

The Dales Hang Gliding and Paragliding Club

CLUB RADIO FREQUENCY 143.850Hz



Skyywords

www.dhpc.org.uk

July 2014

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Chairman's Chat - July 2014

Negative emotions are bad for you; so is your glass half full or half empty?

A tendency I have noticed in the flying world is wishing bad luck on your fellow fliers. Anyone prepared to admit to being pleased to find that no-one has flown on a day when you were stuck at work? A few years ago, having completed a particularly satisfying flight to goal and whilst packing up on the beach, my companion expressed his hope that no-one else would make it that day. His selfish logic was that it would make it more special for us.

Is it OK in competitions? Are you allowed to rejoice in the fact that the pilot challenging you for a position bombs out. And how do you feel when you bomb out and see others flying over your head at base?

One of the apparent attractions of 'Face-ache' is to show people that your life is better than theirs. I even know people who publish photos of themselves having a great time and then list the people who aren't there!

Life becomes a whole lot better if you can accept the suffering (bombing out, having to work, etc); rejoice in the achievements of others rather than resorting to envy and craving; and resist showing off to those less fortunate than yourself. I think I'm going to become a Buddhist!

Fly safely,

Martin Baxter

Chairman

**Whichever
it is**



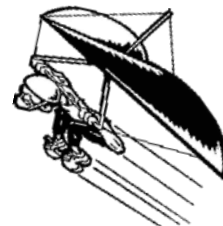
**Enjoy
it!**

Noticeboard

Club Nights

Club nights resume in September!

Get out there and fly!!



Personally, I think you'd be mad to go anywhere near the Dales during the Tour de France over the weekend of 5/6 July. Road closures, traffic queues, inflated prices and more people than there have ever been before. You won't be able to fly a number of our sites due to airspace restrictions either. The restrictions have been published in Skywords and on the website, and we repeat them in this edition. Just to be absolutely clear the following sites are out of bounds:

Sat 5 Jul

1045-1215: Baildon, Ilkley, Addingham, Cowling

1130-1245: Kilnsey, Windbank, Hawkswick, Kettlewell, Cow Close Fell, Great Whernside, Bishopdale

1200-1445: Bishopdale, Addleborough, Nappa Scar, Stags Fell, Semer Water, Wether Fell, Dodd Fell

Sun 6 Jul

1015-1230: Addingham, Ilkley, Cowling, Baildon

1115-1400: Nont Sarahs, Pule

If you can find somewhere to fly check the restrictions in detail before going XC, otherwise you'll have 3.5 billion witnesses to you mixing it with the 7 helicopters overflying the route. The CAA will prosecute any infringements with fines of up to £3,000.

Ed Cleasby contribution recognised

We have previously reported (Skywords, Feb 2014) Ed's Royal Aero Club Bronze Award. The recent award ceremony was reported in the June edition of Skywings:

"The Royal Aero Club awards ceremony was held at the RAF Club on London's Picadilly on Tuesday May 13th. Amongst many awards for great achievements in sport flying, the British hang gliding team were presented with the Prince of Wales Trophy in recognition of their hard-fought Bronze medal at the 2013 World Championships in Australia.

Four other BHPA members were also honoured: eight times UK record holder Richard Carter; Ozone test pilot and PWC star Russ Ogden (RAeC Silver Medals); Dales Club Chief Coach and upland flying guru Ed Cleasby; and Welsh Hang Gliding Centre Instructor Paul Farley who has been instructing for over 35 years (RAeC Bronze Medals. We congratulate all the pilots on their success and their deserved awards."

**Tour de France
6 July**

**A650, A629 & A6035
Closed**

Find alternative route



**No stopping
except
authorised
vehicles**

**Vehicles
will be
towed**

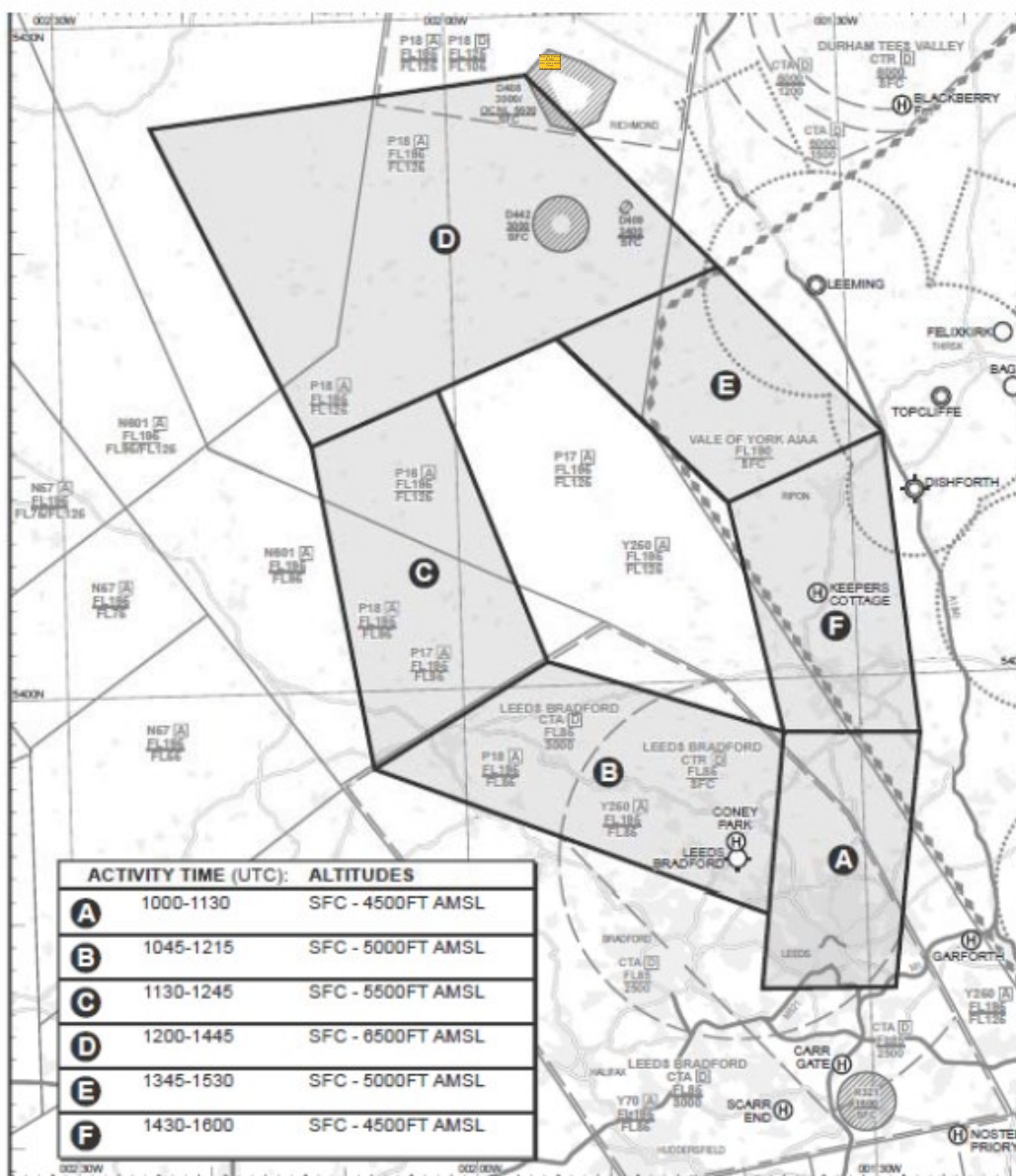
Sat 5 July

The Grand Depart is upon us!—5th July and 6th July will be historic days for Yorkshire and the Dales. If you're planning on going to Wharfedale to watch, be prepared for a LONG day! The official site is [here](#). You can find out almost everything you need to know there. What you can't find out from that site though are the airspace restrictions! Luckily, Martin and Trev attended a presentation by Rob Gratton, CAA Principal Airspace Regulator recently, and we reproduce the rolling RA(T) s below, with timings.

Basically do not even think of flying in these areas on these days. Do not under estimate the damage to our image that an RA(T) incursion would cause. The CAA WILL prosecute pilots who enter these exclusion zones. Ignorance is no excuse.

Day 1 – Saturday 5 July 2014

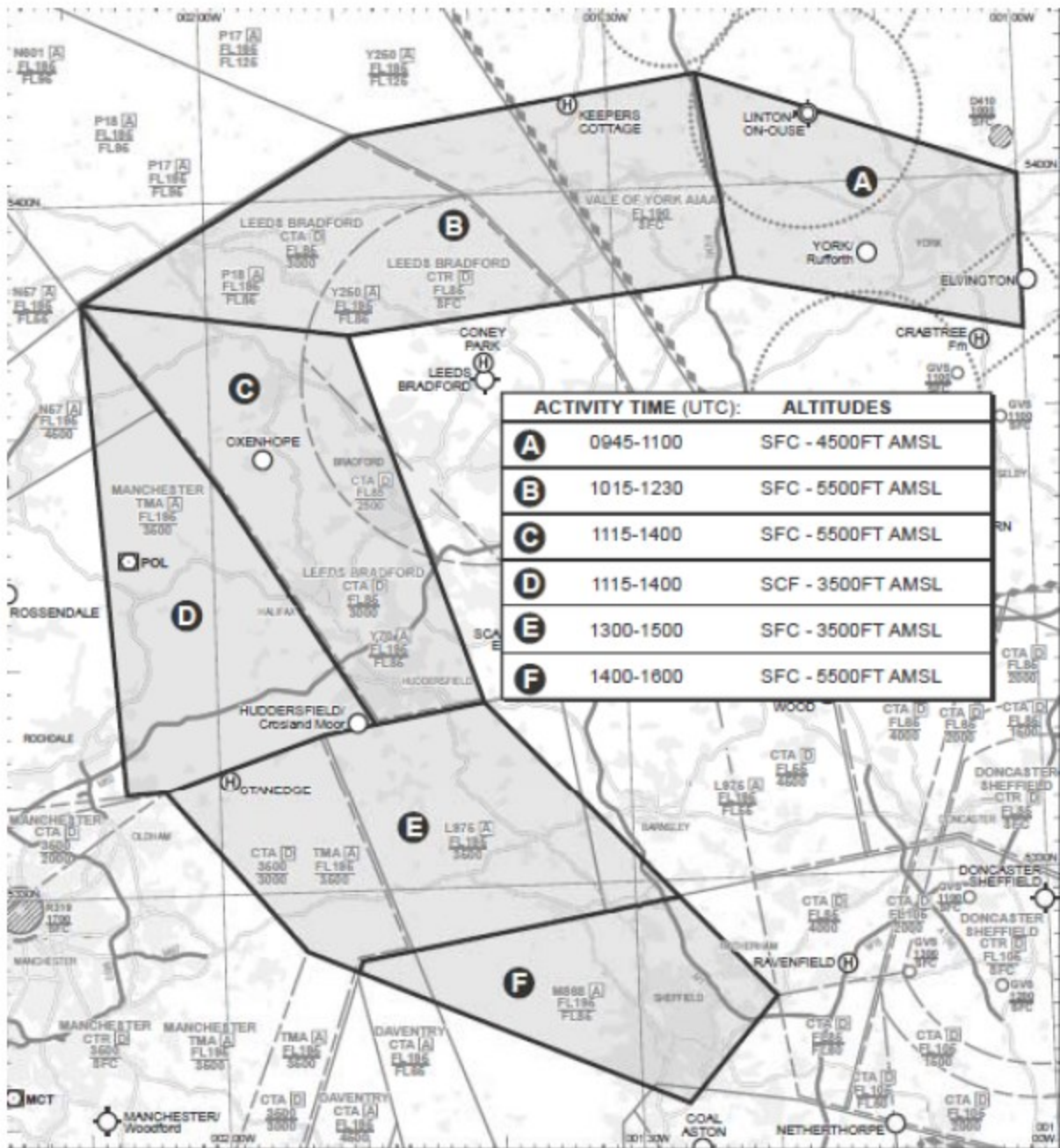
AIC MAUVE 35/2014





Day 2 Sunday 6 July 2014

AIC MAUVE 36/2014



There will be 2 helicopters filming the Peloton at 500 ft AGL, 5 more helicopters serving the operation at 1000 ft AGL and another helicopter flying 2500 ft AGL, relaying the filmed data to the World's media. Cavendish to hold the yellow jersey after Stage 1 to Harrogate?!

Safety First - Strong Winds Up Top

This is the sixth of Nigel Page's safety articles from his website <http://www.50k-or-bust.com>. Nigel is a senior paragliding coach, and has been a member of the national team. We are indebted for his permission to reproduce his articles in Skywords. They originally appeared in the Derbyshire Soaring Club Magazine.

Nigel prefaces his articles as follows:

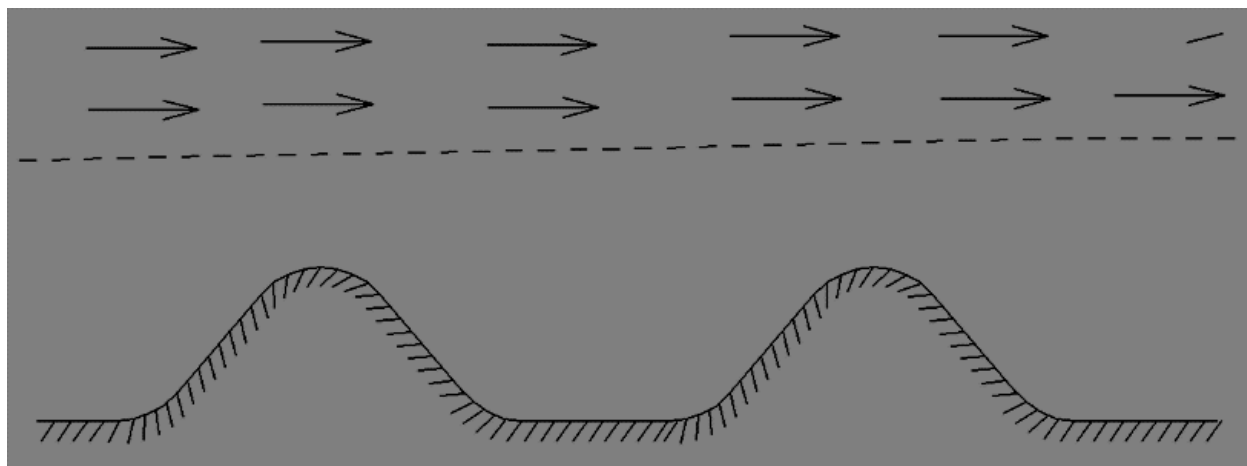
These articles are my best shot at covering some of the safety issues which seem to be poorly understood by some pilots. Most were written in response to serious accidents or incidents. I am conscious that they are only my own view of issues I have been able to identify. They do not constitute a comprehensive safety manual.

Some pilots fiercely condemn any attitude which appears at all negative. However, by their nature, safety articles tend to take this form and I make no apologies in this respect. Some also say such articles are just stating the obvious. This may be so, but pilots keep crashing. Perhaps the obvious needs to be stated.

Strong Winds Up Top

Usually the higher we go the stronger the wind gets. We sometimes use this effect to enable us to fly in strong winds by taking off part of the way up a hill rather than at the top. This also helps to keep out of the area prone to venturi. However it does have its hazards and some pilots will not take off unless it is possible to do so at the top of the hill. They may have a point! Let's have a look at some of the things that might be going on.

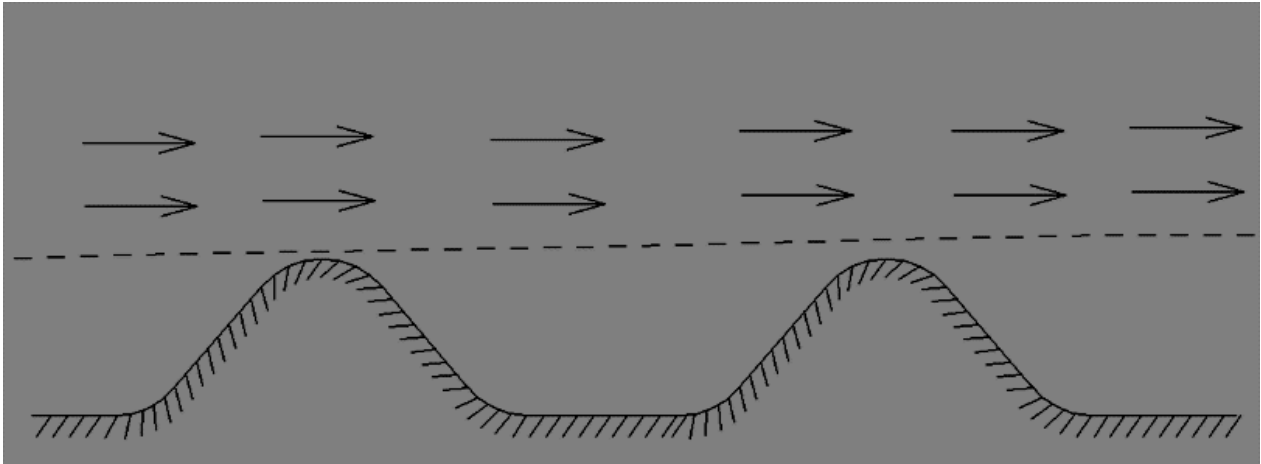
The following diagram shows layered air. Air is moving fast high up but is fairly dead lower down. This could be due to hills upwind shielding our area, a pool of cold air in a low area or some other phenomenon. In summer this condition is most common early in the morning after the lower air has cooled during the night. In winter the lack of thermal mixing makes such "layering" common in daytime too.



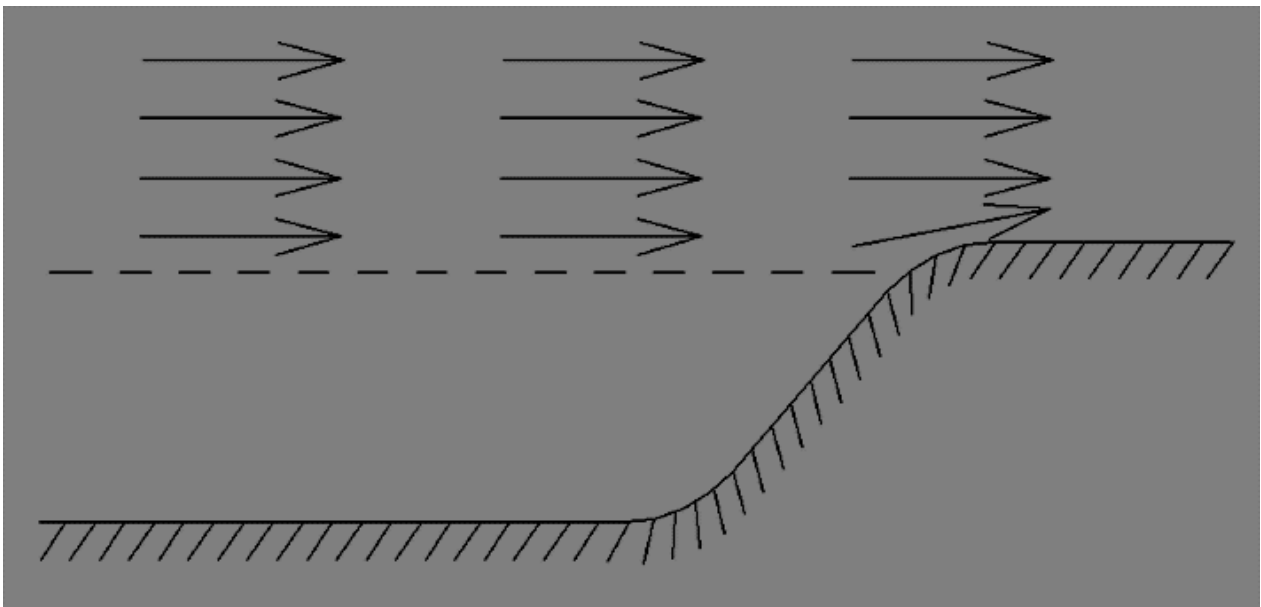
Safety First - Strong Winds Up Top (Cont)

Although we may not be able to feel this strong wind from the ground we might be able to identify it from clouds scudding across the sky or observing the speed at which their shadows move across the ground. Air lower down may still be moving, but more slowly, so it may be possible to soar.

Great, but what happens if something changes and the boundary of the fast air moves down?



We have a situation where it can suddenly become very windy on the hilltop.



If we are soaring lower down in these conditions we must be very cautious about how we approach the top of the edge. We may have launched from there at a time when the boundary of the fast air was higher up and not be directly aware of how windy it has become on the edge.

What of our friends who will only take off from the top? Perhaps they are being quite sensible, but they may be choosing to take off in the most difficult spot as far as wind is concerned. How about a compromise. Until we have experience of a wide range of conditions a good rule of thumb might be to always go to the top of the hill to check the wind even if we then go lower down to take off. Remember too that strong winds high up can be expected to worsen any venturi or rotor effect around the top of the hill.



Simon Goodman - Competition Corner

June 2014

XC news

Hard though it may be to believe, periodic spells of good weather have again allowed for some impressive flights across this green and pleasant land, including at least 2 new UK records. On 30th May Cumbria's Mike Cavanagh achieved the UK's first 100km declared FAI triangle scoring a whopping 332.4 points (see pic below), launching from Carn Liath in the south Cairngorms. This puts him at the top of National League and looking hard to catch. Many of the country's top pilots were flying the route with Mike that day, but everybody else fell short by a very close (or not so close) margin and couldn't quite close the triangle. Meanwhile on Friday 13th June, the Southern Club's Mark Watts bagged the UK declared out and return record with an 89.5km flight from Combe Gibbet scoring 223.8 points.

Mike Cavanagh

Declared FAI Triangle on a Paraglider

Club Cumbria
Glider [Ozone Mantra M6](#)
Date 30th May 2014
Start 12:32
Finish 18:14
Duration 5hrs 42mins
Takeoff Carn Liath

Coords [Show](#)

Distances and Score

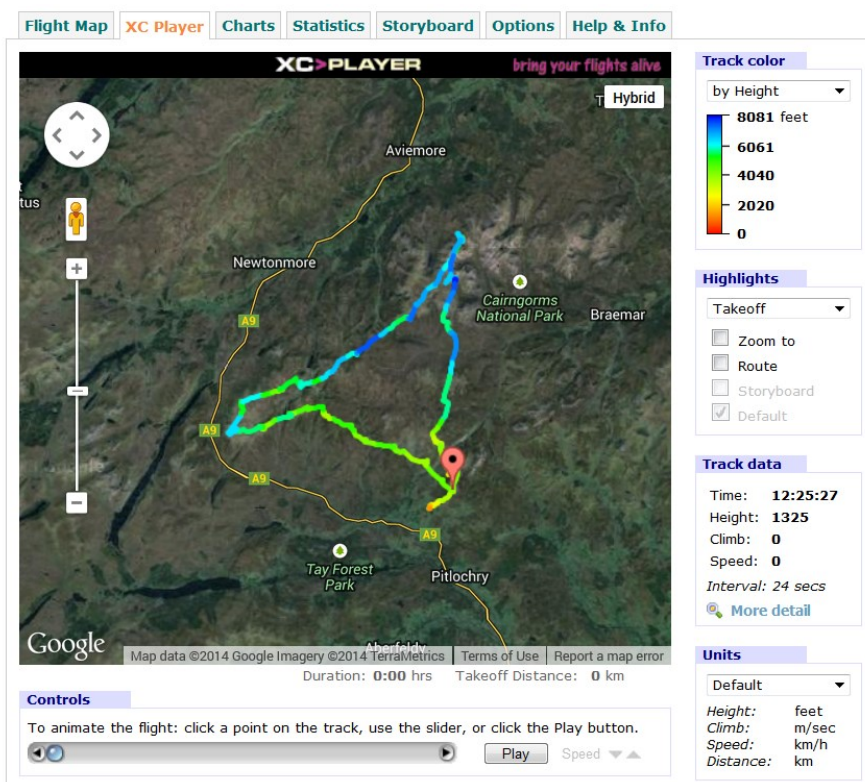
Leg 1	29.92k
Leg 2	39.51k
Leg 3	33.70k
Distance	103.13k
Deductions	2.40k (cylinders)
Total	100.73k
Multiplier	x 3.30
Score	332.4

Open Distance

Total 39.1k

[Tracklog](#)

[Admin](#)



Finally there have been some stunning flights in the Alps in the last month including the first ever 300km FAI triangles flown on paragliders. On Saturday 7th June Austrian Thomas Walder became the first pilot to break the 300km triangle barrier, flying 325km around the Zillertal region on an Ozone Enzo comp glider. He followed that up with a 295km triangle on Monday 9th June. A second Austrian pilot, Bernhard Pessel flew a 300.65km FAI triangle on Sunday 8th June with an EN B rated Mentor 3 – Wow!



Closer to home there have been a scattering of good days in the Dales too, such as Saturday 21st June which saw fun conditions and large gaggles flying Dodd Fell (<http://www.xcleague.com/xcleagues/view-10.html?vx=200621>). Currently the Dales is 16th out of 33 in club rankings, and details of the Dales league can be found below. However we only have 8 pilots paying the subscription so that flights can appear in the National ranking rather than just the local league – it's only £6, so it would be great to have of our pilots represented there. There are plenty of pilots making flights but not submitting anything at all

– every flight over 5km counts towards the inter-county league between Dales, Pennine, Derbyshire and Cumbria. This competition can be won or lost on the submissions from pilots on A & B wings, so even if your flights are relatively modest stick them into the league.

If you're not signed up already, get registered and start submitting flights here: <http://www.xcleague.com/xc/>

Dodd Grid Challenge

Martin Baxter upped his score to 8 cylinders on 14th May before flying a 46k XC, reinforcing the DGC as the perfect way to warm up for long XC flights. More details and way points for the DGC here: <http://www.dhpc.org.uk/competitions>

Competition News

Dales members Jake Herbert and Dave Smart took part in the British Open in Gemona, Italy, 1st to 8th June, with both putting in fantastic performances up against some of the top pilots in Europe, finishing 49th and 26th overall respectively from a field of around 130. Dave came 2nd with Jake 8th in the Sports class from 48 pilots – Brilliant achievement guys! Full results here: <http://fastretrieve.com/BOC/results/index.htm>

As Skywords goes to press a posse of Dales pilots are heading to Laragne in the south of France for the Ozone Chabre Open and hopefully we will see more good performances there (<http://www.flylaragne.com/>).

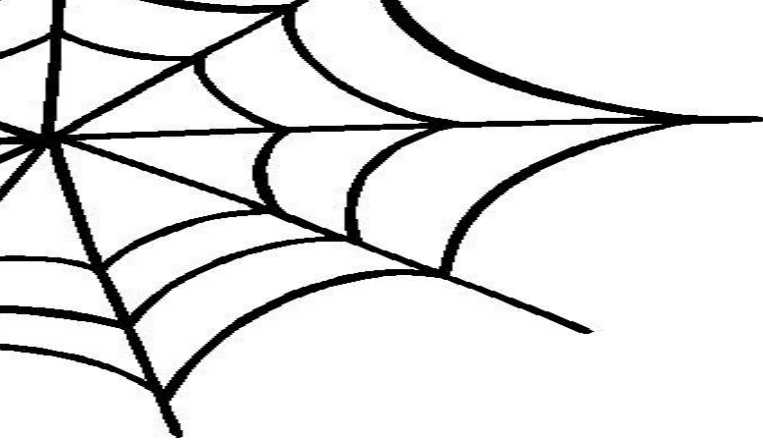
Dales XC league (as of 24th June)
Simon Goodman - Competition Corner (Cont)

Rank	Pilot	Glider	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	David Smart	Ozone Delta 2	307.3	122.4	106.8	46.6	31.5		
2	Ed Cleasby	Niviuk Peak 3	298.5	77.6	56	55.3	42.5	39.2	27.9
3	Jake Herbert	Nova Mentor 3	199.6	100	44.9	42.4	12.3		
4	Dean Crosby	Nova Ion 3	173.2	73.6	57.9	41.7			
5	Steve Etherington	Nova Mentor 3	169.4	104.3	65.1				
6	Chris Fountain	Ozone Delta	149.4	63.6	49.9	19.9	16		
7	Martin Baxter	Advance Sigma 7	148.1	88.9	48.6	10.6			
8	Mike Cavanagh	Ozone Mantra M6	147.1	116	31.1				
9	Simon Tomlinson	Advance Sigma 8	140.2	57.6	34.5	13.8	12.7	12	9.6
10	Thomas Yeadon	Ozone delta 2	131.8	131.8					
11	Pat Dower	Niviuk Icepeak 7 Pro	128.0	128					
12	Kevin McLoughlin	Nova Factor	125.7	40.6	25.9	23.3	14.9	13	8
13	Alex Colbeck	Niviuk Artik 3	107.5	76.9	30.6				
14	Gary Stenhouse	Ozone M6	94.6	79.1	15.5				
15	Peter Balmforth	Axis Vega 2	79.2	62.9	16.3				
16	Philip Wallbank	Niviuk Peak 2	64.5	64.5					
17	Krzysztof Telus	Skywalk Chili 3	50.5	50.5					
18	Simon Goodman	Nova Mentor 3	39.3	33.2	6.1				
19	Richard Boyle	Niviuk Artik 2	37.6	37.6					
20	Gary Senior	Gin Atlas	37.0	37					
21	David Bradwell	Advance Sigma 7	25.6	25.6					
22	Tim Oliver	Gradient Golden 3	19.2	19.2					
23	Richard Carter	Skywalk Cayenne 4	12.2	12.2					
24	Mark Morrison	Ozone Geo 2	7.6	7.6					
25	Richard Tang	Nova Factor 2	7.2	7.2					

Dales Pilots National XC league (as of 24th June)*

Rank	Pilot	Glider	Total	Flight	Flight	Flight	Flight 4	Flight 5	Flight
1	Alex Colbeck	Niviuk Artik 3	350.3	182.4	76.9	60.4	30.6		
2	Jake Herbert	Nova Mentor 3	317.8	100	71	47.2	44.9	42.4	12.3
3	Chris Fountain	Ozone Delta	210.9	63.6	61.5	49.9	19.9	16	
4	Martin Baxter	Advance Sigma 7	162.6	88.9	48.6	14.5	10.6		
5	Thomas Yeadon	Ozone delta 2	131.8	131.8					
6	Simon Tomlinson	Advance Sigma 8	130.6	57.6	34.5	13.8	12.7	12	
7	Kevin McLoughlin	Nova Factor	103.0	40.6	25.9	23.3	13.2		
8	Richard Boyle	Niviuk Artik 2	37.6	37.6					
9	Simon Goodman	Nova Mentor 3	33.2	33.2					

*You need to list Dales as your primary club and pay the £6 XC league subscription fee to appear in this list.



W W Web traffic

How did we exist before the web!? How did we settle arguments? The amount of info now available is of course mindblowing. Para/Hang gliding sites are well represented on the web. If you're thinking of changing your wing, this website might be useful. If not, the links attached may at least let you know where your current wing sits in the great scheme of things. Will this great information stop the need for arguing about how good your wing is. ~~Probably~~ Definitely not!

Dust Of The Universe

This guy, Ziad Bassil, has quite a good job. Testing new wings. He knows a thing or two. Below is a transcript from part of his website, this may be of use to you if you are boning up for your pilot exam! We have put some of the wing performance information he has produced on the DHPC

Glide distance/ time comparison for equal glide ratios.

barnacle bill wrote:

Hi Ziad

What a great resource you are producing for us. I have a question though. On the 'trim speed' comparisons you compare the gliders when gliding into a headwind and state that glider A glides better than glider B into a headwind at trimspeed.

Do you think gliders glide differently at trimspeed between upwind and downwind glides, when comparing them against eachother?

Is it relevant whether you are flying upwind or downwind (or crosswind) when comparing glide at trimspeed (or any speed for that matter)?

Could glider A and B have the same glide at trimspeed going downwind, but glider B glides better when both are going upwind? If so, how do you account for this? Do you believe that the gliders behave differently depending on their orientation to the wind?

Hi,

Lets take two gliders with same glide ratio in no-wind conditions:

glider A - trim speed 40 km/h, glide ratio 10, sink rate 4 km/h

glider B - trim speed 30 km/h, glide ratio 10, sink rate 3 km/h

Dust of the universe

A website for testing recent para gliders

Lets do the following test: both gliders start 1 km above the ground and glide hands off (trim speed) until they land.

glider A - with sink rate of 4 km/h the glider will lose 1 km in 1/4 hour or in 15 minutes and will land 10 km away from the starting point

glider B - with sink rate of 3 km/h the glider will lose 1 km in 1/3 hour or in 20 minutes and will land 10 km away from the starting point

Obviously both gliders perform identically (with respect to glide ratio).

Now lets do the same test with headwind of 10 km/h

glider A - with sink rate of 4 km/h the glider will lose 1 km in 15 minutes, but will travel with ground speed of $40 - 10 = 30$ km/h. With 30 km/h ground speed, for 15 minutes the glider will cover 7.5 km.

glider B - with sink rate of 3 km/h the glider will lose 1 km in 20 minutes, but will travel with ground speed of $30 - 10 = 20$ km/h. With 20 km/h ground speed, for 20 minutes the glider will cover 6.6 km (aha!)

And what happens with tailwind of 10 km/h

glider A - will fly again 15 minutes, but with ground speed of $40 + 10 = 50$ km/h, thus will land 12.5 km away

glider B - will fly again 20 minutes, but with ground speed of $30 + 10 = 40$ km/h, thus will land 13.3 km away

So this is an example where glider A and B behave identically in no-wind conditions (wrt glide ratio over the ground), but A glides further in headwind, while B glides further in tailwind.

.....

There's lots more interesting stuff on [Ziad's website](#) if you haven't seen it before.

[Need to settle those arguments about whose glider is most efficient, my thanks to Tony Pickering found this interesting sheet.](#)



LCC Write Up

The campsite, set on the southern shore of Lake Buttermere, tucked between steep crags, couldn't be bettered. Twisting narrow roads ensure it remains a hidden gem.

I went to the Lakes Charity Classic over the last May weekend to meet up with friends from my coaching group in Spain and to have a look at a new area.

It is daunting as a new pilot to explore new sites so the benefit of local knowledge was welcome and I managed to get onto one of the excellent coaching groups – led by Mike and Jackie.

So it was a Thursday arrival in glorious sunshine, chill over a weird Ribena flavoured cider and chat to other pilots in the bar.

These are purely the impressions of a newbie and not a report on the competitions as the sky gods were on different sites.

A 9 a.m start, introductions and a briefing then we piled into cars and off to Blencathra – stopping to check out the cricket pitch landing field. Avoid the club house, covers, sewage works, power lines, trees, and don't land on the sheep next door– after clearing the main road. Easy peasy then.

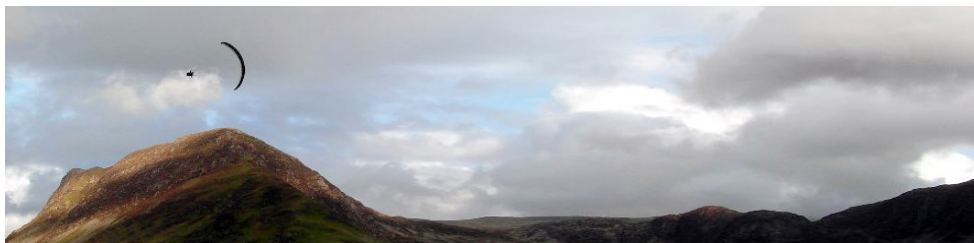
A drive part way up then a bit of a slog. The B comp boys were off to parawait on the top – we had it easier. The landing field was within easy reach – just a village and the road to watch for. We all got a bit spooked when a guy from the other coaching group went haring round a rotory gully on a C wing. Turns out he had 100+ hours!

We all took off, we all went up, some more than others, we all went down and then up again over the landing field. I was tracing odd patterns in the sky and ended up in the football field as did several others.

The wind changed so we headed back towards the venue for an evening flight off Buttermere Moss. On with the crampons for the short but sheer climb. An enterprising local could make money with a ski lift. The French acro team were pulling stunts to make your stomach churn.



It's the first time I've flown over water. It was a trifle hair raising as lift turned to sink and there was some quiet panicking about reaching the far shore. The option was to overfly then turn back and aim for the spot on the campsite but it was getting quite busy and I had no wish to make a twit of myself by landing on the beer tent or falling over. Made it to goal and of course the landing was near perfect.



The LCC

a newbie's view (cont)

Jan Tempest

Time for food (delicious), plonk, and boasting to mates about the epic day. Not quite but it was good fun.

Saturday our luck held for a better day and off to Clough Head. Being v jammy I was in a 4WD and we drove half way up to the quarry but it was still a long haul to take off.

I take my hat off to the Lakes flyers. It makes our walk ups look like a stroll in the park but the views are absolutely fabulous – on a good day.

There was lots of lift about and people were heading off xc. Our bunch was mixed. Some had great flights, some plummeted and after playing about with some baby thermals over a quarry I had to do the usual and push too far out so lost it but was determined not to totally bomb. It was an interesting slope landing on scree downwind. The other option was to turn out, scrape over a wall and head miles downhill. 40 minutes to walk back watching others happily flapping round the sky. Not amused with self.



After recovering I took off with instructions to “overcome your fear of the ridge and fly close”. Bouncing along nicely and scraping the scree when informed over the radio that a police helicopter was incoming to search for a missing walker and everyone was told to land asap. There was nothing but lift – in close, out from the ridge, over the valley. The only way was up!! One of the few times to get serious airtime and it was scuppered! Worse for the poor walker as he was found dead shortly afterwards.

Back to the campsite for the entertainment.





A French acro team was on hand to show us mere mortals how to turn somersaults, touch wings, corkscrew around but the Brits responded by collapsing wings, cutting away and pulling tricks on reserves. And taking an early bath in the lake. I'd seen some stuff in France but this was a bit good.

Followed by more great food, beer and one of the best bands I've seen in a while, including the Stones and Dolly Parton. Locals turned out in their droves – the LCC is obviously the social event of the year.



Photo: Tony Pickering

The Dales Club sent a decent contingent. Mr Ed was 3rd, also there were Neil Plant, Mr and Mrs Spillett, Tony and Zena Pickering, Toby Briggs, Kevin McLoughlin and Simon Goodwin – sorry if I've missed anyone.

I hate to give best to those chaps on the wrong side of the Pennines but they know how to throw a party. Some great sites, awesome views, horrible walk ups! Brilliant flying, wonderful hospitality, a fantastic weekend. Many thanks to all the organisers and they raised about £4000 for charity.



The icing on the cake for me was winning the raffle and I'm v v v excited about a tandem flight with Jocky Sanderson – WOW. What a great weekend.

Jan Tempest—Trophies Secretary

More Fun at the LCC—Photos Courtesy of Tony Pickering



[..also—link to Ed's LCC snaps](#)

Club Coaches. This is an up to date list of Club Coaches.

Dales Hang Gliding and Paragliding Club – February 2014

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,	steve.andbex@btinternet.com	01765 650374
Kevin Gay	Various	Ripon	kgay@talktalk.net	07794950856

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Ed Cleasby Chief Coach	Various	Ingleton	xcflight@gmail.com	07808394895
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Steve Mann	Weekends	Kirkby Malzeard	steve.andbex@btinternet.com	01765 650374
David Brown	Various	Ingleton	d.brown208@btinternet.com	07757333480
Alex Colbeck	Weekends	Harrogate	alex.colbeck@hotmail.com	07717707632
Kate Rawlinson	W/e schols	Colne	katerawlinson@hotmail.co.uk	07976510272
Tony Pickering & Zena Stevens	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin	Weekends	Lancaster	kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter	Weekdays	Wetherby	mrbaxter@hotmail.co.uk	07775785479
Toby Briggs	Various	Pateley Bridge	tobybriggs@btopenworld.com	07582156471
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	07770741958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
Simon Goodman	Various	Leeds	simon.goodman @talktalk.net	07720061200
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Sean Hodgson	Various	Haworth	sean@ogi.me.uk	07999606084

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.

[Ed Cleasby](#)

[Chief Coach/Senior Coach](#)
[February 2014](#)

Hello!

If you and your flying friends still not decided on where to go for a paragliding vacation this summer we once again invite you to spend them with HUU HUU paragliding on guided "Slovenia paragliding Summer tour 2014".

We prepared a suggestion that you can find in this year's catalogue "Slovenia paragliding summer tour 2014". You can download it from a dropboxfile that is linked below. In this catalogue, you will find a 27 pages of detailed information about the offer, flying areas, other possible sport activities and trips. Because we designed a few packages for organised groups and because we can adapt them to your wishes, you can really create perfect paragliding experience with this offer. All that we have to do is good organisation, responsible leadership and taking care of unforgettable flying experience in the valley of river Soca, Julian Alps and other areas in Slovenia, Austria, Italy.

Because "Slovenia Paragliding Tour 2014" is meant for organised groups (you cannot apply alone) we are asking you to send this offer to other members of your club.

We are thanking you for reading and forwarding this catalogue, any other questions you might have are greatly appreciated.

Klemen Sovan,
the owner of HUU HUU paragliding / courses, trips, traveling,
paragliding instructor, SIV courses instructor, tandem pilot

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The editor will be in Oludeniz next month, whilst he is supposed to be editing this magazine. If there is an August edition, it will be late, and it will be thin! Enjoy your summer everyone! Tam