

# Spring Pennine NewsLetter

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Pennine Soaring Club

January 2017



## Important - Lambing Site Closure

Remember that Edenfield will be closed for flying from 25th April to 25th May inclusive.

This is our normal procedure and it is important that we respect the wishes of the land owners and users. See the Site Guide for further details.

Please pass on this information to any pilots who may not have seen this notice.

## **Chairman's**

2017 is galloping on and with Spring almost upon us, better weather and Spring thermals approaching we have the opportunity to clear our minds of Brexit, politics and someone called Trump and get in the air and fly. The opening weeks of the new year have brought us erratic weather and forecasts that need considerable analysis. The few days that have been flown have been great fun, quite smooth and floaty. Proof of this was Brian Stewart and my successful efforts in flying the Parlick Grid Challenge in early February. The Grid Challenge is such a good vehicle for learning to stay in the air and follow your instruments. Exciting to take part in and a good personal challenge. Hopefully the committee will be arranging a Club Night with speakers explaining the Parlick Grid Challenge and its benefits.

As I mentioned at the AGM, Pennine Soaring Club in 2016 progressed and functioned well. Thanks to all the committee members efforts and with a special mention for Jim Ashley for his endless efforts in resolving the PSC and BHPA membership issues. Also welcome to Paul Hester who is stepping into the vacant secretary position on the committee. A great team of people on the committee working hard for the Pennine Soaring Club membership.

AirWhere is grabbing everyone's attention. Congratulations to Phil Colbert for development, pushing forward and making this tracking system work. The system is being adopted at other flying clubs in the U.K and hopefully soon there will be tracking coverage in most parts of the country. Phil Colbert has put a lot of his own time and money into this project and deserves our full support.

I've noticed that there are now a number of very enthusiastic members making themselves known to coaches that they are keen to be coached or mentored. As a coach I feel a responsibility to guide and assist where I can. This is either by a pre arranged time or a meeting on the hill, but this is a two way arrangement, in as far as the post CP or low airtime member must make themselves known to a coach for coaching. But who are the coaches? I will publish photographs of the coaches on the PSC website and Pennine Flight Club, Pennine Soaring Club FaceBook pages.

So, let's crack on into 2017. There'll be a lot happening. We'll have Club Nights, Social Nights and the PennineFest. There'll be other stuff that will be developed during the year to benefit the membership ..... Just watch this space!!

**Graham Jones**

*Chairman*

Pennine Soaring Club

## **AGM and Committee Meeting 13 February 2017, Sea View, Chorley.**

Committee Members present: Graham Jones, Brian Stewart, Jim Ashley, Simon Blake, Richard Chadwick, Andy Archer, Carl Fairhurst, John Murphy, Andy Mcloughlin. Apologies received from Phil Wallbank and Tony Colombat.

Brief discussion of proposal to waive membership fees for children of members under the age of 18.

Agreed unanimously.

Brief discussion of proposal to award honorary membership with full voting rights to Lynda Baillie as a loyal supporter of the club.

Agreed unanimously.

End of Business.

## **AGM Report**

### **Chairman's review (incorporating Social Sec)**

The club has enjoyed a successful year - social nights have centred around Chipping with curry and pizza nights at the Sun. The Penninefest was rained off, but we still had a good turnout and an entertaining and educational talk from Ed Cleasby. The winter club nights have been well-attended, with plenty of new faces on show. Difficulties obtaining suitable venue still exist.

The club continues to function well and seems to be serving the needs of its members. The membership secretary was praised for his work identifying those pilots who are not BHPA members or not paying PSC correct fees. Phil Colbert was thanked for his work on the AirWhere project which should prove to be a great benefit to all members and the wider paragliding community.

Other prominent members include Jack Pimblett who is making amazing progress in the world of Acro; Simon Scott for his achievements as part of the British Paramotor Team; Simon Blake who has a new book out; Simon Baillie for his continued recovery to full fitness; Barney Woodhead for his XC performances and Richard Chadwick for his sterling work over the years as Treasurer.

Looking forward to 2017, highlights should be a proposed Club Coach weekend; development of the AirWhere network; more Club Nights; Penninefest etc. To achieve these aims, the support of the members is essential, and the club will be exploring ways to expand participation beyond the 1/3 of the membership who regularly get involved. Communication with members needs work, but this is a 2-way progress and it is important the people make contact with the club if they want information, coaching etc.

The Pendle webcam is still on course but has run into a siting obstacle.

### **Treasurer's report:**

Subscription receipts are significantly up, thanks in great part to the Membership Sec's hard work in chasing up non-payers or those still paying £19; still some way to go to reel them all in, but the list is shrinking. Accounts accepted by the meeting. Richard is stepping down after 6 years in post, and we thank him for his hard work and diligence.

### **Membership Secretary's Report**

We currently have around 175 members, of whom 36 are still paying only £19 - a list is available so that members can encourage these remaining few to amend their standing order.

Problems remain with contacting members when emails, phone calls, text messages and postal letters go unanswered. BHPA checks on current membership status can meet with resistance if requested too frequently. Helmet stickers will continue to be sent out to those requesting them.

## **Competition Secretary's Report**

Most competitions were washed out by bad weather this year, including all 5 rounds of the BP Cup, and the Advance BCC challenge suffered a similar fate in our area. The LCC and Buttermere Bash were surprisingly successful despite poor forecasts. PSC performance in the National XC League was a little short of previous glory years as the Southern Clubs enjoyed the good conditions down there.

## **Secretary's Report**

Little outside communication beyond the routine. Main focus was the liaison with NWRAUG over the developments at LBIA. This has led to the creation of a new committee post - Airspace Officer - for which Phil Colbert has volunteered. The Secretary is standing down after 5 years, and thanks all the members for their support. Paul Hester has volunteered to stand for this position.

## **Safety Officer's Report (delivered by the Secretary)**

There have been no accidents or incidents involving members reported to the Safety Officer this year, although this does not mean that there were no reportable incidents. It is worth noting that one member was involved in an incident (reported correctly to the BHPA) involving a car being written off. It is comforting to note that the process of dealing with the expense of compensating the car owner was dealt with very efficiently by the BHPA insurers - a very good reason to be a member.

The Safety Officer is standing down this year, and the club is very grateful for the important contribution made over the years. Brian Stewart has put himself forward for this post.

## **Editor's Report (delivered by the Secretary)**

The newsletter has been absent for a few months - initially due to a lack of material, and then as an experiment to judge the reaction of the members. The feeling of the meeting was that the newsletter is an important communication tool, and so will be re-started this year. Members were urged to contribute to this as much as possible. Improvements to the database of members' addresses should make it possible to ensure that it is delivered effectively.

## **Chief Coach's Report**

This has been a quiet year on the coaching scene. We have moved to a bi-annual cycle of Pilot Theory lectures to fit more closely with demand. Coaches can now receive their annual endorsement by email, which makes it much easier to remain current. New BHPA resources to support new pilots and their coaches will make the process of progressing from CP much clearer to all. Some discussion centred around the possibility of winter coaching sessions in the village hall, and competition preparation.

## **Power Officer's Report**

While there are few Power pilots in the club, the Power Sec's role is to act as a contact point to anyone wishing to fly paramotors or powered hang gliders to go about this the correct way, in safety. The site at Eddisford Bridge is available to all, by contacting the PO. While the pilot

fatally injured last year was not a PSC member, he was known to many and our condolences go out to his family and friends. BHPA are investigating, despite his not being a member.

### **Sub-20 Officer's Report**

There have been no issues involving sub-20 wings this year. Members are encouraged to report any instances of unqualified or non-BHPA persons flying any kind of aircraft on our sites to report those to relevant club officers.

### **Election of Committee:**

All positions were offered to the membership. Apart from those mentioned above volunteering to fill vacancies, no nominations were received. Consequently all posts were filled unopposed and carried unanimously.

Chairman	Graham Jones
Social Sec	Graham Jones
Secretary	Paul Hester
Membership Sec	Jim Ashley
Treasurer	Jim Ashley (combined post)
Safety Officer	Brian Stewart
Sites Officer	Andy Archer
Webmaster	Carl Fairhurst
Editor	Tony Colombat
Competition Sec	Simon Blake
Chief Coach	John Murphy
Sub-20 Officer	Andy McLoughlin
Airspace Officer	Phil Colbert (new post).

### **Presentation of Awards**

The Competition Secretary presided over an entertaining award ceremony in which not only the winners were acknowledged, but also the 'honourable mentions' and the 'nearly theres'.

Best Fun Class	John Baxby
Best Sports Class	Simon Blake
Best XC from Pennine Site	Phil Colbert
PSC League Winner	Phil Colbert
Grid Challenge	Simon Baillie
Most Improved Pilot	John Oliver
Club Award	Jack Pimblett
Representing the Club	Simon Scott
William Marshall Trophy	Andy Archer
Main Welding Award (Bent Upright)	Simon Blake
PSC Loop League winner	Paul Winterbottom.

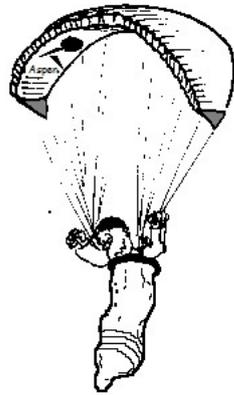
A big 'thank you' to everyone who attended to make a memorable night. Now let's go flying . . .

# Fly Safe!

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## February 2017 - Premature Ejection

There may be some of you reading this old enough to remember that I was Safety Officer in a previous life, and that this character used to introduce the monthly notes:



Percy Paraplonker is a bit of a throwback to the dark days of the 90's with all their dire warnings about practising unsafe sex, but I thought I would resurrect him, at least for the initial issue, as we are all out there having fun in a potentially hostile environment. (With acknowledgements to Pierre Bouilloux for the original cartoon).

I always say to people who ask about the dangers of paragliding, that it isn't inherently dangerous, but it is extremely unforgiving. A moment's distraction, rushing to take off, skipping through a pre-flight check . . . We've all done it, and on the whole we get away with it. But what if . . . ?

Recently I was flying on a windy day at Parlick, and paused in my own pre-flight routine to assist another pilot who, doing his own checks had recognised that something wasn't right with his lines. All good - he could so easily have attempted to pull the wing up and been dragged in the strong wind or, even worse, hoiked up into the air in an unflyable mess, but sensibly he stopped and we sorted it. Later, while the rest of us were chasing cylinders, he radioed that after slope landing his reserve appeared to have come loose. It turns out that on gathering his wing after a slope landing, he'd pulled on his risers and felt some resistance. Probably a line or lines had caught round his reserve handle and when he pulled on it, out it popped.

Lessons: Pre-flight checks will save your life. He could easily have tried to launch with twisted risers, or later failed to notice his loose reserve. Every takeoff puts you into that unforgiving place, and every landing can potentially disturb something vital. I've done this myself - landed heavily when the lift died, and rushed to get into position to take off without checking everything again, especially the reserve. Speak to Simon Baillie if you want to hear a chilling tale of the consequences of premature ejection in flight.

I did ask permission to share this tale; in this case, the pilot did everything right by checking and being aware. I'd like to encourage all of us to share these moments, in a spirit of learning from each other without having to make the mistakes ourselves. I have plenty of near-miss/ what-if scenarios from my own experience, but this will be much better with a variety of contributions.

So, please, send me your stories of incidents - maybe they seem too trivial for a full-on incident report, but they are all valuable learning points. Keep them anonymous or put your name to them, doesn't matter. Of course we all know the drill for when and how to report incidents to the BHPA, don't we???

Tight lines . . .

Brian

# From Cumbria Soaring Club:

Bulletin 10 ended on a promise of advice on how to reduce your electricity bills. Actually it's more about tips on how to reduce your expenditure replacing gliding equipment destroyed by electricity and perhaps avoid death.

Most members will be aware of the recent incident at Threlkeld involving a visiting pilot and high voltage power lines. We avoided open discussion on the club forum as a damage limitation exercise. We wished to avoid sensitive, possibly ill-considered information getting into the public domain in the light of possible insurance claims from businesses and individuals affected by the ensuing power outage. The club committee instigated a pre-emptive PR strike making contact with the Threlkeld Parish Council, attending a meeting and writing a brief article for inclusion in the parish newsletter. A potential PR disaster was turned into a successful marketing opportunity. But enough of that, let's talk about safety!

There are two aspects to the subject. First, how to avoid power lines and second, what to do if you fail at the first. We have two local case studies available, one dating from 2007 in the Lorton Valley and the recent incident at Threlkeld.

## **Incident 1.**

**From the archives. (SFC 'Oops I shouldn't have done that.' October 2007.) By Sparky**

It was a lovely clear summer's and I was standing on top of Kirk Fell looking forward



to a pint in the Wheatsheaf Inn. As the wind had all but died to a gnat's fart it was just going to be a fly-down to a field next to the pub. The field was clear mown of crops and was visible from take off. A scan of the field revealed nothing alarming just a small bush in the centre but leaving plenty of room to land. The light was just starting to fade so time to get going. The flight was lovely and the approach was fairly low although I arrived at the field with height to spare. I'd been eyeballing the field on the way down so put in a few turns to lose height for my final approach. The final glide was fairly buoyant placing me further up the field than I'd originally planned but no matter the field was long enough and it did put me closer to the pub. A second later as I approached the ground I looked up and exclaimed "Arse!" or words to that effect. Straight above and in front of me were some interesting looking high voltage power lines. I tried in vain to full stall the glider but as I touched the ground it gently over flew me and flopped onto the lines. It was at this point the world grew very bright and loud as the 11,000 volts and lots of amps did their thing. The outcome was that I managed to get out of my harness and away from the lines unhurt. Things appeared to quieten down and I thought of

recovering my harness and wing from the power lines. Before I had a chance to make contact the glider burst into flame and molten wing dripped onto my harness igniting it and the enclosed reserve parachute resulting in a small patch of smelly black plastic. Ah well at least I've got my health. After taking out the power to the whole of the Lorton valley for an hour or so I later paid a visit to the main pubs to apologise and try to limit any bad feeling.

The first and main thought was how the hell didn't I see these power lines in the first place?? The mistake I made apart from the obvious of not checking the landing field from the ground was to accept that the field was safe based on my observations from takeoff. It's easy to come to a decision quickly based on the information at the time. It's vital to keep updating that information continuously. I didn't pay enough attention to the new information as I approached the field I just relaxed into an uneventful fly-down. As it turns out the power lines were backdropped against the houses and stone wall at the end of the field making them more difficult to see. There were lines and poles in the adjacent field but they sneakily changed direction, its no excuse just some observations. Power lines are one of the most difficult things to see as you glance about but they are probably the most dangerous so it pays to check and re-check. I took my eye off the ball and nearly got fried; I know I've learned a valuable lesson.

## **Incident 2.**

### **BHPA accident summary report of the Blease/Threlkeld incident.**

While on approach to landing the pilot decided to land in a field adjacent to the landing field because of the close proximity of other landing pilots. Pilot was aware of the power line running parallel to the field but did not see the line running across the field. Glider struck line which snapped and the pilot fell to the ground.

In necessary elaboration of the BHPA report the pilot has shared a video of his experience on PG Forum which is available here. <https://www.youtube.com/watch?v=CC2dg3FYG6Y> It is worth watching to the

end for the cameo role as a human ammeter played by our own survivor, Ken.

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There are similarities and differences in the two cases. In both incidents the pilots accept that the wire strikes resulted from a failure of observation. Interestingly, both pilots report being aware of power lines but were caught out by the change of direction. The Kirk Fell incident is largely explained by lack of familiarity with the landing area greatly exacerbated by poor light. In the Blease incident, the pilot was unfamiliar with the landing site but, as is made clear in the video, the power lines appear clearly visible in the good light conditions. It may be that the (relatively low airtime) pilot was so focused on landing in an unfamiliar area he missed the major hazard.

No new lessons emerge from these two incidents but they do serve to reinforce what should be normal practice.

❓ Do not fly into power lines.

❓ In searching for power lines, look for the poles. In bright conditions the shadows from the poles are often the best or only indicator. In overcast or poor light – look harder.

❓ Expect power lines to change direction or for a ‘tee off’ line at right angles to the main line. If a line of poles appears to stop it probably indicates a change of direction.

❓ Assume any isolated building is connected to an overhead power line. Don’t think ‘is there a power line’; think ‘where is the power line?’

❓ If you suddenly find yourself approaching powerlines take any action necessary to avoid contact.

**Action in the event of a wire strike.**

The key to a safe recovery from an overhead power line incident is understanding how the electricity grid works. The Kirk Fell incident illustrates what happens. After the initial fireworks Sparky managed to get out of his harness and walk away. After a period of electrical inactivity, he decided it was safe enough to recover his glider. As he was walking towards the suspended glider it burst into flames with molten glider running down the lines setting fire to his harness.

When power cables are shorted out the power supply is temporarily cut off. After a very short period the circuit is re-established. If the lines are still touching there will be more sparks and the circuit will be cut again. There will be another, longer, interlude of non-power followed by another attempt at reconnection. This will be repeated. This process is designed to counter the more normal power failures caused by tree branches blowing against lines in windy conditions or large birds flying into lines. You have to assume that the power lines are live. You should not approach a glider which is or could be in contact with power lines as you could be electrocuted or enveloped in burning debris. The correct action is to call the emergency services and get the power turned off.

The BHPA is in the process of reviewing its advice and training, a process that is being led by Gordy Oliver. North West Electricity website carries safety advice. <http://www.enwl.co.uk/safety-and-incident-reporting/public-safety-near-electrical-installations/aviation-safety-and-electricity> Of most relevance to us are:

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What to do if contact is made with an overhead line:

- Phone NW Electricity with the accurate location of the incident so they can deploy engineers or remotely switch off the power.

Telephone 0800 195 4141 or 999 in emergency.

- If you are in contact with, or close to a damaged overhead wire move away as fast as you can and stay away until the emergency service or an engineer arrives.
  - Once a line is on the ground you don't have to touch it to be killed. The current can travel through the ground or along a fence.
  - Lines which have been damaged can stay live or become live again without warning by automatic operation of the system.
  - Report any damage or contact to equipment no matter how minor it seems. Factors to be aware of:
    - Electricity systems carry voltages up to 400,000 volts.
    - Even the lowest voltage overhead lines can produce 10,000 times more current than is required to kill a person.
    - High Voltage electricity can jump gaps.
    - Touching electricity lines or objects or people in contact with the lines can be fatal.
    - Trees, string, ropes and water can conduct electricity.
- In both the situations discussed above the pilots were in contact with the ground and were able to extricate themselves from their harnesses. Had they been dangling above the ground the situation becomes more complex. The general advice provided by NW Electricity is that If a machine (read paraglider/ hangglider) is in in contact with an overhead line and remain seated in the cab (harness) and warn others to keep clear until the electricity company confirms that conditions are safe. If it is essential to leave the machine (read harness) while it is in contact with the overhead line, jump clear - do not attempt to climb down and do not touch any part of the machine (Harness or glider) when on the ground. Paraglider lines are not insulators (and hanggliders even less so!) All materials will

conduct electricity, more so if wet or damp. Electricity can jump over 2 metres; you do not necessarily have to come into direct contact.

There appears to be a great deal of ignorance surrounding electrical hazards particularly on the matter of the power being switched back on without warning. It is one of the instances where the rescuer is at equal or greater risk than the unfortunate pilot.

## Turbulent Conditions Ahead!

It is now getting flyable at last!

The time has come to warn newcomers that spring thermals can be **rough**, and that particular care is needed when flying near to the hill on cold, clear bright days.

These days are when the condition of the air favours small, fast moving thermals that can tip your glider to angles that you may not have flown at before.

Avoiding the technicalities of thermal formation and behaviour you must be aware of the following:

When a bubble of air starts to rise, a circulation is set up in its outer “skin” by the combination of friction between the rising air and the air surrounding it and convection caused by the warm thermal being cooled by contact with the cooler air around it.

In addition, as the warm air rises, cooler air descends to replace it. Thus, loosely speaking, there are three areas to concern us.

A. In the middle where the air is rising

- B. Around the edges of a thermal, where the air is turbulent and where the circulation causes the net upward flow to be much less than in the core
  
- C. Where the airflow is downwards.

So, when you fly along a radius into a thermal that is 'out in space' you will usually feel sink first, followed by the turbulence with some lift then the really useful up flowing air in the middle.

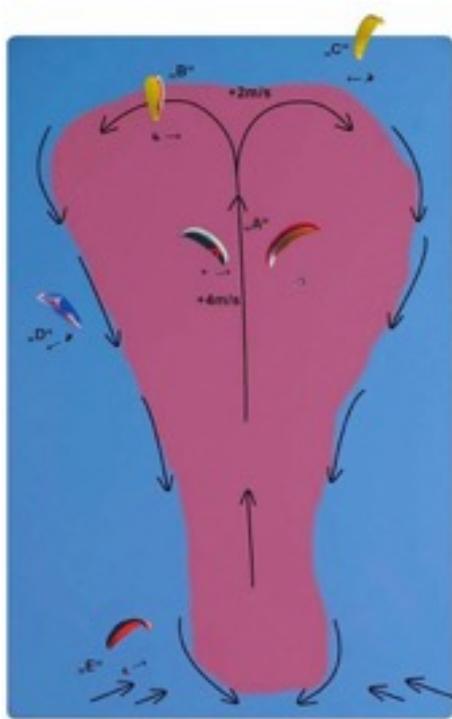
What happens when this thermal up the face of a hill. The shape is probably distorted as shown, and depending on the gradient of the hill, the thermal may break away from the face part way up.

In the occasional extreme case, we can have a situation as above where the circulation at the ridge side of thermal may be augmented by downward flowing air being sucked into the bottom.

When the thermal is large, your glider may be wholly or mainly in one of the regions A, B or C with a fairly gentle transition from one to the other. When the thermals are small your glider may span all three of these regions.

If you are flying close to the ridge and you pass tangentially through a thermal, as shown above, your glider will be tipped violently towards the hill. Even if there is no down flow between the thermal and the hill, the first time you experience strong lift under one wing tipping you towards the ridge you will probably wish you had tried golf instead.

*The above information has been condensed from articles by John Klunder, Bill Walmsley and Jonathan Gill.*





For those who like Fly & Hike ☺

In the wake of Red Bull X-Alps flourishes the semi-official European Championship Fly and Hike. The so-called Bordairrace exists since 2008. Three or four times a year this race will be organized in the Alps: in Germany, Austria, Italy or Slovenia. This competition for paragliders is a challenge for those who like both cross country flying and alpine hiking. Travelling only by foot and flying, each participant decides for him/herself (according to wind, conditions and mood) which route to take from the common starting point. The idea is to choose your personal turning point as far out as possible, and to make it back to the starting point within 33 hours. Depending on the weather, tactical decisions can be quite challenging.

Participants typically are well trained competition pilots from all over Europe, proficient in landing and taking off at tiny spots and experienced in mountaineering. Every pilot determines where and when to take-off and land, no wonder that some meteorological knowledge is of great help.

Well known Bordairrace competitors from the past are Red Bull X-Alps pilots Paul Guschlbauer, Thomas Hofbauer, Sebastian Huber, the late Steve Nash und World Champion and X-Alps winner Chrigel Maurer.

The track will be documented via GPS. In order to be evaluated, the turning point must be at least 15 km away from the starting point. Furthermore, at least 20 % of the total distance must be covered flying!

The pilot who at the finish hands over the GPS-logger with the furthest turning point will be the overall winner. But every pilot who makes it back in time after covering at least 15 kilometres out and return is a winner. "Turning point at your personal limit" is the motto.

Many pilots find it motivating to meet fellow pilots with the same frame of mind.

Apart from "everlasting glory" each pilot has chances of winning prizes in this comp. And of course this competition offers ample possibilities to reflect upon your own tactics and improve your skills.

Bordairrace competitions are relatively safe. Route and take off time will be decided by the pilots themselves, there is no such thing as group think or even group pressure. On the other hand: each pilot has to make his or her decisions and that isn't always easy for less-experienced competitors. A ground crew, consisting of one or two supporters, is allowed but not obligatory.

Registration for just one out of three comps is allowed but it is more fun to participate more often. The registration fee amounts € 47,-- and includes retrieval service for those who don't make it back to goal.

Expensive, superlight gear is not requested. Those who participate regularly can simply replace old gear when it wears out or gets obsolete by lightweight equipment.

Briefings and announcements before, during and after the competition will be made in German, and also in English.

First comp in 2017: Aschau (Chiemsee, Germany), between Kufstein and Salzburg, 5th-7th Mai. Hence:

22nd-24th June Ramsau/Dachstein (A)

1st-3rd September Kössen (A).

More information by internet: [www.bordairrace.com](http://www.bordairrace.com)  
or by telephone (in English) Clemens van Soest: 0031 71  
5122096. See also: <https://www.facebook.com/Bordairrace> .  
The application/registration form will be available at the Bordairrace  
website as from April 4<sup>th</sup>.

## Membership Update

Membership of Pennine Soaring Club is in a decent place at present with between 175 & 180 members. I have been in the post of membership sec for a year now and in that time I have spent some long hours chasing people up for this and that, I expect most of you have heard from me one way or another! When I took over, the task was pretty overwhelming to tell you the truth, I imagined it would be fairly straightforward but you would be surprised how many different scenarios there can be. My biggest problem has been getting the membership to increase their subscription from the old rate of £19 to the rate set at the 2014 AGM of £25. The main issue has been getting folk to change their standing orders to the new rate. At time of writing I have got the figure below 30 still paying the old rate - when I started in Feb 2016 there were probably only 30 members paying the new rate so some progress has been made. You may think its a simple case of writing to members but emails are rarely responded to, we even, in the early days, resorted to ringing people - you can imagine how time consuming this is. Much of the information held in the data base was out of date, many email addresses did not work and eventually we wrote letters, particularly to those who's BHPA membership had lapsed, but again there was little response.

BHPA membership is compulsory for Pennine members and any other BHPA club. There has been, for some time, those members of PSC that were treating BHPA membership as optional - it is not. However, payments made by standing order are controlled by members not the club so when members drop out of the BHPA they become ex members but often the payments to PSC continue. This is probably due to poor banking management but as said, members control payments so when BHPA tell me someone has lapsed, I contact that member to rectify the situation. If no reply is received, which is often the case, I simply mark the payment as a donation to the club and remove the individuals details from the database. I don't see what more I can do.

I have also been accused a few times of 'taking' money from people's accounts, (I'm not even the treasurer yet) this is not possible unless some kind of direct debit mandate is used but we don't do that - not even sure if its possible for a club. Money paid to the club is under the sole control of the payer and it's up to the individual to manage. That said, I'm always happy to supply details, dates etc of payments if you're struggling to access your records for any reason.

Each month I receive a report from the treasurer with the latest payment details, its then a case of updating the database and then chasing up all the various anomalies. We ask that members give their PSC member number as a reference along with their name. Some people make payment through their company which is fine provided I can reference it with a PSC number - if this is missing, I have to trawl the archives to find the missing information. This is the same when incorrect member numbers are given. If you are unsure of this detail, send me an email and I'll happily supply it - it can also be found on your helmet sticker if I've sent you one. There are still a few people actually paying £10 associate membership - this was stopped in 2014. Usually, once a reply is received, it is to cancel membership so I often feel like I've shot us in the foot somehow!

Over the last year I have used the information I get from the treasurer to put each member into a month for renewal. I can then send more accurate reminders to those underpaying or not paying by standing order. There are still a few that pay by cheque and even some that pay cash. Its getting better though, last year I came out of the AGM with £150, this year only 50 quid so progress.

I am sending out helmet stickers again - this had fell into disuse recently but most people feel they would like to see it continue. Your membership number is also now printed on it as well as the expiry date. There are some, however, that tell me they will not use the sticker and throw it away, if that is the case then please do let me know and I will mark you up for 'no sticker'.

This coming year I have also taken on the role of treasurer (I might regret this one). The reason for this is that the two roles are closely linked, if I have access to the banking details, I can quickly and more regularly check payments / answer queries etc. The current treasurer has also retired from the post. My plan is to get our internet banking system working too since I suspect the day of the cheque book is drawing, if not to a close, then probably added charges.

If anyone has any queries, please get in touch by email - [membership@penninesoaringclub.org.uk](mailto:membership@penninesoaringclub.org.uk)

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