

Skywords

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

Kate x

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Chairman's Chat

We have been told that we can't use our projector at the Dyneley Arms anymore. Almost without exception all our visiting speakers use the projector either to show PowerPoint slides, photos or videos; so this presents us with something of a problem.

I have spoken to the landlord at length. Apparently you need a licence to show anything on a screen, and Sam Smiths have a policy of not paying for such 'extras'. No TVs, no gaming machines, and no projectors. That's one of the reasons why the beer is so cheap. It seems that the area manager has turned a blind eye to our activities over the last year but has now emphasised the Sam Smiths ruling to the current tenants. If Maurice and Maureen allow us to use the projector then they risk losing their tenancy and home. I offered to write to Sam Smiths to ask for permission, but Maurice wasn't keen.

For many years club nights were held at The Riverside in Ilkley but the function room doubled as a restaurant and there was only a thin curtain separating us from the big screen TV in the bar. So we moved to the Black Horse in Otley. Our time there was curtailed when the roof fell in! The next venue was the Ilkley Moor Vaults, but their function room was cold and noisy. We were delighted to find the Dyneley Arms, which was close to perfect in all

other ways, but I don't think that we can continue to hold club nights there without a projector. So, back to square one - we need to find a new venue before September.

In essence we need:

- Somewhere on the north side of Leeds/Otley/Ilkley.
- Private Function room with no interruptions.
- Permission to show presentations.
- Big enough to seat 30.
- Ideally at no, or minimal cost.
- Available 1st Thu of the month (Sep - Apr), although we could change.
- Ideally somewhere that will store our gear (projector/screen/library).
- Good beer that they pay you to drink. Food.
- Ample parking.

If anyone knows of a suitable venue then please get in touch mrbaxter@hotmail.co.uk I'm sure that I will be able to persuade someone from the committee to check the beer on your behalf ☺

Fly safely,

Martin Baxter
Chairman

Yorkshire Dales National Park Consultation

(DHPC Response)

1. Tell us what you think the National Park should be like in 2040.

Preserved as it is now.

2. What are the most important qualities of the National Park that need looking after for the future?

Freedom of access, obstructions and airspace. A good public transport system to minimise the need for cars.

3. What are the most important issues facing the National Park and how should they be dealt with?

Wind turbines - through consultation to ensure correct siting.

Traffic - good public transport to minimise the use of cars.

Freedom of access - Hang gliding and Paragliding are not covered by the right to roam legislation but we would like to see the National Park treat them as though they are.

Shooting Rights - we accept the rights of shooters, but their needs should be balanced against the needs of all other users. The NP may have a role to play in negotiating between interested parties.

Nature conservation - as above.

4. What role does your organisation plan to play in the future of the National Park?

To use it and encourage it's use.

To provide advice where requested/required.

To suggest areas for improvement.

Dales Do Algo 7th – 14th April 2012

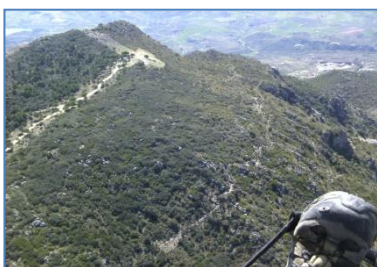
by Katex ☺

Kate, Craig, Neil & Julia, Tony & Zena, Toby and Laurence



We got off to a great start at Leeds/Bradford airport just reached check-in and the fire alarm went off and we had to evacuate the building, still after the fire brigade gave it the all clear we managed to get back in and make our flight on time.just. Reached Algo at around 2.30pm, fab accommodation, fab hosts, fab village, fab weatherblue sky, sun out, shorts on!

Day 1 Montellano – Nice soaring flights from the top take off got a bit scratchy at times, me, I landed in a tree, it only took me an hour plus 5 men and a saw to get my wing out, Tony landed in loads of bushes coming in to top land, Craig had a fast downwind landing and hurt his foot, Zena, Neil & Julia flew fab, a local farmer called the police (who were waiting for us all at the bottom) cause he was not happy with where we were landing and we had a puncture outside a brothel.....so all in all a great start to the holl.....bring it on. Out in the evening for well-earned drinks, on me! and Tapa, some of us had more drinks than others....Craig! (8 pints).



Day 2 Lijar – What a fab day, all had a nice soaring flight landing in the bull ring (oooo interesting landing conditions) bit of lunch by which time conditions on the hill had improved further and we went back up. That is all of us but Craig who managed a four hour epic, he didn't want to come into land on that foot after hearing how we all came in and cause he didn't dare take his hands of his breaks he could only manage a drink during this epic from his camel back

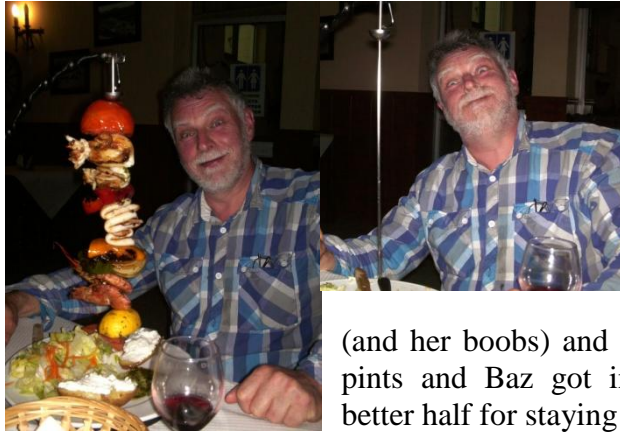
whilst turning right, Neil does a fab impression of this.

Great conditions now, I even managed to out climb Baz in a thermal, out thermalled by a girl, I won't tell you what he called me but it sounded like itch. Neil and Julia managed a short XC on the tandem, the rest of us landed back in the bull ring after negotiating the bumpy air layer again this time with most of my wing still inflated!

Another great night out (Craig 6 pints). That night in bed we discovered what the strange noise was heard the night before now named 'The Tony Shuffle' this strange haunting noise was heard all but one night thorough out our stay, sometimes more than once.



Day 3 Wind – No flying today Baz took us all over to Ronda for a bit of site seeing round the old town and to a cave to look at Neolithic cave paintings, after scaring the bejesus out of me driving close to edge on steep sided mountain roads which apparently he once tried with a blindfold on!!!! Neil and Julia had been to the caves before, Neil said Julia left something there last time.....



Out later, Tony managed to wade his way through an epic tea (think Pete Logan has got serious competition for Dales Pie Eating Champion) and the pic is of his 3rd course!!!, Craig took a bit of a shine to Daisy the waitress

(and her boobs) and managed another 6 pints and Baz got in trouble with the better half for staying out late.



Day 4 Lijar – We all managed a soaring flight, another interesting landing for me, caught by a gust at about 20 feet my wing disappeared behind me I swung under and the wing came rushing in front of me I over did it on the breaks, I could hear the oo's and sharp intakes of breath from Tony, Zena and Craig but somehow managed to get it together to land on my feet.



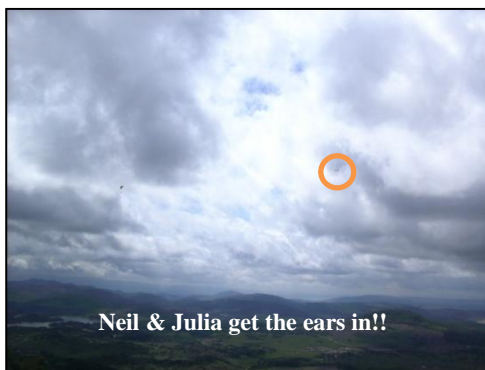
Craig had an interesting landing as well, setting up over the road and power lines then realised he had no forward movement at all, he said his eyes were like plates as he very slowly crept forwards, still he missed the lines and landed ok.....eventually and Neil landed on poor Julia to shouts of get a room, leave that till later and not in public please.



El Bosque – We came over to El Bosque in the afternoon as the wind had picked up and El Bosque is lower. Great flying but I got a bit of cloud suck it took me 43 mins after deciding to land to get down, Toby thought I was really enjoying myself...err I think not. Everyone else flew really well as the blue skies and sea breeze came in, the landing field here is as big as say 8 football pitches but poor Laurence got it completely wrong, landing very short in the wrong field.....ah the walk of shame, we clapped him in though, he made a very quick exit before Baz could give him a ribbing.



Out again being entertained by stories from Tony and Zena of trips away and tortoises being shat on in Morocco, Neil's demo of the tortoise realising what was happening and trying to get away had me n Craig in tears. Craig spent the whole night going on and on and on about Daisy.....yawn, who Baz described as Lights on but no-one's home, as well as consuming another 8 pints running total 28!



Day 5 El Bosque – And standing in the kitchen in my bath towel with Tony in his socks, undies and a fleece at breakfast was getting worryingly normal. El Bosque again today, arriving at launch conditions seemed decidedly dodgy, after the cloud suck the day before I got my kit out quite slowly. Toby took off and it looked ok, quite smooth, Neil and Julia got off next and looked to be doing ok dodging the showers. So I set up on launch, thank god Baz said ‘wait a minute or two Kate’ I turned round to see Toby and Neil and Julia being Dyson’d upwards both had big

ears in, game over for me and everyone else waiting on the hill, we packed up and walked down.

Tony, Zena and me stayed in this night and watched a film that Baz described as hilarious but we all found a little disturbing ‘Divorcing Jack’. Craig from what he can remember managed another 6+ pints.

Day 6 – Wind ☹ we took Bodge and Zac for a walk to Zahara a steep sided village with a small castle at the top about 6 mile walk from Algo, Baz and Sam met us for a drink there, then brought us back.



Just the best last night out, Zena proposed to Tony and he said yes, Craig downed another 10 pints whilst gawping at Daisy, before Jack came out, Daniels that is! He crawled in at 5.30 am after hiding Baz and Sam’s scooter; they arrived back about an hour later without it!

Day 7 Home – Torrential rain this am got soaked twice coming back from town. We decided to look in on Craig at 12.40ish to make sure he was still alive. Good job he got up Mr 50+ pints, Baz was just about to call the police about his stolen scooter!!!! fortunately he saw the funny side. We set of back to the airport at 5pm.

What a fantastic holl, great friends, great flying, great place, thanks Baz & Sam. I have already booked another week in October 27th – 3rd Nov when the weather is supposed to be more reliable although we didn’t do too bad at all, places are available if anyone else is interested; I can’t wait to go back, although the flights are a bit hum.....(it’s worth the extra brass!!)

Week2 report next month!

Katex...still grinning ☺



Come and paraglide with Baz and Samantha Rhodes in Algodonales. Our **Paragliding Holidays** can cater for all levels of pilots and are tailored to suit individual needs, whether you require thermal tuition, cross country guidance or just want to improve your general flying.

Contact Baz and Sam for more info:

Email: info@andalucian-experience.co.uk
Telephone: 00 34 646 800 564 or 00 34 649 790 551

More pics.....



Noticeboard



UK flexie record goes to 280km!

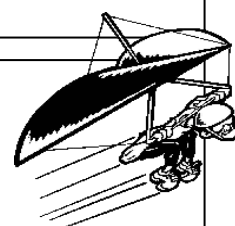
On Sunday April 15th Carl Wallbank pushed the UK flex-wing hang gliding record to 276.93km. On a day when most pilots were grounded by high winds, Carl put into action a plan he had conceived and perfected a long time ago.

So confident was he of reaching the south coast from his home site at Llangollen that he declared Weymouth, 165 miles away, as a goal. With a RASP soaring prediction "in the red" over the entire route, Carl took his first climb at 1045, passed to the east of the Long Mynd about an hour later, crossed the Severn and reached his turnpoint (west of Chippenham to avoid Bristol airspace) at 13:10 and altered course to the south-south-west.

From there it was little more than an hour and a half to Dorchester and Weymouth beach, landing at 15:30 after five hours in the air. The few extra km to secure the UK outright record were there for the taking but would have involved landing on the Isle of Portland, a dodgy proposition in the fairly strong wind.

Sadly, due to a daft error, he missed his 10km goal radius by just 450m and the flight-to-goal record remains for another occasion.

Cumbria Soaring Club proudly presents the Lakes Charity Classic The premier free flying event in the North!



The 2012 Lakes Charity Classic will be held on 8/9 June 2012 in Buttermere. The competition is now accepting entries.

Latest News (15/03/2012)

Applications for the coaching group are now closed - all places are taken. A comp full and there are currently only 6 places left on the B comp. If you want to join, you need to get your application posted quickly!

We've decided to score the 'B' comp by GPS this year. You don't need anything fancy, just a simple GPS capable of storing a tracklog.
<http://www.cumbriasoaringclub.co.uk>

DALES TROPHY PRESENTATION 2012

At a recent club night the Dales Club presented its annual awards for the 2011 season. In total some 20 trophies, cups and certificates were handed out.



The paragliding XC league (6 flights) was generously sponsored by NIVIUK with the top prizes going to Mike Cavanagh (531km); Jake Herbert (436km) and Ed Cleasby (331km). The longest flight from a Dale's site was made by Dean Crosby on 18 Mar with a flight of 123km from Wether Fell.

Probably best if we don't mention Hang glider achievements from last year, although Trevor Birkbeck has promised to try harder this year!

Other notable achievements were Cock of the Dales (most enthusiastic pilot) – Simon Goodman; Cockcroft Cup (most improved pilot) – Toby Briggs; Fairbrother Trophy (Pilots' Pilot) – Ed Cleasby; and the Mark Sellern Trophy (Services to the club) – Trevor Birkbeck.

The Northern Paragliding XC Cup for the best triangle, out and return or flight to goal was shared between Pete Logan, Pat Dower and Phil Wallbank for the 50.3km task during the BPCup on 19 May. Martin Baxter had the best first 100km total from 6 flights (124km).



For all sorts of reasons Pete Logan was presented with a T Shirt which read 'I am the Baildon Sod'.

It's all up for grabs again this season. Let battle commence!

Martin Baxter



DHPC Trophies - 2011

Title	Criteria	Winner	Achievement (km)
HG XC Shield	1 st place XC league	Trevor Birkbeck	81.1

PG XC Shield	1 st place XC league	Mike Cavanagh	531.2
	2 nd place XC league	Jake Herbert	436.4
	3 rd place XC league	Ed Cleasby	330.9
Founders Trophy HG	Longest XC from the Dales	Trevor Birkbeck	27 May; Wether Fell 34.3
Founders Trophy PG	Longest XC from the Dales	Dean Crosby	18 Mar; Wether Fell 123.0
Baildon Sod PG	Fun Glide Comp	Pete Logan	Well beyond the fairway.
Baildon Sod HG	Fun Glide Comp	Rich Welborne	For attempting to take off twice!
Northern PG Trophy	Best total distance in first ¹ year of XC	Zbyszek Latka	39.2
Active Edge PG Cup	Best first ¹ XC	Zbyszek Latka	3 Jul; Wether Fell 39.2
Cock of The Dales	Most enthusiastic pilot	Simon Goodman	-
Cockcroft Cup	Most improved pilot	Toby Briggs	-
Fairbrother Trophy	Pilot's pilot	Ed Cleasby	-
Mark Sellen Trophy	Services to the club	Trevor Birkbeck	-
War of The Roses PG	Dales vs Pennine	Pennine	-
War of The Roses HG	Dales vs Pennine	Not contested	-
Northern Paragliding XC cup	Best triangle, out and return or flight to goal made in the Dales.	Pete Logan Pat Dower Philip Wallbank	Competition Goal (BPCup – 19 May) 50.3
Paragliding 100K XC Challenge	Best first ¹ 100K total from 6 best flights.	Martin Baxter	124.0
Dales Accuracy Landing Comp	1st	Jon Smith	
	2nd	Zena Stevens	
	3rd	Dave Smith	

1. Based upon performance in this year's XC league with no entries in previous years.
2. Additional PG XC league prizes were awarded by NIVIUK as follows:
 - 1st – £500 discount voucher against any NIVIUK glider
 - 2nd – £150 discount voucher against any paragliding harness
 - 3rd – Concertina bag
 - 100K Challenge – NIVIUK Speed Arms



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) 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.

DVD Review

Pure: The Spirit of Flying Directed by: Gregor Subic

Reviewed by Melise Harland



This is pretty much a short (12 minute) promotional video made by Pro Design paragliders. I found myself wondering where the sites were that they were flying as I didn't recognise most of them. The names of the sites are listed at the end but personally I would have found it useful to have them named as they appeared on screen. There isn't that much else to say about it other than that there are some beautiful images in it with great footage illustrating katabatic flow over a ridge and of broken spectre.

This DVD was donated to the club by Pete Logan.



Sites information

Lambing season

The fields around the Yorkshire Dales are full of new life; it's the height of the lambing season. For farmers this means a 3 am start and late night finish are the norm. The financial returns from the labour of sheep farming are uncertain and this year it has been compounded by the threat of the deadly Schmallenberg virus. Farmers were warned in February that this year's lambing season could see thousands of stillborn or deformed births because of this new virus.

More than 100 farms, mainly in the south of England have so far been affected by Schmallenberg virus, which appears to have been carried by midges coming in from Germany. I have spoken to a few farmers over the last couple of weeks and fortunately this virus does not seem to have affected any farms in our area, however because of the stress from working long hours and the worry of the financial returns from the lambing season, this is perhaps not the best time of year to upset any of our farmers.

All the farmers that I have spoken to, have said that they are very happy for us to carry on flying during lambing. Their main concerns seem to be from irresponsible dog owners. If you do take your dog with you when you go flying you must be particularly careful to guard against your dog upsetting pregnant sheep. It should be kept under close control and kept on a short lead as far away from sheep as possible.

There is also a slight risk to pregnant women from pregnant ewes at this time of year and the advice from midwives is to avoid sheep during lambing season. Certain infections can be passed from sheep to humans and if pregnant women become infected, it could harm her and her unborn child. It is therefore important to avoid handling clothing, boots or other items that have been in contact with ewes.

Safe flying,
Pete Johnson
Sites South

Overhaul of Wendy Windblows at Wether Fell

Trevor Birkbeck

Rod and Lynn Buck had set off for the day's work at 0730 hours to deal with initially with problems at Carlton Bank – at least they didn't have to get up such a difficult track there but the work still took all morning for them. So Rod gave me a bell when he was on his way to Hawes to deal with the troubles at this site caused by the recent gales.



The Wether site as found upon arrival – the cloud streets made me feel that I should have been airborne at the Model Ridge!

Kev Gay and I had offered to help Rod Buck do a complete overhaul of the Wether Fell Wendy – as it turned out Kev was busy doing other stuff but he kindly lent me his Jeep so off I went to join Rod and Lynn on the hill. Most of the track up from Burterssett is good but at the top the ruts are really deep – it was just above this point that Rod got bogged down on his last trip, as the hill top was unbelievably wet. He had to call out the farmer to get towed out! An expensive and time consuming way to spend your day with no repairs achieved.

No trouble this time as the hill had dried out a lot. Still a 200m carry and 2 walls to climb with new battery, new anemometer, hardware board, new container box for the mast, new solar panel, and loads of tools plus a couple of briefcases full of bits. Oh, and a bloody great ladder!

Rod's first job was to replace the anemometer which had worn out probably due to excessive wind speed experienced during the Winter gales which were in excess of 100 mph! This effectively is a very critical part of the installation feeding us with the important info that we all want know about!



Next job involved replacing the very rusty container for the main hardware PCB with a shiny brand new jobby – my hack-sawing skills came into play here. The unit had been attacked and vandalised in the past along with solar panels being smashed. It seems rather surprising that jobs can be bothered to trek up to the top of the moors to carry out these acts but as sure as hell they have!



The old box had to go and we got a nice new one

Rod forged on and his next job was a new large solar panel – the site had 2 panels, a small one and a large one, but the large version was well shot.



Above we have the new final arrangement for the solar panels now set at different angles – the new large version facing roughly SW whilst the smaller one picks up the light during the earlier part of the day.

This combination will ensure that the battery remains well charged even when the sun is not shining!



The rain and light gauge was lowered and then all these devices were rewired via cables fed down to the control box.

We are now heading towards a completely new station being built, apart from the mast.

Lucky for us was that the weather played ball – I can't imagine how the job would have gone if it had been chucking it down with rain!



The heart of the weather station complete with new battery – all designed by Rod.

At the end of a long day for Rod and Lynn, here is Rod setting to work the virtually completely rebuilt Wendy Windblows at Wether Fell.

Checking out that the hill top station is correctly communicating with the base station in Burtersett.

Pilots who use the Wendy at Wether don't realise how much work is involved in keeping the station in good working order.

Just treasure that thought every time you ring it or log onto the web site for that important info!

Trev



Ed's Coaching Column

Everyone enjoys flying with three or four of their friends, but there comes a point when the fun disappears, the workrate increases and safety starts to get compromised. For the great majority of the time in the Dales/Lakes the fun side predominates; occasionally however factors conspire to spoil our day.

Some of you may be aware or have followed (most probably not) debates on various forums relating to the problems of overcrowding on sites and the ensuing safety issues. The most recent debate stems from an incident that took place on Tinto a few Sunday's back when a potentially serious mid air between two paragliders occurred. I happened to be there that day and witnessed the immediate aftermath. That no injury resulted was down to pure luck. No doubt it will get fuller coverage in Skywings at some point but for now I'll stick to general points as they may affect our flying.

The Dales sites are rarely crowded and being large can accommodate a fair number of gliders. That is the norm but I feel that increasingly we may see busier days than we are used to and we need to be aware of the implications. It seems to me that in the last few years the number of XC hungry and capable pilots has grown exponentially. Many have re-arranged their lives around the quest for airtime and airmiles. RASP seems to have achieved cult-like status and if it decrees the area/site for the day many think nothing of travelling

hundreds of miles to be there. I can think of three days over the last couple of years when Wether fell and Stags were descended on (remember the coaching day a year back on Wether?) Add in all the other keen pilots turning up, make it a weekend and the numbers can soon reach 50 plus.

Being able to fly safely with such numbers requires more than just flying etiquette it also needs excellent airmanship, confidence and an ability to read what's going on around you and anticipate. For the less experienced pilot it can mean stressful and even dangerous exposure to crowded ridge and gaggle flying. One decision to be made before taking off on such days is whether you wish to be part of the bun fight.



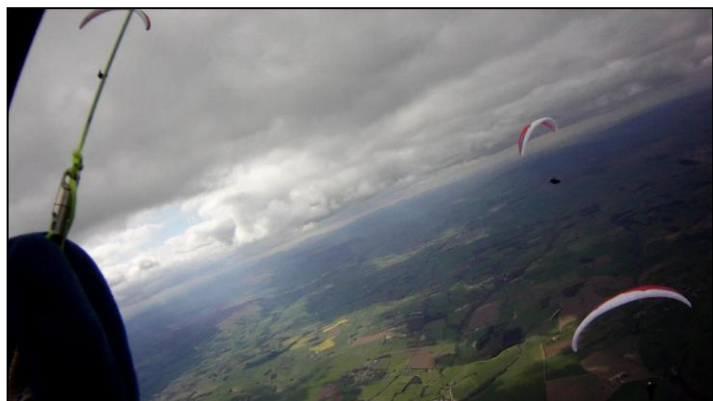
Gary S: see and be seen a passionate colour scheme

Rather than tell anyone how to deal with crowded skies I'll just outline my own approach. We are all different in terms of skill level, experience and confidence so bear that in mind but the idea is not to put yourself outside your own comfort zone and endanger yourself and others.

For the first 20 years of my flying career I flew hang gliders. The result of any midair was catastrophic and an almost certain reserve ride if you were lucky. They flew faster, things happened faster and impact speeds were damaging. Good airmanship mattered and even though prone you learnt to scan the sky constantly if it was remotely busy and always before a turn. I'm not sure I can say the same level of airmanship prevails amongst all paraglider pilots. It may be because paragliders fly slower, because they are perceived as softwings or some pilots are introducing themselves to crowded scenarios too quickly. If you're still at the stage of concentrating on flying the wing then you're not at the stage of having enough brain capacity left to read the environment around you if it's a bit busy.

My approach (when it's busy):

I don't mind crowded skies nor do I enjoy them. If it's scratchy I don't even bother to take off I'd rather sit and eat a chocolate bar than battle it out with many others in a 100' of anaemic lift. The time may also be better spent moving to a higher, cleaner, emptier bit of the hill in anticipation of better periods. Observe and decide the best time to commit.



Tight group thermalling over Vale of York

If in the air and the lift switches off I set a land by height and land if it's reached. Carry on hoping for better and you quickly end up fighting with all the others who thought the same; all squashed into +-50' and all wishing they had landed.

Pilots too often act like birds of a feather. Perfectly good parts of the hill get neglected in favour of the 200 yds in front of take off. The better pilots can often be found exploring a bit of space they've found for themselves. The best places to be if possible are off to the sides of the main action, above or out front.

Low level thermalling is the most stressful. Unless turn directions have been established beforehand then often no turn pattern is set up and you have to work it out quickly from what's happening around you. Low level thermalling means mixing it with those still flying the ridge soaring pattern and that requires extra care. Turn radius is not fixed either and can vary from big circles to those aggressively cutting inside on every tiny core. Once climbing high it gets a lot easier and quite relaxing even. In a good thermal the gaggle will often split into different levels according to pilot ability.



Crowded one over Tinto taken five minutes before midair

If you join a thermalling group, regardless of height then their turn direction is the direction. Being 300' below or above does not mean you can choose your own. If joining a group at the same height then do so from the side; not head on aim to fit in smoothly without disrupting the flow.

I am not a big fan of radios. They can be very useful in certain contexts such as coaching, competition and XC's with your mates. (Putting aside the illegality issues of 2M radios.) For general use they present issues of sporadic use, agreed frequency, poor reception, blocking and poor radio etiquette. Put simply I don't think they add anything to improving safety on congested sites.

The rogue pilot! I guess the law of averages dictates there has to be one on every busy (and not so busy) site. Just a single pilot playing by different and changing rules plays havoc! All the rules of the air; the tenets of good airmanship, all based on pure common sense seem to go out the window once airborne. I tend to worry about pilots who don't seem to do much looking around or hold to a course regardless.

The key to flying safely in crowded skies is constant observation and reading the changing 3D space around you. What's a few hundred yards away doesn't matter that much; what's in your immediate vicinity does. Trying to see the pattern and fitting in helps if beating the ridge. Because the workload can be fairly high then land and have a rest on a regular basis otherwise your ability to read situations suffers.

Know the blind spot on hang gliders and paragliders. Perversely I feel safer in a pg's blind spots it's the one place it can't turn into in a hurry. I don't like being on the flanks of someone who doesn't seem to be looking around. Learn to read body movements as an indication of actions. Be aware of how noticeable your own glider colours are under certain conditions no one could ever fail to see Richard C or Gary S! Colourful, but safe.

Well enough of that. A few things may come across as a bit contentious. Mail me if you wish and I'll gladly debate it.

JOINT COACHING DAY 24th March.

Considering the weather (it was way too flyable and sunny) there was a good turnout of about 28 pilots; the vast majority being Cambrians'. It was a bit of an experiment and I learned that:

- a) less is more. We were pushed for time especially as we tried to finish early and get people out on the hill. There really was a lot we tried to cover too much I felt.
- b) I'll do more but add them to beginnings of coaching days if I can get a cheap, handy venue.
- c) The PP's of mine can be found via the DHPC forum. You need to click through them as a full slide show to see what's there. Obviously there is no commentary unless you talk to yourself.

I've mailed all on my coaching group lists and also the DHPC coaches about forthcoming coaching days. Because I inadvertently deleted my coaching group list I have re-done. If you feel you got missed off or would like to join please email me at edcle1@tiscali.co.uk.



Dales Hang Gliding and Paragliding Club – Feb 2012

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 650372
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
John Lawson (Safety)	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
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