quite a few people only fly on holidays. This was a surprise to me, but it may just be that the joys of having everything laid on beats the time and trouble involved in carrying your wing up a muddy Pennine hill to spend a day waiting for the wind to drop/rise or to turn a little east/westerly. I found it to be ***incredibly reliable*** and suitable, retrieves are also well organised – just radio in, say where you are, find some shade and sit down. Nobody had to wait very long.

I came back with 36 painstakingly acquired hours of airtime, and thought I must start doing something about getting my Pilot licence. And for the first time I started thinking of getting a new wing.

I went to Parlick the following week and had a flight. It wasn't a good one. I made several mistakes: I took off when the wind was not strong enough, and although I got above the hill, I didn't top land when I had the option. I eventually found myself field landing at the foot of the west bowl. There were two other wings down there - failure always feels better with company! I chose the nicer of the two occupied fields to land in, and found that its occupant had just come back from a week in St Hilaire. We'd both had a lovely holiday, and here we were, at the bottom of Parlick, somewhere we didn't want to be, with a long walk back to our cars.

The next flight will be better I thought, but I haven't had any more. A few days later, I was diagnosed with a cancer that needed immediate treatment. This came totally out of the blue – just as it has in this article. Life suddenly changed: I have seen 5 consultants in the past 2 months. And for those of you who know him, you won't be surprised to know how great it is to have Tony Blacker giving advice on the end of a phone. Perhaps getting to know Tony was the most important thing I did in Annecy! Physically, I feel totally fit and healthy. I didn't fly on the few good November days we had as my head wasn't in the right state and, as you all know, it needs to be 'right' to fly safely. My head is much better now but winter has arrived and the December weather is not quite ideal, is it? I'll have to take a few months off for my treatment at the start of 2012, but I do hope to see you out on a hill somewhere later in the year.

Finally, all good stories must have a moral or two. Here, the first is to enjoy every flight, as it might just be your last. The second is that, if you're male and over 50 and don't know the symptoms of prostate cancer, then you should, so look them up NOW. Then get yourself checked if you need to. I've been lucky – well, I might have been ... I won't know for a few years yet.

### **Organisers Comments;**

Brett Janaway, of xTc would like to thank David for his article and can add the following information for those whom may be considering a trip to Ager this year. We have been running trips in Ager for several years and have found it to be incredible and suitable to a broad range of experience. The set-up of the bungalow accommodation next to the LZ certainly make the holiday, being able to pick a cold

beer from the fridge moments after landing. We also run HG trips here just before we have the hordes of PG pilots out.

Our Ager dates usually fill up months in advance and this year will be no exception with bookings already pouring in. I would advise anyone interested in coming to get in touch sooner as in 2011 we were fully booked 4 months in advance. If large group of 8 or more book together there is a discount to be had as well!

And for David, we also run Pilot courses to help you gain the ratings that much faster.

**And Toby adds:**

We've just released our 2012 schedule which you can find at <http://passionparagliding.com/Passion/booking.htm>.

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## XC Development Day- 18th Feb 2012

Details have now been finalised for the XC Development Day being run by Pat Dower. Many of you will know Pat from previous Club night talks or from meeting him on the hill. Pat is a very accomplished XC flier with many years of cross country and competition flying behind him; always very helpful and approachable with excellent communication skills.

This full, single day event is planned as a cross-club venture and invites will be going out to all our reciprocal rights neighbours. The cut off date for inclusion is 10th Feb and numbers may be limited. It is intended for all levels of pilot with the aim of improving all aspects of cross country flying; from those wishing to try their first XC to those of us just wishing to get better. The date puts it just at the opening of the new flying season and it should be of great benefit in terms of encouraging XC flying and building confidence in decision making.

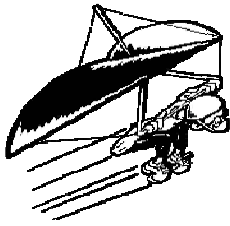
Details of the venue, timings and course programme can be found here: ['Cross Country Development Day'](#)

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# Noticeboard



## BHPA AGM

The BHPA AGM will take place on Saturday 3rd March 2012 at the Belfy Hotel, Nottingham.

Anyone interested in standing for the Exec should contact Chairman Martin Heywood or another Exec member to find out what is involved. Nomination forms are available from the BHPA office.

For more information contact: Jennie Burdett, 0116 289 4316

[jennie-burdett@bhpa.co.uk](mailto:jennie-burdett@bhpa.co.uk)

## Club Coach Course

Individuals wanting to take a course should contact the host club direct to book a place.

The dates for forthcoming courses are: 2012 February 18/19 Pennine Soaring Club Graham Jones

[gkjones@btconnect.com](mailto:gkjones@btconnect.com)

## Paragliding competition world turmoil continues

Wed, Dec 7 2011, 10:54:00 am PST. No one knows what they should be flying

<http://paraglidingforum.com/viewtopic.php?t=43564>

<http://www.xcmag.com/2011/12/accident-halts-en-d-paraglider-development/>

Accident halts EN D paraglider development. New breed of EN D comp wings 'don't belong' in EN system say testing houses.

**A statement on Air Turquoise's website reads:** "We have come to the conclusion that we will not certify high-end performance gliders in the frame of EN standard. This kind of glider doesn't belong in (the) EN philosophy. It doesn't matter which brand the tested glider was. It is not only because of this accident that we wish to get out high-end performance gliders of EN standard, it could have been any of them. Also we want to point out that we have had other type of gliders in the past, where the pilots have felt black-outs and the g-force. It happens that the glider fails the tests, it is a test pilot's job to find out the glider's behaviour."

The Swiss national association the SHV have backed Air Turquoise. It is also understood that the all the other testing bodies are also in agreement.

So far no two-line glider has passed certification. The Ozone Enzo and a handful of others have passed the tests, but "certification is only 40% flight tests" according to Randi Erikson. "The rest is legislation and strength tests," she said, which the latest crop of wings had never completed.

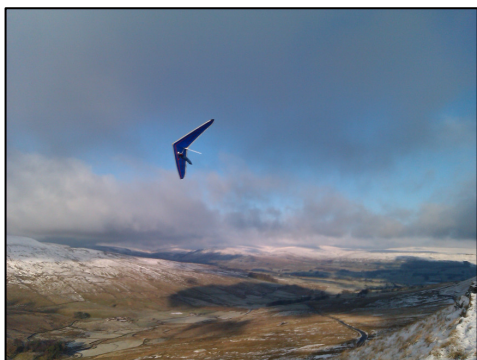
In the wake of CIVL's decision to ban uncertified paragliders from Cat 1 level competitions and now the testing bodies refusing to certify top EN D, the competition paragliding world is left bewildered. What constitutes a "top-end EN D wing" and what doesn't has yet to be decided.

<http://paraglidingforum.com/viewtopic.php?t=43619>

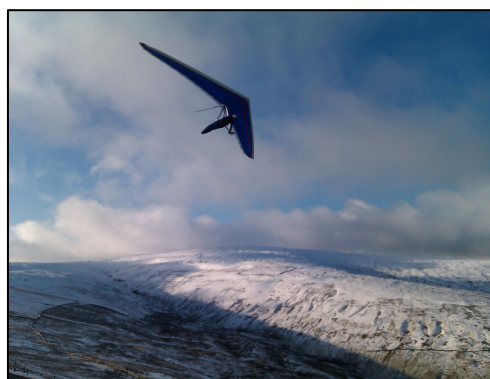
<http://paraglidingforum.com/viewtopic.php?p=p283701>

[http://www.youtube.com/watch?v=NHZFU\\_P02Tg](http://www.youtube.com/watch?v=NHZFU_P02Tg)

Steve Mann and I had a great 2 hours flying on Wether Sunday 18<sup>th</sup> December. Brilliant day though a bit parky. Some light wave took us often up to 2600ft ASL.



I gather good flying was also had on NYSC Model Ridge which included PG's as well.



Definitely a bit windy for PG's on Wether - staying stationary out front of the ridge, we were doing 23 to 25 mph.

Quality of pics not stunning - taken on my HTC.

Trevor Birkbeck

## **Library News- Melise Harland**



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word 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](mailto:Melise_Harland@yahoo.co.uk)) and I will reserve it for you. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

## **Video Review Security in Flight By Jocky Sanderson**

**Reviewed by Martin Baxter**

1997 – 28 Minutes



Jocky Sanderson has made three important films. 'Security in Flight' is all about basic paraglider control and 'Speed to Fly' covers all aspects of cross country (XC) flying. Both should be compulsory viewing for novice and intermediate pilots. 'Performance Flying' covers XC, SIV and Acro and is aimed at the aspiring advanced pilot.

What the blurb says, *"Using stunning air-to-air footage, Jocky Sanderson's award winning SIV and safety film takes you, the pilot, through a series of dramatic*

*manoeuvres detailing how to recognise and react safely to problems you may encounter during cross country flying”*

In his introduction Jocky points out that this is not a DIY SIV video. However it does mirror a typical SIV syllabus and will help you to recognise and recover from various situations. It's not essential for everyone to do an SIV course, but it is important that you visualise what could go wrong and mentally rehearse the correct recovery procedure. This short film will help you do just that. Each chapter covers one manoeuvre in 3 sections. First there is a brief clip of the manoeuvre, then Jocky talks you through it, and finally there are several clips of the whole thing. The various manoeuvres are:

- Wingovers
- Big Ears
- B-lines
- Symmetric Tucks
- Asymmetric Tucks
- Stalls
- Cravats
- Reserve Parachute Deployment
- Spiral Dives
- Spins

The term 'cascade' is used throughout the video and it's probably worth clarifying that it is generally used to describe a situation where a pilot blunders quickly from one situation into another, usually because he has over-corrected or completed the wrong drill.

Although this video was made 14 years ago the principles remain entirely valid today. Recent experience has shown us that some of the more stable gliders can be very effective in locking in to a nose down spiral dive. Whilst Jocky reports that "a little outside brake will bring an immediate exit" we now know that some gliders require a bit more. Today's recommended technique is to slow the glider using both brakes first (the brake pressure needed may be up to 4 x normal) in order to take some energy out of the glider before exiting.

Jocky's 3 point summary is concise.

- Don't over-react (90% of incidents are caused by pilot error).
- Course, then correction.
- Brake the dive.

If you haven't seen this video, do so. If you have seen it watch it again, and again.

*The DVD version of this belonged to the late Dennis Wray. It was kindly donated to the club by his daughter Alex.*

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# Site's Updates/Reminders

## Great Whernside

The owner has threatened to sue any pilot who disrupts a grouse shoot and that could amount to £Ks.

## Kilnsey

Site closed from 1st August to 31st December. No flying during this period.

## Windbank - Shooting

Please do not fly at Windbank on the dates shown in the table.

In addition the farmer has asked that we park a bit further away from the wood where the birds nest, say at least 150m. This makes a lot of sense - it's only slightly further to walk; keeps you away from any turbulence from the trees if the wind goes round to the west and gives you a bigger landing area. Besides, when you go XC the bus will drop you off at the gate and you'll have less distance to walk back up to your car ;)

November	December	January
Mon 7	Sat 3	Tue 3
Fri 11	Tue 6	Sat 7
Tue 15	Sat 10	Tue 10
Fri 18	Tue 13	Sat 14
Tue 22	Sat 17	Tue 17
Sat 26	Tue 20	Fri 20
	Wed 28	Fri 27



## Ed's Coaching Column

There is little in the coaching column this month except a few reminders. I did intend to write a piece but being under the weather with man flu (half as bad as the female flu but we feel it twice as painfully.) therefore I'm giving it a miss as my sentences are turning to gibberish due to a strange keyboard induced side effect.

Could I remind people about the Pat Dower XC day at Ingleton on the 18<sup>th</sup> Feb. The full programme can be found via the link on the club website. The chances are it won't be flyable (it's indoor based) but if you're getting itchy feet to leave the hill this Spring it could impart essential advice, gained over decades and compressed into 6 hrs. Well worth it. A few people have emailed and mentioned to me about 'going for' their first XC this year, to help I've offered to go along with them using radios. This offer may be withdrawn in future if they out fly me!

I still plan to do the winter fly-down from Ingleborough to beer and sandwiches. The pub next to the landing field will have a fresh landlord in the New Year so it may improve. Not a lot of snowy landscapes so far, but plenty of time. I tried just before Christmas to fly Ingleborough but was blasted off on both occasions by a blizzard.

I shall be re-registering the Coaching Group early in the New Year. The database for my group mailing will be the old group so if you've moved, got up rated or taken up golf then just ignore. Any new members reading this please email for a form ([edcle1@tiscali.co.uk](mailto:edcle1@tiscali.co.uk))

Have a safe and enjoyable flying year in 2012.

# Dales Hang Gliding and Paragliding Club – July 2011

## Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Sean Hodgson</b>	various	Haworth	sean@ogi.me.uk	07999606084
<b>Rob Burtenshaw (senior coach)</b>	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
<b>John Lawson (Safety)</b>	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
<b>Peter Balmforth</b>	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
<b>Noel Whittall</b>	Various	Leeds	noel.whittall@googlemail.com	01132 502043
<b>Alex Colbeck</b>	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
<b>Steve Mann</b>	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
<b>Pete Logan (Secretary)</b>	Various	Shipley	pete@logans.me.uk	07720 425146
<b>Peter &amp; Sara Spillett</b>	Weekends	Skipton	sara@petensara.com	01756 760229
<b>Tony Pickering &amp; Zena Stevens (treasurer)</b>	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
<b>Kevin McLoughlin (Comps)</b>	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
<b>Martin Baxter (chair)</b>	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07775785479
<b>Ronald Green</b>	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
<b>Fred Winstanley</b>	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
<b>Richard Shirt</b>	Weekends	York	rshirt@advaoptical.com	07786707424
<b>James Watson</b>	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
<b>Andy Bryom</b>	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
<b>Dave Couthard</b>	Weekends	Leeds	d.couthard2@ntlworld.com	07595895149
<b>Ed Cleasby (CC)</b>	Various	Ingleton	edcle1@tiscali.co.uk	07808394895
<b>Kate Rawlinson (newsletter/trophies)</b>	Weekends School Hols	Laneshawbridge Colne	katerawlinson@hotmail.co.uk	07976510272

## Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Trevor Birkbeck</b>	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
<b>Alistair Irving</b>	Various	Huddersfield	aliirvin@msn.com	01484 844898
<b>Steve Mann</b>	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 650372
<b>Kevin Gay</b>	Various	Ripon	kgay@talktalk.net	07794950856
<b>Ed Cleasby (Senior power coach ) Chief Coach</b>	Various	Ingleton	edcle1@tiscali.co.uk	07808394895