

SKYWORDS

January 2020

Chairman's Chat

Happy New Year!

Tradition calls upon us to make a resolution. How about setting yourself some flying goals?

Perhaps you will take a leaf out of 'Ageing Hippy's' [logbook](#) and set yourself a target for flying hours. Last year he aimed for 80, and managed over 100.

Perhaps you want to get your pilot or advanced pilot rating. Or perhaps you want to do that SIV course that you have been putting off. And don't forget to master the Cobra launch!

Perhaps you want to get into competitions. The [BPCup](#), [Gin Wide Open](#) and [Chabre Open](#) are all good entry level competitions. And the [Buttermere Bash](#) and [Lakes Charity Classic](#) provide a great opportunity to explore the Lake District.

No doubt all of you will want to improve on your best UK XC distance, and there is a mug with your name on it if you improve on your total distance from 6 flights from Dales sites.

My main focus is going to be the [Northern Challenge Trophy](#) (NCT) and the other tasks listed on [XCMap](#). For me that provides a challenge in just about all flying conditions, rather than just stooging around on the ridge admiring the view. If you are CP rated, I'd strongly recommend it as the best way to progress. It's a great way to learn about your instruments and to push yourself to the edge of your comfort zone, and sometimes beyond: it's the only way to extend your boundaries.

Consider getting your wing and harness serviced, and make sure that your reserve has been [repacked](#). Above all fly within your limits and stay safe.

Martin Baxter
Chairman

Another chance for the Dales club to hit the world stage

If you're a competent and experienced pilot ready to up your game and accelerate your learning in XC skills then this might be for you.

In addition to the learning, you will also get a rather cheap holiday which includes site briefings, task setting, weather advice as well as lifts to launch and retrieves. Talks about comp/safety and mountain flying. Prizes and parties and a few meals. All this for 280 Euros, or 260 if you fly an Ozone wing. Accommodation and food will have to be sorted independently of course.

Charles McDonald (AgeingHippy on the forum) is looking to put together a club team for the **Ozone Chabre 2020** which runs from **4 - 10 July 2020**.

The Ozone Chabre is a competition in the French Alps around Laragne and Sederon focusing more on fun, and is specifically targeted at competent and experienced pilots new to the competition circuit. Some pilots with comp experience would also be good.

There are 4 classes primarily based on flat aspect ratio:

- **Fun** - EN B or below with aspect ratio less than or equal to 5.2
- **Recreation** - EN B or below with aspect ratio greater than 5.2 and less than or equal to 5.7
- **Sports** - ENC or below with aspect ratio greater than 5.7 and less than or equal to 6.5
- **X-Class** - Aspect ratio greater than 5.7 or pilots with significant competition advantage

You will notice EN D and Comp wings are excluded from the competition.

Each team will comprise of 4 pilots with:

- At least 1 Fun or Recreational Class
- Maximum of 2 X-Class

Charles flies an Ion 4 with flat aspect ratio of 5.16 and thus satisfies the Fun requirement and improves chances of selection through being a newbie to the competition circuit.

Registration opens 19 January and it would be good to have a team of committed pilots ready for registration then to improve chances of selection for the event.

For more information about the event please see <http://www.flylaragne.com/>

Note: Pilots must hold a minimum of IPPI 4, which is the equivalent of the BHPA Pilot rating (A competition experienced pilot would also be good as it would balance the team...)

Charles McDonald

A Croatian Adventure

Rahul Basu

Paragliding in the north of Croatia, is well established, however I have wanted to explore paragliding in the Dalmatia region of Croatia for a couple of years now and had little success of contacting a pilot there. This year Marko, a tandem pilot with Sky Riders, replied and agreed to show me some of the sites he would be flying.

The first site we agreed to meet at was called Tribalj near the coastal town of Crikvencia. It wasn't close to where I was staying at just over a 3 hour drive so I decided to stay locally for the night ready for an early start and meet. I met Marko in the local café in the village in the shadow of the ridge, where Marko very generously gave me a lift to the launch site with his tandem customers. Tribalj is a ridge just shy of 20km, can be flown between a west to south east and the launch site is at 773m. There is a single road with is tarmacked up to the launch. The landing field is just north west of a very popular carp fishing lake. The launch is a lovely astroturfed area on the slope with plenty of room to lay out you wing. We had the whole site to ourselves



Launch and landing

I had just got my new wing (Niviuk Artik 5) and not had a chance to fly it in the UK so this was an ideal site for my first flight with it. I was well aware of the phrase that you should only change one thing at a time and here I was with a new wing, new site in a different country and a new buddy who I had only just met, what could possibly go wrong!

After spending time inspecting the wing and doing some ground handling, it was still before the thermals got going so as safe an opportunity as it was going to be. My first flight was a top to bottom and gave me the opportunity to get a bit of a feel for the new wing, site and work out the landing which is a lovely flat field with a permanent windsock.

On my second launch the thermals had started to work and coming through regularly so very much more alert on launch and good job too, as I went straight up! Easily got to 1000m and maxed out at 1162m flying up and down the ridge pulling big ears to stay out of the cloud. I managed a comfortable 10km line and could have easily gone further but as I didn't have a retrieve set up and wasn't so sure of the drop out landing areas further down the ridge, I played it safe. There are options to fly along

the ridge or even fly over the top. However, you would need a retrieve set up if you were planning to go over the top. According to Leonardo at the time I hold the highest-ranking flight for a Brit at this site!



Tribalj , (above) above the launch and looking south, (below) Tribalj , looking north.



The following day the wind was the wrong direction for Tribalj so we agreed to meet up at a site called White Fields which was about one and a half hours drive from where I was staying. This site is on the border with Bosnia, near Bjelopolie at 1203m taking a nnw to ssw. It's a gravel road to the top taking about a 25 min drive. The landing field is on the main plain directly below the launch. This is a big tree covered mountain range with a large flat valley bottom. You don't want to land in the trees here as it is an old minefield that hasn't been cleared. Marko only told me this when I landed!

Apparently as it's on the border it is used as an immigration route, hence there is a police presence patrolling the area. They were initially suspicious of our group thinking we were there to smuggle immigrants through and waited near us until we had launched.

The launch area is a small short grassed area on the slope. Taking off was easy and quickly got to 5000ft. I got a bit too adventurous when exploring a smaller mountain which I wanted to get Infront of and started to get blown back. On realising there was no way I was going to I had to make a choice. if I carried on persisting, I would end up low behind the smaller mountain in the lee side and sure to be in trouble. The other option was to go with the wind stay high and follow the line up to the bigger mountain ridge hoping that I wouldn't get blown over this one and end up in Bosnia. I decided the safer option was to stay high looking for the line to ride it out without getting blown into Bosnia.

When behind the smaller mountain things got quite active and I could see a small area that had been cleared of trees on the slope ahead. I decided to head for this as it would give me an option to land. I managed to get to the clearing and about 30m above it got my legs out of the pod ready to land if needed. After bouncing around a while, I decided that I was able to penetrate and continued down the ridge, this I thought was a better than trying to force a landing in the clearing. When I continued further down the ridge I was very slowly moving forward and decided it was a good time to head out into the flat valley to land.

I managed to land only 3km from the café we met at and it was getting dark. My only concern when walking to the café across the fields as it was now dusk, was that I could be mistaken for a refugee sneaking over the border, luckily that didn't transpire.



White Fields, above the launch and looking north.
Nice wide flat valley with plenty of landing options.



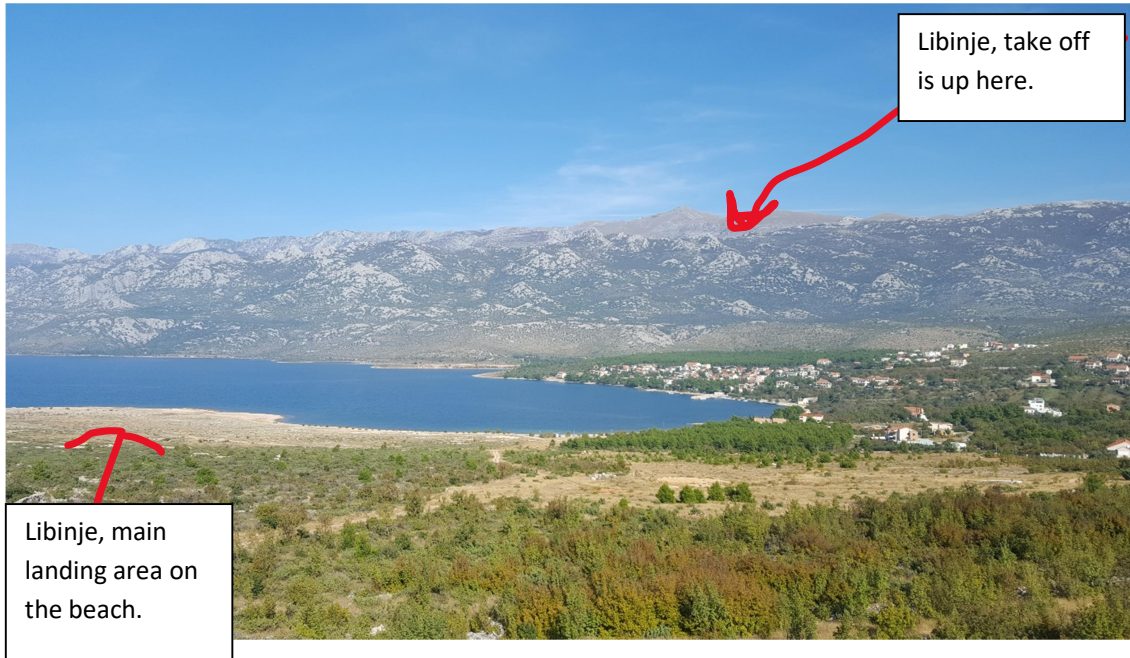
White Fields, above the launch and looking south.



Marko put me in contact with some other pilots to fly closer to where I was staying. I was informed of a site just over an hour's drive from where I was staying, not far from Zadar called Libinje, so I decided to give it a go.

Unfortunately, no one could fly with me, but I was assured that I would be ok that day as no wind was expected and it would just be a top to bottom, which was fine for me. As I was by myself, I did a thorough assessment of the landing and area. The main landing site was on an empty beach so ideal if I could make it there. The alternative landings, if it looked like you couldn't make it to the beach was on the empty dirt roads. I decided not to park at the beach as it was quite a trek to the launch from it, about 14km and over 900m ascent. I drove and parked a bit further up the dirt road, so I only had 700m to ascend over 6km.

Eventually I got to the launch and as predicted nil wind. After doing a few practice running launches I decided it was ok to go for it and did. I knew it was going to be a glide down but still tried to find thermals in vain, which meant that I didn't have enough height to make it to the beach, so it was going to be a road landing! Typically, I had not seen a single car on this dirt road until I needed to land. They had stopped driving to watch me circle down above them at the widest part which was where I had chosen to land. Eventually they twigged onto what I wanted to do and moved further up the road.



I had a great experience in Croatia and by the end of my trip I had managed to get in touch with more pilots who informed me of several more sites nearby. I'm really looking forward to exploring these next year and really owe a huge thank you to Marko for introducing me to this great area and getting me started!



Marko and his team



Sites Flown

A Historic Trophy

It goes back a long way, to a time when dragons roamed the skies and you weren't (probably) born. Not wishing to forget the war (1455 - 87) the hangies of the red rose (Plantagenet's) challenged the House of York to an aerial duel as the fields remained as muddy as Towton.

No one knows who won, just that it was plagued by rain n wind. From that day on the futility was annually re-enacted until few were left, some died, some got married and some just faded away. Later (much later) it rose from obscurity and parathingies decided to do it all again ...and they did -for a while.



As numbers declined anyone by birth, accent or hair colour could join either team ...a more east west across the Pennine borderlands thing. Butthat too died the last (as I recall) was about 2015 from Wrynose ... a rare good flying day. We had such a good time that no one turned up for day 2. As for the trophy ... it is a thing of such hideous fragility that it was locked away in a dark attic with a curse placed upon it. I wouldn't like to be the one brave enough to bring it into daylight.

And all that is TRUE!
Ed

Editors note:

The trophy has surfaced, and there is a proposal to re-attribute the PG War of the Roses trophy to either the NCT or NXCL, we'll see how that goes....

Call for Articles

Over the past few editions there have been a number of articles from new contributors, first may I say many thanks for all those who have contributed, I for one have greatly enjoyed reading them. If anyone would like to contribute themselves, long or short, or interesting images, then just drop me an email to news@dhpc.org.uk, many thanks

Carl Maughan
Newsletter Editor

In Memory

Award of the Marc Sellen Trophy to our great site owner, sadly now departed, Cliff Allen



In early hang gliding days, we used to take off from the triangular part of the hill just along from the junction of the Cam High Road and the Kettlewell road. The Farmer whose land we were using tried to stop us by hammering stakes in the ground and pouring old engine oil on the land, even though he had given us permission!

Jim and Edna Allen farmed the higher part that we use now and Jim said: "Ey'up lad, don't bother with down there, come and take off from my land and you can put a gate in the wall with a DHPC sign on, as well". They were really good to the Club and this became a family tradition.

Time moved on and Cliff and Debbie Allen continued that tradition. Cliff was a keen biker and Trials were run on their land on the other side of the Cam High Road. Cliff used his bike around the farm land and had a Ducati Vee twin for road use. He even took a week long course in paragliding, run by Dean, but didn't pursue this avenue.

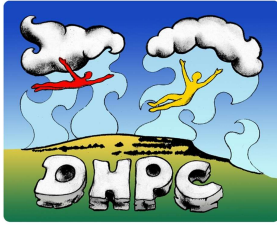
Ten years younger than me (he was 63 at the time) I couldn't believe it when I went round with some beer etc., after a competition, to see Cliff hobbling to the door. We had a long chat and he revealed that he had the dreaded motor neurone disease. With some folk it takes a long time to worsen but sadly in Cliff's case, deterioration was quite rapid; tragic for Debbie and the rest of the family – in less than 2 years Cliff had moved to a much worse state, fully occupying Debbie's time and with son Ben now running the farm.

The club awarded the Marc Sellen Trophy to show our massive appreciation for all the family's efforts, from Jim and Edna's days, through Cliff and Debbie's time, to the present day. Whilst in hospital, Cliff caught pneumonia and sadly passed away.

Club members went to the funeral in the Church opposite the White Hart and, as you would expect, it was packed to the gunwales. This was followed by a get together in the Wensleydale Pantry, also packed out.

A sad passing; Cliff Allen will be remembered for a long time by the Dales club.

Trev



The Dales Club



Farmers' Dinner on Saturday 22nd of February 2020



**The Boars Head,
Long Preston**

**(01729
840217)**

www.boarsheadlongpreston.co.uk

Dress code smart casual, 7:30pm for 8pm

Our annual Farmers Dinner is our way of saying a huge thank you to all the Farmers who support us with free flying in the Dales, and to award Trophies to the pilots who have flown further and better than the pack. The Boars Head is a traditional family run pub and hotel. On offer is a fine choice of up to 6 cask ales, various malts, and arguably the largest range of Gins in the Dales! It is located only 4 miles from Settle and 12 miles from Skipton.

As usual we will meet in the bar for drinks from 7.30pm where there will be a free tab for the farmers. At 8pm we'll move through to the dining room to tuck into a sumptuous 3 course meal. During coffee, we'll present our annual club trophies and the Chairman will thank the farmers for their continued hospitality. No quiz this year, but there may be the odd balloon/aeroplane flying around...

We plan to run the minibus service for the farmers around Hawes again. The function room only seats 50 and so everyone will be strictly limited to 2 tickets.

The Boars Head has limited accommodation so if you want a room there, book early (mention the club when booking as we have negotiated a reduced price of £75 - Bed and Breakfast. The website only allows you to book for 2 nights so you'll have to phone.). There are also a number of B&Bs within a short distance - [The Post Office](#) and [The Barn](#).

The club will be paying for food and drink for the farmers and their partners. The cost for members is £26.00 per person.

Menu

Please select one starter, one main and one dessert for each person by 10th Feb.

Starters

- A)** A Platter of cold-water prawns served with a marie rose sauce.
- B)** Tomato & Red Lentil soup & freshly baked bread.
- C)** Deep fried breaded brie with redcurrant coulis.
- D)** Chicken liver pate served with salad & melba toast.

Main Courses

- A)** Braised Steak in red wine mushrooms & shallots & boulangere potatoes.
- B)** Fillet of duck breast with orange and cointreau sauce & dauphinoise potatoes.
- C)** Grilled haddock fillet on a bed of ratatouille and buttered baby potatoes.
- D)** Bubble & squeak rarebit served with salad.

A selection of vegetables to be served with all.

Desserts

- A)** Ginger and syrup sponge with custard.
- B)** Chocolate torte with salted caramel sauce.
- C)** Cheese & crackers with chutney.
- D)** Blackberry & Apple pie with cream.

Coffee and mints

Booking

If you would like to attend please book online:
<http://webapps.dhpc.org.uk/farmers-dinner/book/>

or by email treasurer@dhpc.org.uk