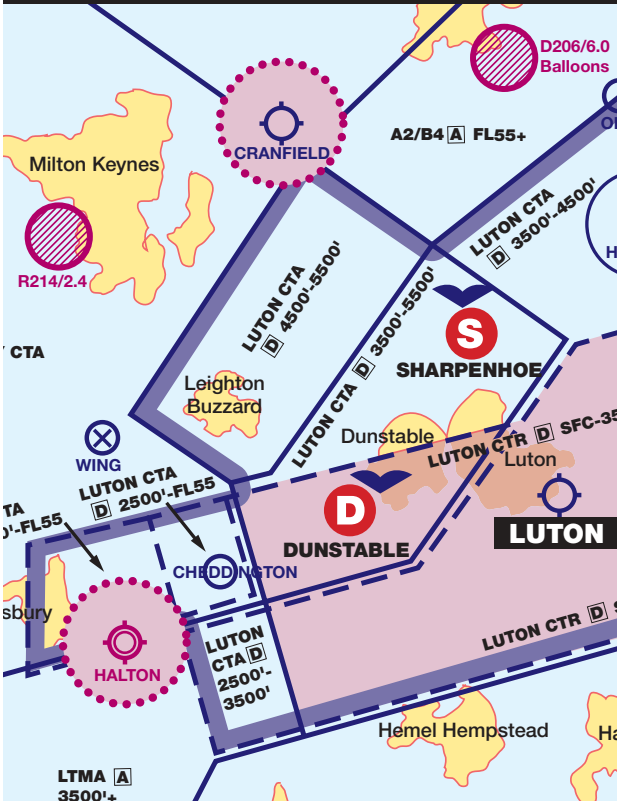
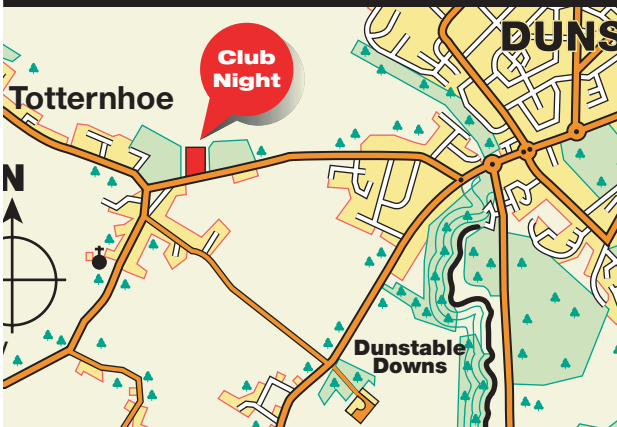


JAN/FEB 2002 LOCAL AIRSPACE AROUND OUR SITES



CLUB NIGHTS DIRECTIONS TO THE CRICKET CLUB



DHPC Website
www.dunstablehpc.co.uk

BHPA Website
www.bhpa.co.uk

Useful Phone Numbers

BHPA
0116 2611322

Dunstable Weather Station
01582 472253

London Gliding Club
01582 663419

Aerotowing Answer Machine
01933 380969

Military Freephone
0800 515544

Red Arrows & Royal Flights
0500 354802

Luton LATCC
01895 426760

Next Club Night

The Cricket Club
Wednesday
February 13th 2002

AGM

8.30pm start

Ups & Downs

THE MAGAZINE OF THE DUNSTABLE HANG GLIDING & PARAGLIDING CLUB



**Isla,
Tandem
flying
down-under**

(see page 5-6)



For the latest club news, visit the DHPC website:

www.dunstablehpc.co.uk

JANUARY/FEBRUARY 2002

I hope you all had a pleasant Christmas and I would like to take this opportunity to wish you all a fantastic new year and all the best for the flying season this year. Certainly the lifting of the last foot & mouth restrictions in Northumbria a few weeks ago has given us all a great deal to look forward to and personally I can't wait for the good weather to arrive.

The afternoons are getting lighter and it won't be long until spring is in the air. I have enjoyed some good flying in February both at our own sites and some of the northern hills that experience exceptional wave conditions so it can be worth getting out even this early in the year.

Since the last magazine was published we have enjoyed the annual christmas bash with a record turnout of over forty members and partners - a good time was had by all. Once again a superb meal was supplied by Geoff and his staff in the LGC Restaurant and our thanks go to them for their work and patience in coping with all flying balloons and streamers.

Even though the foot & mouth restrictions had curtailed competitions during the year there were plenty of candidates for the pots and trophies and all major misdemeanors were exposed with candidates for "Tree Hugger of the Year", "Crap Navigator of the Year" and "Captain Dangerous" all receiving ritual humiliation and the less than coveted awards.

On the horizon we have a talk by Irwin Jehu who we met in Annecy last year. He is coming along to talk about cross country flying in this part of the Alps and the possible routes and distances one can aspire to. Of course he will be promoting his accommodation and guiding service as well. As an ex-member of the BHPC committee he has a wealth of experience and anecdotes which I'm sure will make a very interesting evening.

Finally can I remind you all that the AGM is on Wednesday 13th February. The meeting is a few weeks earlier than usual as we have decided to instigate a hand over period to make it easy for new committee members to take up the reigns. Sadly, after considering the commitments I have for the forthcoming year, I will be standing down from the Chairmans' position and hope to take on a slightly less taxing (back bench) position. The experience has been interesting, demanding but rewarding and I will consider taking on the role in the future when time will allow. I'd like to thank the members of the committee for their help over the year. I'll be reporting the successes and frustrations that the last year has brought at the meeting where I hope to hand over to a new and enthusiastic team. If you think you can help, even in a small capacity, please come along and put your name forward. Your club needs **YOU!**

Steve Meadowcroft

e-mail: addesign@madasafish.com

From the Editor



Clear skies and a steady westerly gave me lots of flying over Christmas. On the pretext of taking Pip's nieces out flying kites I threw the glider

onto the car and spent boxing day trying to keep up with Pete Roberts. Over the next few days I managed 3 hours with a bit of smooth winter ridge soaring. I have given up with the Java, mainly because I had left my old Magic IV on the car hoping for some Mosquito flying, but it was so relaxing flying a sweet handling glider that I can actually land.

The Christmas bash was another excellent evening's entertainment, thanks to all who helped with the organisation particularly Steve Meadowcroft, Matt, Tanya and Sue Cooper. Lots of drinking and merry making. It was good also to see that all the fighting was left until people had left the building, very civilised.

Fresh from his tour of Australia we have a write up from Gary Freedman. Proving her mettle, Isla took to the air for a tandem flight and even steered for a bit. A new club pilot coming up?

Happy New Year

Paul Seminara

The views expressed in this magazine are not necessarily those of the Editors or the elected Club Committee. Permission should always be sought to reproduce articles in this magazine.

Front cover photo: **Isla's Tandem Flight**

DHPC AGM – Wednesday 13 February 2002

We are moving the Club AGM to February, to make the changeover for new committee members easier when memberships are due for renewal. So come along and make a real difference to the way your club is run. We desperately need more new people on the Committee. On the discussion agenda is membership fees and events for the forthcoming year.

Talk by Irwin Jehu Wednesday 20 February 7.30pm at the London Gliding Club Restaurant, Dunstable

A talk about Alpine flying and X/C routes from Annecy

Irwin is: Qualified Senior Instructor. Trained as an ACPUL test pilot in Annecy. Flown as a member of the British Team. Member of the BHPA accident prevention panel. Flown the Annecy region for over ten years. BHPA examiner

Laragne 2002

So far the plan for this popular summer trip is for 6th - 20th July, starting at Annecy for a couple of days to take in the scenery, swim in the lake and hurtle off the heart stopping ramp launch. Then on to Laragne for the big stuff; mega cross countries, and hypoxic height gains.

For details contact:

Matt Moore on 0208 367 8068 or Paul Seminara on 01923 228581

club nights/events

Christmas Bash

A system for ensuring someone listened to The Annual Speeches was devised by linking it to Bingo cards. This also ensured those speaking were interrupted incessantly. Good attendance by 42 revellers enjoyed excellent food and silly games including Oddball racing where James won the high jump and the ladies spectacle kept the lads alert.



After Bash activities included ladies boxing in Dunstable High Street and mammoth drinking sessions at Joe and John's place in Dunstable and the Saysells new abode for separate hang gliding and paragliding sessions.

DIY?

Bill Bell is now thinking of a change of use for his lounge but St Albans local authority considered hanger planning permission outside

their remit. No longer happy with storing his Europa wings at Matt's place the fuselage has now taken shape and moved to its rightful position in front of the TV.

Scrapping, Paggering and Fisticuffs

Following the annual dinner a few of the girls went into Dunstable for some more action and ran into some mouthy locals. Thankfully **Brigitta** managed to calm them down with a few smacks in the mouth - trouble was how do you then calm her down? Tickets for the next round are on sale through the website - well, I would watch.

Ground-to-air missiles

Flying his Mosquito over Amersham **Paul Seminara** was surprised to see a small parachute floating down in front of him. A closer look showed that it was attached to a rocket which the guy in the field below had just fired up, presumably hoping to hit him. Apparently these things can get over 2,000 feet and would certainly be fun tangled up in a propeller or through a sail.

Topless performance

Over Christmas **Richard Greaves** was seen to rig his high performance supership, then wait a few hours watching the half dozen hang gliders having a ball.

Then when the wind calmed down enough he flew his paraglider. A while ago Chris Saysell bought a topless Laminar and won't come out to play anymore. And now Ian Davis has packed up his topless Stealth and bought an intermediate Rio. Looks like the manufacturers have noticed this too as three quarters of the new gliders at Telford had king posts.

Slope landings

Launching from the north-west take off in a steady northerly **James Shillitoe** knew he was in for a rough ride as soon as his feet left the ground. He just managed to out glide the slope but couldn't make it over the fence at the bottom. How on earth can you land a hang glider in front of the fence, without breaking anything? I've got a quid says he can't do it again.

Power Mad

Bill Sargent may be converting to the *real* power boys. After his New Year's Day ride in a microlight with Richard, he couldn't keep the grin off his face upon landing (as well as fighting off frostbite!) Bill's now really keen to learn to fly one and intends coming up again when it gets a bit warmer and having a few more lessons. Any other takers?

Aerial Photos of Smithcombe needed by NT.

NT need some aerial photos of the East end of Sharpenhoe to assist with their planning. I've rarely seen anyone soar this end at any great height, hence I wondered if a paramotor / doodlebug pilot would like to offer their services. The top field is back under NT control so a T/O could be authorised from there. Liaise with NT (Jeremy Sutton or Warden Jamie) or me.

Scrub Clearance Suggestions.

Any suggestions need to be vetted by NT who will allocate a Warden to supervise. This is due to the protected status of our Sites. NT will continue to clear a strip along the foot of Dunstable. We really need to sort out Sharpenhoe T/O. If enough members are interested I will try and organise a date.

Raffle Prizes

- 1st Mark Fowler**
£150 Green Dragons voucher
- 2nd Vince Wakefield**
Teddy Bear
- 3rd Steve Meadowcroft**
Wine
- 4th Paul Scott**
Wine
- 5th Mark Fowler**
Chocolates

Special thanks to Green Dragons for the raffle prize.

Innovation!

During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration, (NASA), decided it needed a ball point pen to write with in the zero gravity confines of its space capsules. After considerable research and development, the Astronaut Pen was developed at a cost of about US \$1 million. The pen worked and also enjoyed some modest success as a novelty item back here on earth...

...The Soviet Union, faced with the same problem, used a pencil!

flying down under in sunny australia

JAN/FEB 2002 GARY FREEDMAN



Some unscheduled time off work and a desperate desire to see the sun led Isla and I down under for a couple of weeks. Australia is a special place for me as this is where I first really learnt to fly back in 1995. So, after arriving in Sydney and escaping the Blue Mountain fires raging for hundreds of kilometres, it was up to Byron Bay – a 12 hour trip on the greyhound. Passing kangaroos and no doubt some of the 10 most deadly snakes in the world, crocodiles, red back spiders, box jelly fish and of course koala bears, it was a relief to be in the calm and alternative Byron Bay.

Byron Bay is where I first leapt off a ramp whilst strapped to a hang glider, and where my old instructor Neil Mersham takes tandem flights 7 days a week. Neil is a former Australian team member and still likes to take part in the odd competition – recently coming 11th in the Corungra classic. There's a beautiful coastal site just at the lighthouse – the most easterly point in Australia - and another coastal site 20kms south at a place called Lennox Head.

It was at Lennox that carrying my harness half way round the world finally became worthwhile (sorry Paul). Neil leant me a Pac Air in good condition, and I clipped in ready for the 30mph launch. Lennox is an unusual site in that the take off is only 90ft above the sea, but there is a 300ft cliff just to the right with absolutely no bottom landing option below, unless you like a bit of salt water.

But there was no question of going down, and I soon found myself floating around in the calmest air you could ever imagine hundreds of feet above the ocean. Perfect conditions for a mid-air cup of tea and a few photos. Landing is a bit more interesting – there were about 6 or 7 tandem gliders plus a few solo pilots all taking off in the same spot as you need to land in. The etiquette is to stick one leg out of your harness when you want to land, then make a swift turn in at about 200ft, and come down like an elevator in the 25-30mph compression. It's a bit like Heathrow airport, but much more fun.

However the highlight of the Oz trip was not my flying, but Isla's. After years of her sitting around on the hill whilst I flew, it was finally her chance to turn the tables...

“So there I was'...I never believed that I would be the one uttering that famous hang-gliding phrase. As a hang-gliding girlfriend (or "widow" some might say), I've certainly heard many a tale of flying (often on repeated occasions!) But on January 1 2002, I was the one in the air.

Gary and I were in Byron Bay, with Gary keen to do some flying and to meet up with his gliding guru, Neil. We thought it a perfect opportunity for me to try a tandem flight, as Neil has been flying for 26 years and doing tandems routinely for the past 11, so I felt fairly safe being taken "under his wing", as it were.



Isla takes to the air – tandem flying in Australia

The biggest surprise of all was how much I enjoyed it – admittedly, I didn't have to do very much on take off, as my legs were too short to reach the ground once clipped in, so Neil was doing all of the running. Once up in the air, I was amazed by how secure it felt and I didn't feel nervous at all. We saw a family of dolphins leaping out of the water, and I even got to do some of the "driving". My only nervous moment was when Neil handed me his phone so I could say hi to his girlfriend – the very real possibility that I might drop the phone into the beautiful Pacific Ocean below us was a little worrying.

Again, on landing I didn't have to do much work, and I remained on an amazing high for hours afterward. I couldn't tell you much about what type of glider Neil had, the wind speed or direction, or anything very technical about the flight, but it's fantastic to finally have experienced a taste of what all the fuss is about!

I had a couple more flights in early Jan from the same site, the second of which finished rather abruptly and dramatically in a bottom landing. I had taken off in a 'light' 15mph, and soon discovered there was no lift. I found myself hugging the cliff face in desperation and watching the sea coming towards me. I managed to turn 180 degrees and head for a tiny patch of reeds the other side of take off. I was pleased to remember the 'landing in high

crop' theory of treating the top of the crop (or reeds) as the ground. I put in a massive flare and landed almost gently less than a metre from the sea's edge.

That was it for Byron Bay. I did also venture south of Sydney to the well known Stanwell Park – Sydney's local and most popular site. The day I arrived, the hang gliders were getting a ticking off for not getting out of the air quick enough to allow the water helicopters to fly in and put out some local blazes – apparently they were delayed for several hours (that's what I call priorities).

Chris Boyce is the main man down there, and he was quite happy to lend me a glider, but for the adverse conditions. I sat on the hill for 2 days watching the wind blow from behind, before retiring back to Sydney for a last few days in the comfort of Bondi Beach, the Opera house and of course the home of the greatest gliders in the world, Moyes...

If you're out in Byron Bay, Australia, Neil's number is 0408 441 742.

And if you're in Sydney, Chris's number is 02 4294 4294

They'll both be happy to sort out tandem flights for the partners and gliders for the flyers. Enjoy.

Gary Freedman

farley's awards 2001

JAN/FEB 2002 MATT MOORE

Mainly for the two notable feats of, not blotting his copy book that anyone can remember and scoring the highest marks in Septembers Pilots exams, this years club award for most improved hang glider pilot goes to Phil Elliot.



Phil Elliot/Most Improved H/G Pilot



Helen Appleton/Tree-Hugger Award



Paul Seminara/The George Farley Award

The George Farley Awards 2001

Instead of our usual Laragne tour, last year we decided to try Millau. The George Farley award being for services to the Aluminium industry while flying abroad, is generally but not exclusively, decided on these jaunts, and Millau was to be the arena for an unprecedented display of ill-judged arrivals, almost all of which resulted in the damage apparently, of one broken upright and one bent but repairable upright, dependent of course on one's interpretation of repairable. I pranged downwind dislocating my shoulder on the first day. Greg pranged downwind without personal injury, as did Yeong. Larry though managed to cut his face, Paul Seminara inadvertently executed a low turn and Ian Gilbert eventually managed a crash by selecting an increasingly difficult series of outlandings until he bashed his knees.

The water was muddied a little by Paul Scott who broke a leading edge, but argued successfully that this was due to damage that was inflicted on it while crashing on the Downs and the actual break was while he was attempting to straighten it. This after flying on it again by the way and discovering that the glider had a very serious turn in it.

This mayhem provided us with an apparently large number of equal qualifiers for the award and prompted us to go back to basic principles and some of the secondary award criteria. Those few of us left who had the privilege to witness Mr Farley flying and I'm sure Bill and Paul Scott will back me up here, remember his style in a few key points.

Firstly, in all of his spectacular prangs, he never so much as ruffled his hair, let alone injure himself. He could and did, walk away from a total write off without so much as a scratch. In view of this remarkable trait, early in its inception it was decided that style points would be deducted from those who had suffered personal injury while crashing. This of course affected anyone with for instance a dislocated shoulder, a pair of bashed knees or indeed a cut face. I see a few people breathing-out there.

Still we had a number to pick from, so back to George. Mr Farley's launch and actual flight were usually very good, he would regularly fly much further than the company he was in.

At around 50ft on his approach to landing something quite inexplicable happened quite regularly. As a result of this, he crashed spectacularly, but being well practiced managed this without personal injury of any description. And finally he swore vehemently at the remains of his glider, blaming it for all his woes.

So who amongst the initially very equal contenders, could most accurately embody the true spirit of George Farley in 2001. There can be only one man and that man is of course still **Paul Seminara**.

Of course the relative narrowness of the previous award would preclude mention of some other memorable incidents this year and in recognition of just some of these we have decided to create two other special awards.

Heroes

This is the transcript of the actual radio conversation of a US Naval ship and the Canadians, off the coast of Newfoundland, in October 1995.

Canadians: 'Please divert your course 15 degrees to the South, to avoid a collision.'

Americans: 'Recommend you divert your course 15 degrees to the North, to avoid a collision.'

Canadians: 'Negative. You will have to divert your course 15 degrees to the South to avoid a collision.'

Americans: 'This is the Captain of a US Navy ship. I say again, divert your course.'

Canadians: Negative. I say again, You will have to divert your course.

Americans: (now distinctly agitated): 'This is the Aircraft Carrier, USS Lincoln, the second largest ship in the United States Atlantic Fleet, I demand you change your course 15 degrees North, or counter measures will be taken to ensure the safety of this ship!'

Canadians: Well, we are a lighthouse. it's your call.

The first of these was inspired by Joanna Dee when in September she confided to us immediately after attending a lecture on navigation, that she had no idea how to read a map or how to use a compass. Despite this Joanna had little trouble in passing the pilots exam.

This fine Crap Navigator T-shirt then is to a pilot who flies in blissful ignorance of this and managed within minutes of takeoff from Leverstock Green to confuse the east west M25 for the north south M1. Step forward please, 'Crap Navigator 2001' **Gary Freedman.**

2001 was a memorable year. How could we forget Murray Brown? Damaging his shoulder after an ill advised paraglider launch in an outrageously high wind and then, before he had healed, strapping himself to one of the worst handling gliders of recent years and discovering only on his approach that because of his injury he couldn't lift his hand off the bottom bar.

Early in the year, the burgeoning foot launched section discovered Sandy microlight field. Yes, we haven't forgotten them and they still remember us. Several takeoffs were made from there and one or two landings. Some more successful than others.

Paul our esteemed coach despite being qualified on FLPAs, well experienced on his Mosquito, which, power off, has the glide angle of a brick, had difficulty in putting it down in the mere couple of hundred yards available and ended up going through an electric fence. While keen student Larry Stockman anxious for his share of the limelight flying his Doodlebug managed to undershoot a 350 yard runway and land on the A603. This, though spectacular, was without any damage to his machine, unlike the first quite costly incident. I'll just put that a little plainer - They both missed a whole airfield.

Both managed a crash in Millau and a little after his return to the UK Paul, watched by a large audience, managed a double upright pancake right in the middle of the LGC field. A fine 'Captain Catastrophe' T-shirt then for learning all the wrong things from his coach goes to:

Larry Stockman.

Matt Moore

Most Improved Pilot Paragliding

This is an annual award given to the Paraglider pilot who has advanced their airmanship the most over the year. We've decided to give it to a relative new comer to the club who has been with us for a couple of seasons and come on in leaps and bounds. So much so that he decided to have a go at The British Open at the end of last Summer at St Andre and finished in a very creditable position. If I said he's a 'Diamond Geezer' he won't need much more of an introduction... this years award goes to:

Roger Fewkes.

Longest Flight from A Dunstable Site

For a long time last year I thought this was an Award we would not be able to be making because of The Foot & Mouth Restrictions. However, just when we thought it was not going to be possible Mr Reliable put in another of his regular forays over the back at Dunstable to make a modest 30km odd. Ladies and Gentlemen as the only recorded X/C from The Downs this year the Award goes to: **Vince Fenlon.**

The Torn Fabric Award (affectionately known as the Torn Panties Award)

For some reason the Fence on top of the hill has not claimed any victims for over two year. Possibly this is thank to The National Trusts

efforts in lowering the obstacle and removing the barbed wire. It has therefore gone unclaimed since we tried to give it to the unfortunate Mark Bilsbury who, after landing out during the Airwave Challenge Competition, got stuck in a tree overhanging a major A road, caused it to be closed for two hours while the Fire Service extracted him from his precarious position.

So, with nobody to give it to again this year I have decided to Award an alternative trophy for The Tree Hugger of the year whose leatherette canopy has withstood all the she and the elements could put it through. For her graceful fall from grace as she got blown back into the welcoming arms of her favourite Golf Course tree the Tree Hugger of The Year Award goes to:

Helen Appleton.

Clubman of The Year

This award goes a member who is not on the committee but has rendered the club service or help during the last year. One act stands out in my mind and it was from one of the longest standing members who selflessly decided to sell off his old archived Hang gliding magazines from the late 70s - 80s and 90s to help the club at the Autumn Bring and Buy Sale. He raised over £25 for club funds and I'm very pleased to present the Award to:

Harry Greene.

Pig-in Hell!

Taking out an F-16 Fighting Falcon Air Force Fighter Jet sounds pretty hard, right?. I think the Iraqi Army and Air Force would agree. . However, down in Florida a little pig found out that isn't always the case.

As the jet was accelerating for takeoff, it struck the pig with the landing gear causing it to lose control. The pilot being unable to steer the plane and travelling at great speed, elected to EJECT rather than end up as a burning ball of flames. You got it! A small little pig takes out a \$16 million top of the line fighter jet. That's what happens to our tax paying dollars.

If you have any amusing snippets, send them to me at:

Richard.mzsc@virgin.net and I'll include them in the next magazine.

The George Farley Award Guidelines

Following a number of arguments I have decided to commit to paper the previously unwritten criteria for qualification. In years past these were agreed by the various powers that be who were acquainted with George's style. As the numbers of cognoscente diminishes this should help to preserve the validity of the award and the intentions of the originators.

Although this is a spoof award, it does have a genuine purpose. It is used to highlight common mistakes that even experience pilots can make. George was a very good pilot, but his flying was very costly, probably because of lack of currency. His lifestyle meant that he had long gaps between flying and though higher level functions such as thermalling technique, navigation and route planning through the sky were remembered, lesser programs like field approach planning and the judgements necessary for a smooth controlled landing, are more difficult to retain.

The criteria for the award are based heavily on George's style. Primarily this was about how expensive flying can be if insufficient care is taken and if one is just a little over adventurous. This led to two statements of intent which are inscribed on the actual award. That it is for Aluminium replacement and for flying abroad. Both of these have taken further refinement. An undeclared non injury parameter was included in light of later experience.

Rule 1

- The aggregated cost of the Aluminium replacement is what counts.
- Other costs such as sail damage nuts and bolts and even other equipment such as instruments could be considered at the judges discretion, but only if there were an apparent tie in airframe damage bills.

Rule 2

Instances where the pilot has suffered injury are inadmissible, for three reasons;

- Firstly on humanitarian grounds. It could be in poor taste if a resultant incapacity turned out to be long term.
- Secondly, because in all of his numerous calamities George did not injure himself at all. Again at the judges discretion, minor cuts, bruises, or grazes might be overlooked, but any crash which resulted in an injury which would affect the ability of the pilot to immediately resume safe flying can not be considered.
- Thirdly the award is meant partially to reflect the regularity of mishaps that poor approach technique can engender. The often major airframe damage from a single injurious crash could in all probability preclude this.

Rule 3

- Flying outside of the UK will be the primary concern
- Foreign trips being a useful means of narrowing a sometimes crowded field, occasionally this parameter has meant that there were no suitable incidents. In that case a decision can be made to count UK flying. Additionally at the judges discretion, UK flying may be used to decide an apparent tie.

Other considerations

Where similar costs have been incurred, the judge will give consideration to a number of factors before making a decision.

- The most senior, experienced and qualified pilot will get the award, because he should have known better.
- A pilots failure to acknowledge his own mistakes will count against him.
- Entertainment value will be counted. Audience size if any, location and style of impact should be significant factors.

A pilot winning the award for three consecutive years keeps it.

Matt Moore

We look back at the history of our Dunstable Club and search out some interesting snippets over the past 25 years. This month, it's May/June 1993 and a few articles from the mag as edited by Markus Kinch.

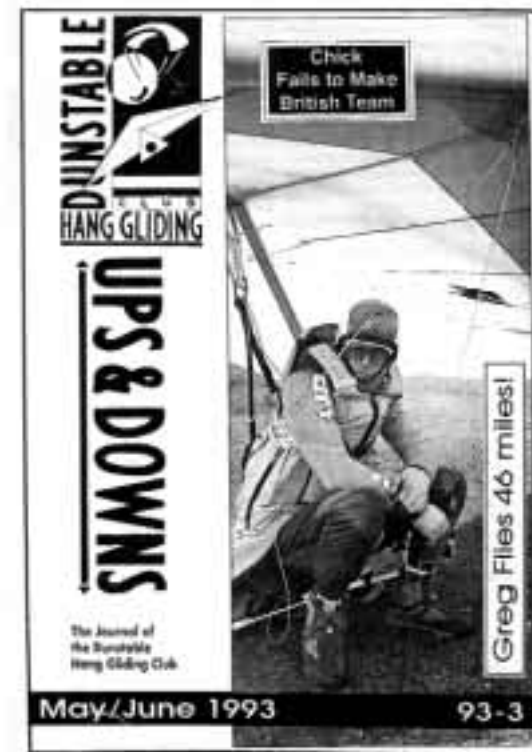
Greg flies 46 miles!

"For those of us who have been flying Sharpenhoe for years and years, when I say flying I'm exaggerating a little, a day at Sharpenhoe is usually spent firmly on the ground enjoying the sunshine in light easterly breezes.

So it come as a little shock to hear young Greg Leveridge on his first outing to the hill, manages not only to take-off safely and soar the hill, but also to go X/C and knock up an incredible 46 miles. Greg's 3 hour flight took him over Oxford landing at Kingston Baguize near Wantage".

Mark Chick fails to make the British Team

A very disappointed Mark found himself in the unfortunate position of first reserve when the British Team was chosen for the World Championships to be held at Owens Valley, California at the end of June. Pete Harvey who managed 6th place in the last World's, has assured a Dunstable presence in the Team with his inclusion. The team is: John Pendry, Bruce Goldsmith, Pete Harvey, Robbie Whittall and Darren Arkwright.



Front cover featuring Mark Chick, from U&D May/June 1993

Rob goes Power Mad

"Along with a few other DHGC pilots I was fortunate enough to have a go at Aerotowing during May '92 with the Northampton crowd. With talk of a DHGC syndicate, I visited Beds Microlight Centre at Sandy. Watching the microlights in action I decided to take the plunge a book a lesson. It was a weird feeling to sit in the front and go through the preflight checks. It all seemed to happen so quickly and before I knew it we were away on my first flight with me at the controls. So far I have completed 3 out of 4 compulsory exams and hope to be flying soon".

Committee Posts

Chairman Steve Meadowcroft

Ups & Downs editor Paul Seminara

Membership Secretary Peter Martin

Hang Gliding coaching rep Matt Moore

Paragliding coaching rep Tanya Ephgrave

Secretary/external club contact Matt Moore

Social Secretary Richard Greaves

Treasurer Pete Large

Competitions (hang gliding) Mary Rowbottom
(paragliding) Steve Meadowcroft

Safety Dave Cooper

Non committee officers

Dunstable site liaison Jim West

Sharpenhoe liaison Vince Fenlon

Chinnor liaison Pete Large

Webmaster Richard Greaves

Auditor Pat Thompson

Coaching

Hang gliding coaches

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Senior coach Richard Greaves Totternhoe 01525 221283

Club coaches Bill Bell St. Albans 01727 858698

Pat Thompson Leighton Buzzard 01525 379457

Chris Saysell Harpenden 01582 760465

Mary Rowbottom N. London 0208 348 6989

Paul Seminara Croxley Green 01923 228581

Paragliding coaches

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Senior coach Richard Greaves Totternhoe 01525 221283

Club coaches Dave Cooper Hemel Hempstead 01442 232585

Pete Large Thame 01844 214854

Harry Green Camden Town 0207 482 4927

Neil Youd Milton Keynes 01908 511318

Peter Martin Milton Keynes 01908 227953

Vince Wakefield Stevenage 01438 233024

Helen Appleton Wanstead, N. London 07970 404036

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01525 221283

01844 214854

0208 348 6989

01234 721721

01442 232585

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Articles for publication

All articles are always welcome and especially photographs.

I will return all your originals on the club night unless you indicate otherwise.

Send your articles in to arrive by the 20th of the month.

Pictures

Please identify them lightly on the back in pencil. Or scan them at 400+dpi in colour and e-mail them to me as .jpg or .tif files.

Text

Send as e-mail, ASCII text (.txt) or Word95 (.doc) Hand written or typed is ok too.

Paper and floppy discs to:

Paul Seminara

11 Gill Close
Croxley Green
Watford, Herts
WD18 8WS
e-mail:
Paul@Seminara.freeserve.co.uk