

WINGS & THINGS

Freex Spear Medium, DHV2, Stunning performance and handling, excellent condition, test fly Dales, Lakes or North Yorks. £500. Telephone Dave on 01740 623 689 evenings or 07970 699096 mobile.

Honest TJ bargain

My Icaro Laminar, ST 1.5, which is less than 2 years old and flies beautifully. Matrix mylar sail and the "easy land option" plus removable keel for use with a Mosquito. Also features enclosed spring batten ends. 14 metres. Cheap due to slight sail damage at £1800

Also, Davron 808GPS, ASI etc. Brilliant instrument - selling as I am now flying with a Brauniger. £275

Trevor Birkbeck Ring me on 01765 658486 or 0836 342312

Airwave K2 airframe for sale - all parts available.

Also Magic 4 speedbar.

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Top quality brand new hang gliding equipment - Aeros Extreme harness (integral reserve pocket, purple and black, suit pilot of average build and height 5 feet 10 inches plus or minus approx 2 inches); Lara 250 (rated to 250lbs) reserve - the best, TESTED at 5.02m/s; Aeros drogue, £600 the lot. Kiwi "Evolution" carbon full-face helmet - 58cm. As new. £60. Halifax (01422) 372613.

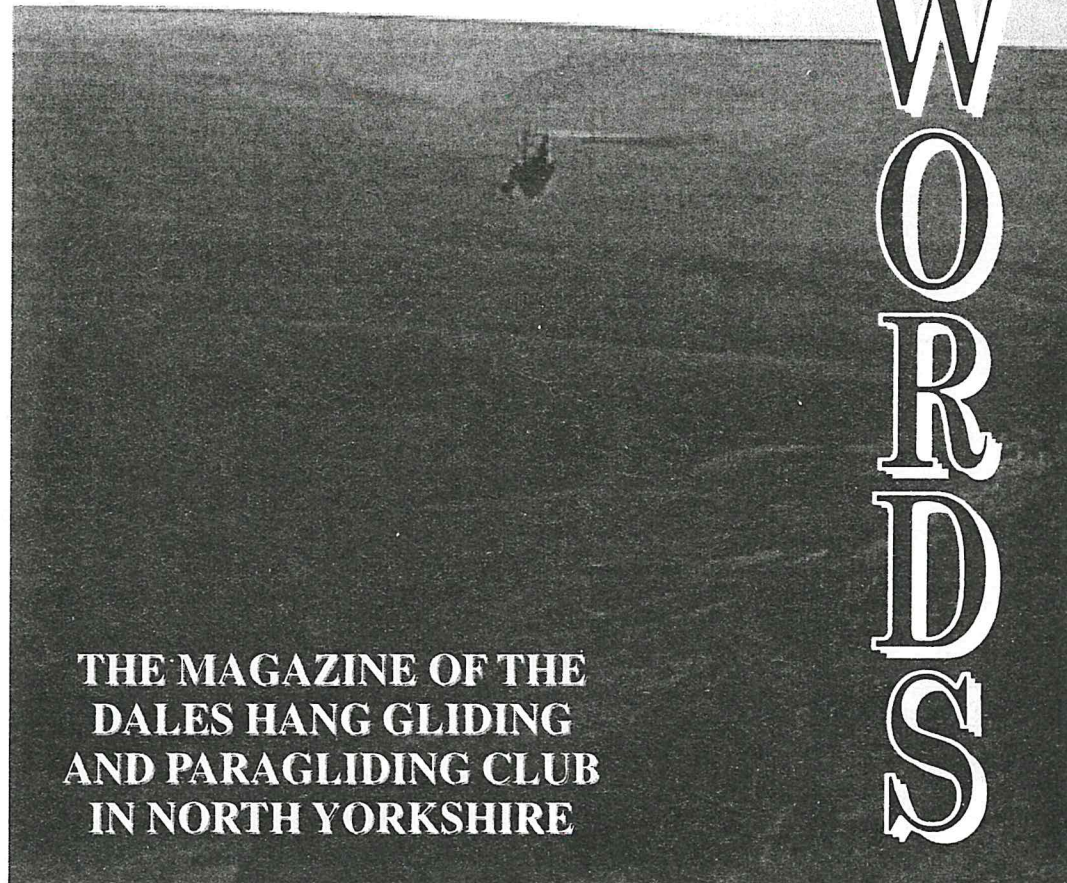
Hi. I'm a member of the DHPC & a low air time pilot. I am off to Spain in October with a similar group to hopefully increase my skill & awareness. To help me i will require a Variometer & obviously don't require the best/most expensive on the market. Just something that will simply do the job. Can anybody sell me one & if so can you email me a description & a cost as soon as possible. James.vernon@ttc.ltd.uk Thanks in advanced.

James.

MEMBERS SMALL ADS. ARE FREE
COMMERCIAL RATES ARE
BACK PAGE = £20.00
FULL PAGE = £15.00
HALF PAGE = 7.50

OCTOBER 2001

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**THE MAGAZINE OF THE
DALES HANG GLIDING
AND PARAGLIDING CLUB
IN NORTH YORKSHIRE**

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Cover photo
 Paraglider on Pule
 Hill
 By Craig Richardson



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Equipment and expert advice for paragliding, hang gliding & gliding. Clothing Sale now on!!!

Fast mail order service. Free packaging on all orders. Lots of the best quality flight gear in stock.

BHPA approved paraglider pilot training in the beautiful Yorkshire Dales on the best equipment available.

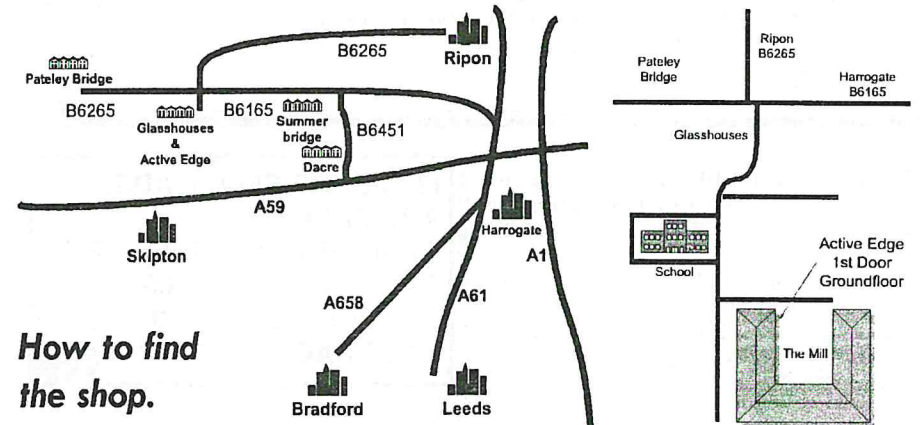
Try out the new Nova Carbon DHV 1-2 high performer Demo wings always available.

Secure online shop: www.activeedge.co.uk

Run by Dean Crosby, ex British Paragliding Champion, ex Captain of British Hang Gliding Team, Sailplane pilot.

Knowledgeable staff, lots of stock, next day delivery, money back if not completely satisfied.

'Dedicated to providing the best products, support and service to the free flying community, now and in the future'



How to find the shop.

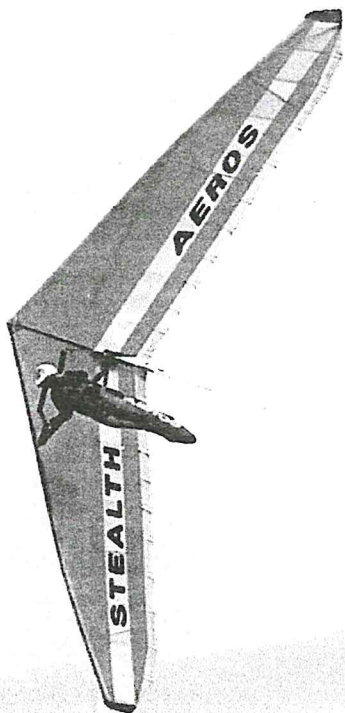
shop open: most days phone first

**AEROS UK PROUDLY ANNOUNCE AVAILABILITY FOR
2001 OF THE AEROS COMBAT**

Ukrainians declare war

G. W. Meadows gw@justfly.com writes:

After a year of R&D, Aeros has put together it's most high performance AND user friendly competition glider to date!. The Stealth COMBAT is officially released to the U.S. market beginning January 1, 2001. Currently, the glider is only available in the 154 size, but a smaller size is currently being worked on at the factory.



The Combat is a new glider from Aeros. In relation to the Stealth 3 Oleg Racer, it has more top surface ribs per side as well as 2 additional shear ribs per side. A completely new sailcut and more VG throw, make this glider not only very sweet in handling, but gives it great landing characteristics.

Aeros has worked very hard to make a competition glider that is not only "top of the line" in performance, but is also very user friendly. In fact, Aeros has just **completed and passed the DHV certification tests** for this high performance ship.

The Combat comes standard with 7075 springtip ribs, Matrix top sail as well as leading edge, carbon crossbeams with auto (in-flight, self adjusting) sprogs.

Aeros has also employed an enhanced reflex system with even more of the trailing edge of the glider supported by reflex members. We will be marketing this glider to not only the serious competition pilot (as we've done past competition gliders) but also to the serious cross country pilots.

The glider is THAT user friendly! We will recommend the Stealth 3 (dacrion glider) - our MOST user friendly performance to recreational cross country pilots.

The stock control frame on the Combat is a sleek 22mm wide aluminum extrusion, but customers can order the (not too cheap) NEW 15mm wide carbon downtubes - the lowest frontal drag available! The beautiful Aeros faired basetube is an option.

PRICE - ONLY £3600. AERO BASE BAR - £176

**CONTACT TREVOR BIRKBECK ON 01765 658486 OR 07836 342312 TO
ARRANGE A DEMO FLIGHT ON THE FIRST DECENT DAY IN 2001**

WHAT'S ON

OCT 4th.

CLUB NIGHT
To be arranged.

NOV 1st.

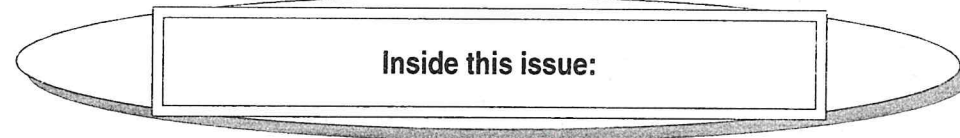
CLUB NIGHT
A.G.M.

DEC. 6th.

CLUB NIGHT
Auction Night

FEB 9th

ANNUAL DINNER DANCE (BLACK HORSE, SKIPTON)



CHAIRMAN'S CHAT / PARALINGO

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CHAIRMAN'S CHAT

Trevor is still recuperating and I am sure he will produce a fine chairman's chat for the next issue .

He tells me that he is recovering well , and hopes to be walking again very soon.

I'm sure that you will all wish him a speedy recovery.

Craig (Ed.)

PARALINGO

If you do not fully understand the following description of one days flying, you are not an experienced Paralinguist and you may find it helpful to study this little short course before going to the flying site.

Though not all terms are used on a regular basis, it is still good to be "educated" in case they suddenly pop up in conversation.

"Hey Sam, did you hear Inspo was poppin yesterday? Jack went big over the back at 14. Tom was the wind dummy in boomers and had 30 wuffos (3 of them had major ground suck capabilities) gawking as he laid out his panty. Five lemmings followed him into the rodeo just before he ragged out at 2000 over. Jay skyed out about 1 hr. later when he cored some great cloud suck. Just before glass off we had magic air that was so good I got about the worst case of toxic flight syndrome I've ever had."

WUFFO:

What you are called if you are new to the sport of Paragliding. Derived from the constant questions like "What for you do that?" Condensed to "What for" and then to "Wa to", thus "Wuffo". It's a stretch but then so are most things in paragliding.

SOARING

Maintaining or gaining altitude for a significant period of time (this came from the fact that if one does this for more than 3 hrs. one gets very sore).

BI-WINGUAL

Any pilot who has enough time on their hands to fly both hanggliders and paragliders.

GROUND SUCK

Anything that pulls your attention from the sky to the ground such as work or scantily clad good lookers standing near launch.

BOMBER

Stable, solid glider

GO BIG

A significant major altitude or distance flight.

Ju Ju

Buoyant, lifty, smooth air

BLOWN OUT

The wind is too strong to fly safely.

NUKIN

Way blown out! When you drive to launch to check the wind speed and you can't open the car door.

TWITCHY

Nervous air

JELLYFISH, RAGS, PARAPANTIES, NYLON

PYLONS:

All more or less (depending on the attitude of the speaker) endearing terms referring to Paragliders.

(Continued on page 5)

OLU DENIZ, TURKEY INTERNATIONAL AIR FESTIVAL 10 - 14 OCTOBER 2001

I have just returned from an excellent family/flying holiday in turkey with news of an event which may be of interest to club members. The 2001 OLu Deniz international air festival is open to all levels of pilot and participation can be at competition level with daily tasks or simply free flying. A packed itinerary includes paragliding acro shows with Mike Kung, hang gliding acro shows, skydiving, base jumping, paramotors, microlights, seaplane flights, and free flying everyday.

The cost for 5 days B&B, lunch, transport to the mountain etc is about £80 (yes £80 !). Flights to Dalaman airport and transfers would need to be organised yourself (taxi transfer £25 approx) All details of the event with daily itinerary can be found at www.babadag.com.

I met a number of British pilots whilst I was there and it is likely that we will be going again, so if anyone else is interested drop me a line. For anyone who is not familiar with Olu Deniz, see the front cover of Skywings August 2001. Take off is at 6550ft with a huge beach for landing. Fantastic.

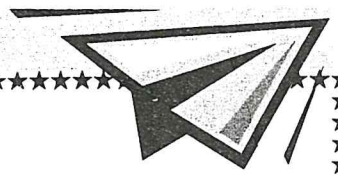
See attached photo of new Dales club member Fred Winstanley and myself (behind the camera) on a relaxing sunset flight.

This could be you !!!!!

PETER SWANBOROUGH

swany@swanborough.fsnet.co.uk

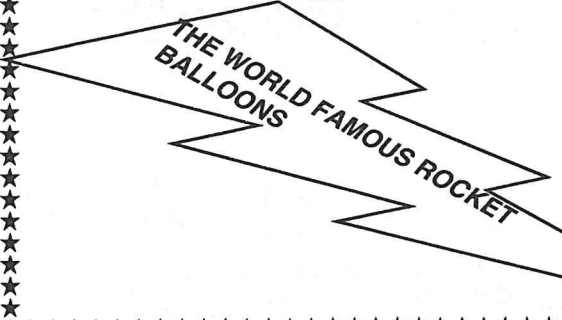
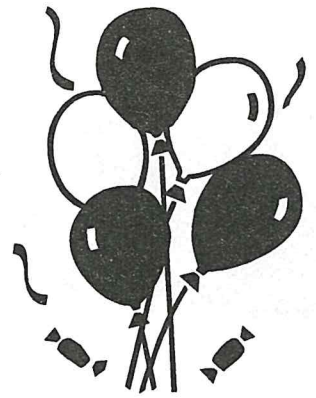




ONE FOR THE DIARY

THE ANNUAL DINNER DANCE
ONE AGAIN THE DINNER
DANCE WILL BE HELD AT THE
BLACK HORSE
SKIPTON
ON
SATURDAY 9th FEBRUARY 2002

The menu has yet to be decided, so details will follow shortly, including the all important PRICE



(Continued from page 4)

HANG DRIVERS, DIVER DRIVERS, LAUNCH POTATOES:

These three terms refer to hanggliders, the latter one referring to those who stand at ready in the launch area for 2 or more hrs., which usually happens to be the place where the best lift is.

LAND LUBBERS, R.C'ers, R.C. PILOTS, BLIMP POACHERS:

Remote control model airplane pilots. Blimp Poacher refers to the story about one R.C.'er who inadvertently (we hope) flew too close to a passing blimp, punctured it and caused an unscheduled emergency landing.

BENCH

A somewhat flat area on the lower parts of a hill or Mt. used as a launching or landing sight.

BENCHING UP:

Launching from the bench and flying up to the top of the Mt. or hill.

BLOW BACK:

Flying in stronger wind conditions at the top of the Mt. and being blown behind into potentially dangerous conditions such as rotors, turbulence, trees, etc ...

COMPRESSION:

Highest velocity of wind at top front part of hill

RIDING OR SURFING THE WAVE:

Flying playfully with the wind at its compression point.

SHADOW OR GRADIENT:

Sheltered low wind area behind an object such as behind a stand of trees where wind velocity drops.

CONVERGENCE:

2 wind patterns meeting at one point creating updrafts or wind shear.

WIND SHEAR:

2 air masses moving in different directions that meet and don't mix but create a dangerous point where half the canopy could be in south wind and the other half in north wind, or other similarly uncomfortable and dramatic wind direction differences.

MAGIC AIR:

F U N Buoyant, comfortable wind conditions that are not always explainable. You wonder why it's so good (unusual), like magic!

RODEO AIR:

Turbulent, rocky wind conditions. Only the craziest of the crazies fly in this air. Also called rock 'n roll.

BOOMERS:

Great buoyant lift sought after by some, avoided by all.

BLOWN OUT:

overdeveloped conditions. Winds too strong to fly

BLUE THERMALS:

Thermals in blue sky (no clouds)

HOT SPOTS:

Ground surface areas such as black top parking lots or any surface areas that heat up and produce thermals.

CLOUD SUCK:

Updrafts produced directly beneath clouds that can suck you up into them (sometimes a sought after experience)

CLICK:

The wind velocity is at one mile, kilometer or knot per hour. "It's up a click."

SPECKED OUT:

Someone flying so high they have become a speck in the sky. Something over 17,999 ft.. This is definitely not legal and is therefore reported over radio as flying at 17,999 ft..

SKYED OUT:

Flying much higher than anyone else. Under 17,999 ft..

BLOWING DOWN:

Down wind conditions.

CORED IT:

Found the middle of the thermal and rode it up. This is the best spot to ride a thermal.

SWEET:

(Continued on page 6)

(Continued from page 5)

All around great flying conditions.

SOLID:

Even and steady conditions.

O.D.:

Over developed, Wind too strong to fly safely.

CHASE THE WIND:

Driving around in a vehicle from site to site looking for good flying conditions, not usually successful.

SCRATCHING:

Working to maintain flight using ridge lift close to the ground, sometimes within inches or scraping.

SLIDERS:

Flying while dragging feet along the ground

SNOW SLIDERS

Same as above, great fun in 2 ft. of powder.

AIR HOG:

Using the available air space in a way that is inconsiderate of other pilots. Also used affectionately referring to someone who spends a lot of time in the air i.e. lands long after everyone else and in the dark.

RIDGE HOG:

Inconsiderately using the air space along the ridge making it difficult (or more challenging if you like) for others to fly. Also sometimes used affectionately.

VORTICES:

Turbulent flow of air that comes off of (above and behind) neighboring "flying wings" such as other paragliders, hang gliders, airplanes and any other miscellaneous airborne particles. You can expect no vortices problems from R.C. Planes and birds, however extreme caution should be used around large flying objects.

DUSTED:

Feeling your canopy flutter or collapse from the vortices of another glider in front or below you. Spooky feeling at first, switches to being only mildly inconsiderate after you get used to it. If accompanied by laughter from the offending glider, the dusting was probably done on purpose.

SLED RIDE:

A no or low wind flight down to the bottom with no lifting conditions.

TANDUM FLIGHT:

2 people flying in one glider.

AUGER IN:

Slamming into the ground at an unsafe speed. (an automatic 10 points)

WIND DUMMY:

First person to fly at a particular site and time so others can tell if they should fly.

LEMMINGS:

Those who fly right after the wind dummy in questionable conditions

PARK:

Hanging motionless in the sky

PARKING A THERMAL:

Hanging in the middle of a thermal and riding it to it's top.

PORPOISING:

Flying up and down in a wave-like or marine porpoise fashion.

WANGIN:

Wingover.

WINGOVER or PENDULUM:

Consecutive opposite turns at an extreme angle so that the pilot swings widely from side to side.

SHUTTLE BUNNIE:

Girl friend who drives vehicle to retrieve or deliver boy friend pilot. Sorry ladies but I haven't heard you use any such term to refer to your guys.

TOXIC FLIGHT SYNDROME:

Flying is so good that you don't want to land and relieve yourself thus you suffer the consequences.

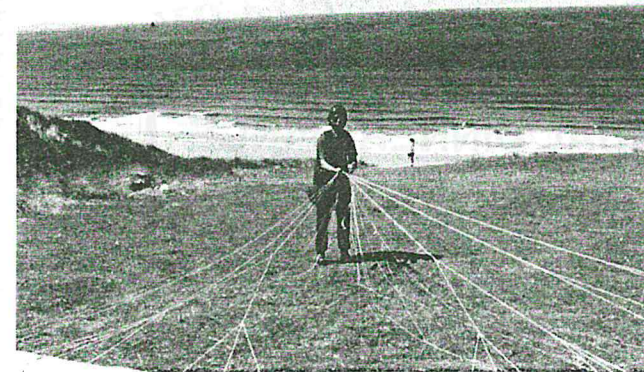
BOINK:

A landing that is so hard that you bounce back up.

(Continued on page 7)

calls unloading their cars and laying out paragliders. They'd got the weather report (dull but dry!) and had made haste just in time to arrive to be met with clag and drizzle. To their credit they were most helpful in assisting me to pack quickly despite their obvious jealousy at missing the best part of the day.

So I haven't done much flying since F&M set in, but at least I have flown -



then took off again into even more lift! The wind had veered a few degrees to the West but what a difference it made! I was thoroughly enjoying myself when I spotted some rather grim looking weather out to sea heading landwards. I did a prompt landing just in time to see a bunch of lo-

and in the UK too. For those of you interested in flying in Cornwall, contact Kernow HG (01872 273 839) or Cornwall PG (01209 218 962) clubs.

ANTHONY WARE



SUMMER FLYING IN CORNWALL

With all the news of pilots seeking airtime abroad, I thought I'd tell you about my flying right here in Britain this Summer. First, a bit of background. All my paraglider training was done down in Cornwall. Following the closure of all UK sites in February, Cornwall was probably the first location to re-open as their sites were back in operation as early as April! I go down to Cornwall each year in early September for a week of water sports and flying at Adventure Sports/Cornwall Paragliding where I did my training. This year, I decided to go once in early August and again in early September in the hope of getting some airtime and to use up an excess of holiday. Unfortunately, both August and September yielded only one flyable day in each week, but at least I was there to take advantage of it and in any case, I spent the unflyable days doing a range of other activities.

Both days were spent at Perranporth, deep down on the North Cornwall coast. The site itself is accessed through a Haven caravan park and could almost have been made for hang gliding and paragliding. The main take-off and landing area is a shallow open grassy slope about 200 feet above the beach. Just in front and below the main area is a smaller and slightly steeper take-off which is often better when the wind is stronger. Below these take-offs is a very steep slope down to the beach giving plenty of lift, to the right are some large sand dunes and to the left a cliffy cove heading towards the town of Perranporth itself. Beach landings are no problem as long as you keep an eye on the tide and there is an additional forgiving area

suitable for slope landing which can be useful if you start going down, can't make the top landing and don't fancy slogging up from the beach. To cap it all, there is a sheltered bowl at the top of the main take-off area which is perfect for getting out of the breeze while packing.

Perranporth is flyable in anything close to a North Westerly, although the lift band has a tendency to shift around rather a lot depending on the exact wind strength and direction. In August, the wind was just a couple of mph below ideal and half a dozen local pilots and myself were doing our best in scratchy conditions. The longest of my five flights that day was 30 minutes before the wind started dropping off and we all started heading beachwards. It didn't matter too much as the sun was glorious, the view fantastic, the locals very friendly - and I'd flown again at last!

September was a different story; an overcast sky with the wind towards the top end of flyable. The amount of lift around was incredible; everywhere was providing an express elevator skywards but unbelievably, there were only two of us out on the hill. I spent a happy hour and a quarter examining the layout of a Haven caravan park, watching the golfers on Perranporth golf course, enjoying the view of Perranporth itself and marvelling at the soaring ability of the local seagulls and birds of prey. Way off to the right is an epic soarable cliff slope, but that is part of a military firing range and alas the red flags were flying to indicate that shooting was in progress. I had to land to answer a call of nature and grab some refreshment and

(Continued from page 6)

TOUCH AND GO:

Touching down on the ground briefly and then flying right back up again keeping the canopy inflated.

MOON WALK:

Using the lift of the canopy to take giant steps along the ground.

REVERSE LAUNCH:

Launching with back to wind and facing canopy. A little bit confusing at first.

DUDED TO SCRATCH:

A paraglider dressed in protective or combat gear from head to toe for very necessary body protection while semi-flying and skimming and scraping along the ground.

BEING A DRAG:

Getting blown back by high winds and dragged along the ground. Not usually done intentionally and happens when one attempts to launch or land in high winds or during paragliding training maneuvers. Is normally exciting and uncomfortable.

BUTT LANDING:

Landing in sitting position (sometimes done on purpose).

BUTT LAUNCH:

Launching from sitting position almost always done on purpose)

BACK LANDING:

Landing on back (hopefully always done on purpose and very gently).

BACK LAUNCH:

Launching from position of lying on back (I have never seen this done accidentally).

RAGGED OUT:

A collapse of the canopy or airfoil, it looks like a crumpled up rag.

DOO DAH'S:

Waiting around, no wind days.

SAFETY MEETING:

Pilots choose not to fly and instead drink alcohol

and stay on the ground. I don't know why this is called a safety meeting as I have been to a few and there was no discussion of safety. Alcohol is not safe and neither is the ground. All the accidents I have seen or have heard of have happened while in contact with the ground. Even if you're falling through the air, you don't get hurt until you hit the ground.

DRAGONS:

Unseen dangers for pilots, such as rotors, turbulence, wind shear, etc ...

GLASS OFF:

Winds become very smooth and even

SPOT ON:

Yes, exactly, very accurate.

CRANK AND BANK:

Making a very sharp turn.

SHIT AND GRIN:

super strong lift that is scary and fun at the same time.

CRANKING,

Strong wind

POPPING:

Thermal activity is edgy and abrupt

BULLET THERMALS:

Small and strong.

HOUSE THERMALS:

(Don't get too excited. This does not mean you can go soaring in your house!) A thermal that tends to be in the same spot consistently.

BIG EARS:

Tucking the end cells or tips of the wing under by pulling down on any combination of the front lines at the ends of the canopy. Purpose: to lose altitude or increase ability to penetrate in higher winds.

COOLING BUMPS:

Mildly turbulent air caused by uneven cooling of surfaces after the sun has set.

BAG IT:

Call it a day, quit flying (pack the glider up in its bag) ...

25 YEARS D.H.P.C. HISTORY VIDEO

Launched at it's grand premiere, (the September club night.)

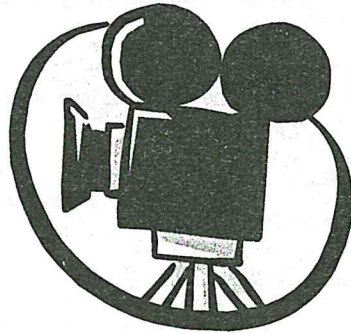
The Dales Hang Gliding and Paragliding Club Committee are pleased to announce that the eagerly awaited video is now on sale. The video charts the early pioneering days of hang gliding and paragliding through to the present day.

Archive cinie film from the early days of hang gliding, along with more modern video footage of hang gliding and paragliding has been turned into a professionally produced video.

An insight into the Yorkshire Dales and the D.H.P.C is depicted by the video and is a must for any club members video collection.

ALL FOR THE OUTSTANDING PRICE OF ONLY £10.00

For your copy please contact Andy Woods on 01765 - 602076



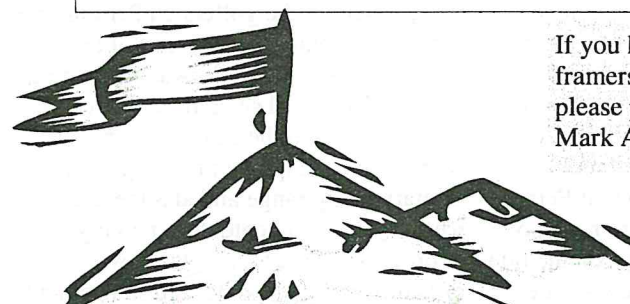
SEE IF YOU CAN SPOT A YOUTHFUL !!! TREVOR AND NOEL (Clue - They both have different colour hair and slightly more of it)

Only £10.00

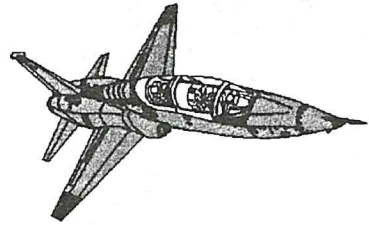
SITES NEWS

<u>SITE</u>	<u>COMMENTS</u>
Wapdale	Essential to contact Phil Wilkinson 01969 663766 BEFORE flying.
Nappa Scar	OPEN (No XC Aug-Feb)
Semer Water	OPEN (NO PARKING IN FIELD)
Stags Fell	MEMBERS ONLY (12 max)
Whernside	Flyable, but the club does not have parking permission
Windbank	£1.50 per pilot to Mr. D...
- Knipe Scar	£1.00 per car to Mr. D...
Hawkswick	OPEN

UNTIL ALL SITES ARE CLOSED



If you have any feedback from framers or landowners etc. Then please pass it onto Mark Ashcroft (Sites Officer)



NOTAM
Flying mid week
Call
0800-515544

APPEAL

As you can see from this months issue I have started a SPOTLIGHT ON section.

Hopefully I will be able to get round most of our sites, if not all of them.

What I could do with for this section is information from our members. Let me know of any X.C.s you have done from various sites, including how far you have flown. This may let us build up a table for who has flown the farthest from each club site. Any hazards not in the hand book that you are aware of, best place for thermals (do they get triggered off in a reliable place), is the site affected by from wave, if so in what wind direction, strength etc.

In fact any information at all you could let me have would be very much appreciated. The more information the better, the more I have the more interesting I can make the section.

Thanking you in anticipation
Craig (Ed.)

D.H.P.C. LIBRARY **NEW TITLES**

Flying With Angels — The Microlight Experience (Kevin Rutland)

Radio Telephony (cassette and manual) — for those who want to learn how to use Radios legally.

Cross Country 8000 (H.G. Video) — xc, thermalling, navigation, - the American way .

Best of La Coupe Icare (Video) — Snips from the St. Hilaire festival .

Riding The Wind (P.G. Video) — Toni Bender's xc. flight across the Alps from N—S.

Red Bull Speed Run (H.G. Video).

The library is available at each club night.

Books and videos can be borrowed from Liz Addy.

Please return any borrowed item the following month, so that others can benefit from the library.



ANNUAL GENERAL MEETING **Club night , 1st. November.(Committee members wanted)**

It will soon be that time of year once again to vote in the members of the committee.

If you have a little spare time and would like to put it to good use, the following positions are up for election at the A.G.M.

CHAIRMAN
SITES OFFICER
MEMBERSHIP SECRETARY
TREASURER
SECRETARY
H.G. COMP. SECRETARY
P.G COMP. SECRETARY
LIBRARIAN
SAFETY OFFICER
NEWS LETTER EDITOR
CHIEF COACH

SOCIAL SECRETARY

The A.G.M. is your chance to participate in the running of the club.

If you think you could do a good job then come along and stand for election, just let a committee member know on the night. No experience is needed just enthusiasm and a little spare time.

**STAND FOR
ELECTION
NOW !!!**

GET WELL SOON

Les Cowling is undergoing extensive treatment at the moment in hospital. I'm sure all who know Les, wish him a full and speedy recovery.

I am always on the look out for articles for the mag.
 If you have anything to say, send it to me.
 News, views, gossip, letters, safety matters, foreign trips, anything at
 all of interest to our members, send it to me preferably by E-Mail as
 my typing is only just upto about four fingers.
 Many thanks
 Craig.
 craigrichardson@blueyonder.co.uk
 Skywords@dhpc.org.uk

DHPC on theWEB

Keep up to date with all the latest information (including
 the latest news on the Foot & Mouth
 situation) by visiting the Dales web site

www.dhpc.org.uk

Updated on a regular basis by
 Mark Ashcroft.



PILOT PROFILE APPEAL

As of date I do not have any more Pilot Profiles. If anyone would
 like to complete a form for this section then let me know.

I can either post or E-Mail a form for you to fill in and return to me.

Please get in touch with me either by phone or E-Mail

01484-715950

07990-730143

craigrichardson@blueyonder.co.uk

skywords@dhpc.org.uk

DO YOU THINK THAT YOU COULD MAINTAIN THE CLUB WEB SITE ?

With his hands full of the things that babies do!! Mark feels
 that he no longer has the time to donate to the club web
 site.

So if you think that you could maintain the site give Mark a
 ring for more details.

CLUB CONTACTS

Andy Woods	Various	Ripon	01765 602076
Mark Ashcroft	Various	Wensleydale	01969 663106
<u>SENIOR CLUB COACH</u>			
Rob Burtenshaw	Sundays	Bradford	01535 643872
<u>NOMINATED CHIEF COACH</u>			
Les Cowling	Various	Haworth	01535 646048
<u>HANG GLIDING CLUB COACH LIST</u>			
Trevor Birkbeck	Various	Ripon	01765 658 486
Bob Delahaye	Sundays & various	Bradford	01274 774 633
Nick Devlin	Weekends	Leeds	0113 2578 512
Alistair Irving	Various	Huddersfield	01484 844898
Steve Clarkson	Various	Ripon	01765 607 304
Stewart Bond	Various	Huddersfield	01484 841 213
Steve Mann	Weekends	Kirby Moorside	01751 433130
Malcolm Wilcock	Various	Bolton	01204 521945
<u>PARAGLIDING CLUB COACH LIST</u>			
Noel Whittall	Various	Leeds	0113 2505 043
David Greenwood	Various	Huddersfield	01484 847 492
Liz Addy	Weekends	Burton in Lonsdale	01524 263296 0777 5690925
Peter Fonseca	Weekends	Sheffield	0114 262 0314
Peter & Sara Spillett	Weekends	Skipton	01756 752 487
Terry Denton	Anytime	Manchester	0161 483 4500
Graham Laycock	Various	Hawes	07974 151073
Robin Moore	Various	Ilkley	01943 865108
Keith Quinney	Various	Birstall	01924 442326
John Callum	Various	Hawes	0797 4171175

The above is a list of good & trusty people, who are club coaches, instructors and observers. They have volunteered to make sure there is a friendly face on the hill for new pilots. New members to the club are advised to make contact with a coach and meet on the hill.