



JANUARY 2007

## My full frontal frolic

By Nigel Eagle

Firstly I owe a huge debt to Glen who carried my glider and his up from the bottom of the dune to the top, then came searching for me crawling up on two fists and one leg. He then found two strong, handsome, young men and persuaded them to carry me the last 50 yards or so to the car park. Don't tell John W, he'll have a hissy fit!!!!



What happened, and why? The day started windy with the forecast to drop during the day, so I watched the windmills from time to time

(so much to do when you're retired). They seemed to be slowing so I rang Perran Airfield. Still 22 knots. I waited half an hour, packed a book and set off. At Perran I measured at the front for a while and couldn't get more than 16mph. I got my kit on and walked down, measured again, but now it was 18mph. I looked at the sky but couldn't see a reason for an increase, so decided to sit it out. There were very few white horses now. Glen arrived, we chatted for a bit, measured again, and decided to beach launch. I've done it before and love it, It's so different, both the launch and the flying. In hindsight, I did notice at the time that you can't see the white horses at all beyond the breakers! You can't tell the wind strength, either increasing or decreasing, until you're in the air. But the forecast was for a decrease and it seemed to have happened.

I took off gently and slowly as you do, weight shifted to one side, eased the controls etc. etc. Suddenly I found myself in big lift, pushed on the speed bar to fly out, was about to pull in big ears when the front tucked and I came down faster than I wanted! If I'd been about 18 inches further forward I would have slid down the sand, shaken myself, and called it a day. If I was 3 yards further back I would again have slid nicely. But no, I flattened a lump of very hard marram grass. Glen said I fell from about 25ft but I think it was nearer 20ft.

Why did the glider collapse? I believe it was the way I applied the speedbar, which is the lesson of this sorry little tale. I read the accident reports more carefully than any other part of Skywings in the hope of learning from the mistakes of others. I have never heard of an accident from the application of the speedbar. When I fitted it, John W and another pilot

adjusted the length with the risers pulled tight. We didn't know how to tie the knots correctly so I took the opportunity to ask Mark B how it is done. He again checked the length, so I'm convinced it's not too short! It was the way I applied it that caused the collapse, as normally we lean back in the harness with feet out in front to be as streamlined as possible, but this time I had my feet below me and the inch or two of slack in my leg loops was too much. This might be an even greater problem with the newer Tee bar system now adopted on harnesses.

I won't bore you with the medical details but its getting easier all round. I'm getting bored, wanting to complete my new garage- fine blockwork by Glen.

See you in March; I'll be in the air before you, see if I'm not!

And some advice prompted partly by Nigel's incident

### Incidents/Accidents

It is a fact of life that in a sport like ours incidents and accidents (i & a) do and will occur even when the greatest of care is taken. It is the nature of the beast and to some extent it is that nature that attracts us to the sport and gets the blood flowing (excuse the pun).

Once such an occurrence has taken place there is little we can do about it other than minimise the "fall out" from it. However there is in the vast majority of cases something(s) that can be learnt, re learnt or further emphasised by looking at the whole scenario and in doing so possibly save both the unfortunate participant and others in the sport from a similar fate or worse.

Sure, we all get a bit embarrassed when something goes wrong, and in general we like to put it down to bad luck, but in all honesty if our safety and lives depend on luck when we are flying I personally don't think I want to be part of it any more.

The BHPA has developed over many years a data base of i & a which has largely been built on information received by members sending in i & a forms, as is part of their policy and responsibility of members. Such forms can be obtained from the club safety officers (Mark Butler and Paul Howse) or downloaded from <http://www.bhpa.co.uk/members/forms/index.php>.

Reportable incidents are those which:

- Involve injury whether to participants or others
- Involve damage to property, whether 3<sup>rd</sup> party or not
- May cause an insurance or legal claim
- Involve the use of non-standard equipment or techniques
- Involve failed or malfunctioned equipment
- Highlight safety points or were unusual
- **You feel the sport may learn from**

Filling in of these forms is simple and postage is prepaid. If you need help or are not sure what to write or include, just ask the safety officers, coaches or instructors and I am sure they will be able assist. Whilst the BHPA like these in within 24 hours of the incident this is not a cut off time and better late than never is the word. Some come in even years after the incident in response to a subsequent one of a similar nature.

Should you feel so embarrassed by your incident that you don't want to send in a form, why not do it anonymously. Whilst this does not enable further, possibly useful, information to be obtained it is better than nothing and at least may help others.

It's easy to stick our heads in the sand and keep a "clean" record by keeping secret such incidents but at the end of the day invariably these things come and bite us on the backside which may cost someone their life, not a price worth paying I would suggest.

Graham Phipps



## Cornwall Hang Gliding and Paragliding (Chaps) Year 2006

With our first complete year of tow training behind us we can breathe a sigh of relief at how smoothly it has all gone.

The year started well with the winch having received some serious attention over the Christmas break including a new softer cam shaft and new oil seals resulting in smoother, more controllable tows, and the oil staying inside the engine!



### Classic day

Towing started on January the 2<sup>nd</sup> in super conditions which pretty much set the standard for the rest of the year. With a total of 71 days training over the year (despite me nipping away to competitions for over 9 weeks in total during the summer), made up of both tow and hill work, we managed to turn out our fair share of CPC's in both Hang Gliding and Paragliding, some of whom are now active Kernow members, whilst others are based as far away as Birmingham. A good number of Taster Days and Dual flights also got done with some of the participants taking up the sport.

Moving the tow operation away from Newlyn Downs to our more permanent base between Portreath and Godrevy has worked well, and now with a selection of registered tow sites we have the capability of tows up to 700 metres in length. Things were further improved by the replacement of the line retrieval motorbike when finally the old oil/smoke and chain spewing one was superseded with a brand new electric start model much to the approval of the winchmen and the farmer.

The addition of Paragliding Hill instruction added to our capability although as expected we remain predominately a tow school converting

pilots to hill ratings after they complete the tow rating, this being by far the quickest and easiest way to get flying.



### One for the Caption competition!

Kaz learnt to Paraglide so giving her a much better understanding of what goes on when I disappear off to the tow field as well as enabling her to be more informative when talking to potential students.

Aside from the teaching we were also pleased to see a number of pilots coming along to do tow conversions and then taking the opportunity to tow up as "free flyers". Many used towing as a way to keep up their flying skills and practice landings whilst others took advantage of the inland conditions to get in some thermalling and XC's. With the current altitude record over the field at 2,300' and XC distance of just under 10k there's plenty to aim for.

Paul Howse and Tim Jones, our regular winchmen, did a great job both in getting pilots into the air and looking after them whilst on the line, putting away around 1500 tows between them. Thanks guys.



### The art of Concentration

## So to the forthcoming year.

Hopefully the weather will play ball and we will have at least as many flyable days as last year. Paul Howse is now learning to Paraglide which will not only be a good thing for us but also hopefully be fun for him. Pete Coad will be helping out with the winching having been out with us gaining his qualifications. With the experiences of 2006 and a group of new pilots who come from a towing background and have experienced the thrill of thermalling, expect to see plenty of Cross Country flights

and quite possibly the breaking of the Cornish records in both disciplines. New for 2007 is Tandem Paragliding flights which will be done primarily on the tow line giving participants the chance not only to experience the flying but also to see what must be some of the most stunning views to be had in the UK.

Here's to a good 2007, thanks to all of you who have supported us over the past year as both customers and friends. We hope to see you in the field or on the hill soon.

Graham Phipps

## Making meetings more attractive to members??

There has been a steady decline in numbers attending meetings for some time and various reasons have been put forward for this. In order to hopefully reverse this trend we need to make meetings more attractive to attend. Below are some thoughts that have cropped up on how to

do this, so please spend 5 minutes putting yes or no beside each one, or 10 minutes and add some comments to them, or possibly even 15 minutes and add some more ideas. It would be good if these can be returned by whatever means, post, hand, email or phone by the next meeting (Feb 12<sup>th</sup>) to the editor, they can be anonymous!

Suggestion	comments
Limit official business to 60 mins maximum	
Limit official business to 45 mins maximum	
Limit official business to 30 mins maximum	
Do away with official business all together and elect a committee to deal with it – prob 10 minute report at meetings	
Punctuality (starting on time)	
Smoking	
Non Smoking	
Guest speakers (pos once a quarter)	
In club speaker as suggested by members	
Quiz night	
Light food (to coincide with guest speakers)	
Equipment demonstrations	
Videos	
Venue	
Date/Time	
<b>Other suggestions</b>	

## Rules for the Kernow Cross Country Leagues 2006-7

The competition is open to all pilots, of all abilities and either discipline, and is *supposed* to be fun.

There will be two leagues this year, one for hang glider flights and the other for paraglider flights and there will be two competitions. The winter leagues will run from the beginning of November 2006 to the end of February 2007. The main leagues will run from the beginning of November 2006 to the end of October 2007. Entries for the winter leagues will also count for the main leagues. The trophies will be awarded to the winners of the main leagues.

Prizes of £25.00 each have been offered by Cornwall Hang gliding and Paragliding Service for the winners, which will be doubled up to £50.00 if the total mileage exceeds the previous year's winning mileage.

To be eligible for inclusion in the league a flight must have started in Cornwall, and must be registered with me, Tim Jones (tel. 01736 754940), within a month of the flight. Photographs, GPS traces and or launch and landing witnesses will not be required, but flights must be registered with launch and landing grid references. The minimum distance to qualify is 3km (1.86 miles).

Any flights made since the beginning of November 2006 will be automatically included in the leagues.

Scores will be calculated from the total mileage of a maximum of five flights, of which the fifth must be a defined flight (out and return, triangle or flight to goal).

As for last year, I have divided as many pilots as I am aware of into teams, so there will be a team competition running as well, with team scores being taken from the individual entries. If I have left anyone out who needs including, please let me know.

<b>Rampaging Rhinos</b>	<b>Snorting Bulls</b>	<b>Pouncing Lions</b>	<b>Wild Weasels</b>	<b>Grizzly Bears</b>
Tim Jones	Pete Coad	Jon Trewartha	Graham Phipps	Alan James
Patrick Buxton	Mark Ashton Smith	Steve Hawken	Alan Phipps	Barry Green
John Woolams	Annie Anderson	Roger Full	Alan Ashford	Roger Green
Mark Woodhams	Paul Dunstan	Mike Abbott	Tim Holmes	Paul Howse
Ian Callaghan	Brian Reynolds	Phil Austin	Kev Barter	Paul Curtis
Mike Cleford	Phil Whitelaw	Dave Stevens	Mike Connatty	James Bull
Vicki Ferguson	Martin Fox	Nigel Eagle	Graham May	Gay Jones
Tom Dodge	Jeff Wood	Charlie Zahra	Mark Butler	Mike Richards
Martin Heywood	Richard Whitmarsh	Gavin Cooper	Mark Coxon	Peter Crockford
Martin Jones	Alec Birch	Glen Fowler	David Geraghty	Eddy Green
Stephen Rose	Alan Fowler	Rob Hodgeson	Manuel Lira	Dave Nancarrow
Christianne Squibbs	Barry Hobbins	Alan Knight	Barry Puckey	Graham Rainey
Chris Whittaker	Michel Kerhoas	Neville Pitman	Chris Smith	Andy Claxton
Mark Finch	Martin Scott	Patrick Seyler	Ron Vercesi	Daniel Holmes
Graham Koller	Roger Treneer	Barry Bessell	Terry Brennan	Phil Oldfield
Chris Pawley	Peter Laniado	Nick Gigg	Jeff Hoer	Alec Trollope
Thomas Williams	Wanda Summers	Paula Margetts	Raymond Mickleburgh	Karl Sweeney
Dzintars Zars	Mike wood			

# MINUTES FOR THE 2007 ANNUAL GENERAL MEETING KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION ON 8TH JANUARY AT THE CLINTON SOCIAL CLUB

**Welcome.** Chairman Dave welcomed the 20 members and opened the meeting at 8.15.

**Apologies for Absence.** Steve Hawken-working away, Al James-working late, Pete Coad-skiing, Chris Whittaker-lording it up on the Med.

**Minutes of the 2006 AGM** were read, amended and signed.

**Chairman's Report:** Dave summed up the year as quite good, but not as good as 2005. The spectre of Mode S transponders reared its ugly head, but that storm has been weathered so far.

**Secretary's Report** apologies from the Sec' for absence due to work commitments.

**Treasurers Report and Accounts.** In his final act as treasurer, Paul reported that the finances were still looking fairly good. Reserves had risen by over £1000 in the last three years, and they should be enough to see us through some hard times should they occur, although this year had seen higher outgoings than incomings. This was due to a few one off reasons, such as donations to the air ambulance, subsidising the Club Coaching course, and the fact that we had two KHPA dinners in the same financial year. However the biggest rise in expenditure was the bulletin, now that Roger Full is no longer printing and distributing it, and printing and postage has to be paid for. However some of these extra costs have been reduced by more people receiving their bulletin by e mail.

Dave and Patrick thanked Paul for such splendid service over the last three years.

**Subscriptions.** Paul recommended that subs should increase by £5 to £20.00, with a reduction of £5 if the bulletin was taken by e mail. Patrick felt that there should also be a penalty for late payment of subs. Nick Gigg proposed that **subs should be £25.00, with £5 reduction for payment by the February meeting, and another £5 reduction for taking the bulletin by e mail.** This was seconded by Patrick, and carried unanimously.

## **Election of Officers.**

**Chairman** Dave Stevens proposed by Tim, seconded by Graham May, carried unanimously.

**Secretary** Chris Whittaker, proposed by Tim Jones, seconded by Gay, carried unanimously.

**Club Contact** Alan Phipps, carried unanimously.

**Treasurer & Membership Secretary** Graham May, proposed by Patrick, seconded by Dave, unanimous.

**Bulletin Editor** Tim Jones, proposed by Gay, seconded by Dave, carried.

**Web Master.** Mark Ashton Smith, proposed by Dave, seconded by Tim, unanimous

**Publicity Officer** Graham Phipps, unanimous

**Safety Officer HG** Paul Howse, unanimous

**Safety Officer PG** Mark Butler, proposed by Dave, seconded by Gay, unanimous.

**Sites Officers** Highcliff: Roger Green. Perransands: Alan Phipps. St. Agnes: Graham May, Chapel Porth: Alan Phipps. Godrevy: Graham Phipps. Carbis Bay: Roger Full. Sennen Cove: Martin Jones. Carn Brea: Graham May. Carne: Alan Phipps. Vault Bay: Roger Green.

**Competition Sec HG** Postponed until next meeting because Pete Coad will be very interested in taking the job.

**Competition Sec PG** John Trewartha, unanimous

**XC Co-ordinator,** Tim Jones, unanimous

**Librarian** Paul Howse, unanimous

**Trophies.** HG cross country league: Pete Coad- 43.48 miles  
PG cross country league: John Trewartha- 41.32 miles  
Best cross country in the UK: Graham Phipps- 71.9 miles  
Best cross country in the world: Graham Phipps- 88.4 miles

**Adventure Sports Trophy.** Nominations were received for Roger Full, for his services to the bulletin, as a very diplomatic sites officer over the years, and for his work on air proximity issues, and Paul Howse for his services as treasurer.

The trophy is to be awarded to Roger Full

All trophies will be presented at February's meeting, after they have been engraved.

## **Any Other Business.**

Alan Phipps suggested that any e mails from officers should be from a KHPA e mail address rather than their personal ones. He will contact Paddy for help on arranging it.

There being no further business the meeting closed at 9.30

## Minutes for the meeting of the Kernow Hang gliding and Paragliding Association held at the Clinton Social Club on Monday Jan 8 2007

Welcome Chairman Dave welcomed the 20 members attending and opened the meeting at 9.40. He also welcomed new member Andy Howard.

Apologies received from Steve Hawken-working away, Al James-working late, Pete Coad-skiing, Chris Whittaker-lording it up on the Med.

Minutes of the last meeting were read, and signed.

### Matters arising

**Vault Bay** – Roger Green was not present so his update will be deferred until the February meeting.

**Culdrose: contact with operations** – No action by Sec'.

**Christmas Party.** Dave reported that it was a "posh do", and very good, although there were one or two gripes about having to pay £2 for water on the table. Thanks were extended to Pete for organising the dinner.

**Letter to Andy Howard** – Sec' has copy replied and asked for details on airspace infringement and SATCO contact details. Andy was able to reassure the meeting that the subject of the rogue pilot was in hand, and that the pilot was not local.

**First Aid course** organised by chairman Dave. He confirmed that it will be held in the Millennium Hall in Portreath on the 27<sup>th</sup> January, starting at 9.00am. Although it does not lead to a qualification, it is free of charge and will cover the dos and don'ts of dealing with casualties. Dave needs to know numbers wishing to attend ASAP.

### Regular reports

**CHAPS training** Graham reported a surprisingly good month considering the weather, with four days towing and one on the hill. One PG CPC and several various conversions were completed.

**PG training** None

**Competitions** Graham confirmed that the Frostbite Comp is scheduled for the weekend of 20-21/01/07, with a new alternative date of 3-4/02/07, due to the first aid course being on 27/01/07.

**Club Flying** There had been some sketchy flying at Hayle Towans, dune PG flying at Perranporth and some soaring at Chapel Porth.

**Incidents** A Frenchman was blown backwards at Perranporth (!)

Nigel had a major incident on the beach at Perranporth. It was agreed that there were lessons to be learnt from his misfortune: Know your limitations: don't fly just because others are flying.

There was also an incident of a hang glider pilot at Forbes in Australia losing his life when his harness suspension strap failed and his parachute became detached from the harness. Graham reminded us all to check all harness straps and parachute attachments carefully.

Some paraglider pilots had arranged an informal parachute repack. It was agreed that there should be another, better publicised one, as several members would have liked to join in.

### Other business

**Perran sands parking:** 2007 £10 permit offer. Alan reported that he was having difficulty contacting the right people at the holiday park. He advised everyone who had received invitations to renew their permits to do so ASAP. He will put a notice in the bulletin of his progress, and update as things happen.

### Member's forum

Caz said that the reason she did not attend many meetings was because the business went on so long, and felt that that was why attendance in general was low. Woody agreed. Dave vowed to be ruthless in cutting everyone's ramblings short.

Graham P said that he will put a response sheet in the bulletin with suggestions for talks and events to liven up the meetings.

Glen asked about the Ozone Challenge competition. It was agreed Jon Trewartha would be the man to ask.

There being no further business the meeting closed at 10.20