



Kernow Hang Gliding & Paragliding Association

MARCH 2007

Fancy some winter warmth and maybe even some flying?...

11th of January saw me on a flight from Exeter to Lanzarote for a week in the sun, well hopefully. For the last couple of years a friend of mine, who has been going to the island for over 15 years, has been trying to get me to take low airtime students there for some winter flying to build up those all important first hours. This year with a slot in the calendar, bad weather in the UK and a fistful of Euros I went to suss the joint.

On arrival I was greeted with the shock of what can only be described as a barren landscape and first impressions were not good. Meeting up with the rest of our party, which started out as 7 and by now had dropped to 5 we picked up the hire cars complete with roof racks and headed off to find our villa. We had booked a 10-berth villa and on arrival that's exactly



The pool with flying site in the background

What we got in fact it was big enough to take more with ease so with our depleted party there was loads of space to be had. It came complete with pool, which, unlike most, was electrically heated not just solar so being at a more than acceptable temperature all the time. Also in the garden was a short tennis court and an all weather table tennis set up. Very nice.

Whilst the weather was not always sunny it was pleasantly warm with daily temperatures around 22-23 C similar to a good summers day in the UK.

The trip was primarily from my point of view a fact finding one not only to asses the flying sites but also the other activities, bars, restaurants and general feel of the island. The villa was conveniently located in sight of what turned out to be the most flyable site of the week which was only a 10 minute drive away, so that was good.



Good for diving

With the first day blown out, whilst the girls lounged around the pool, the other guys went diving and I took a car and did a whistle stop

ride around the North of the island to get my bearings, see the famous Famara site and check out the local surf school. Heading into the middle of the island I immediately was faced with the lava fields that have to be seen to be believed. Not a place to land I would suggest. Moving further north the landscape changed into big hills (volcanoes) and eventually the huge cliffs of Famara ridge itself, with the flatlands in between.



Easy take off at Famara

A visit to a harbour side restaurant in the evening rounded off the day and my initial views on the island were already starting to mellow.



Easy soaring

The next day saw us go flying on a super site towards the north end of the island, with an easy take off and top landing complimented by

huge flat bottom landing. Both paragliders and hang gliders were flying, the vast majority of whom were Brits. One mid air later, we were off to the bar then the short trip back to the villa for a swim before going off to sample another eating establishment. This set the trend for the rest of the week. By the end of the week I had visited if not flown all the recognised sites on the island, the majority of which are suitable for low airtime pilots and make for some easy flying.



Big flat bottom landing

A nice feature of some of the sites and in particular Famara itself is that whilst the main ridge is stunning in both it's height and severity there are various options for take off which are far more gentle and less awesome, so inspiring confidence rather than apprehension.

By the time it came to leave on the following Thursday I had come to appreciate the place, the flying, the landscape and the restrictions on high rise development which make Lanzarote one of the more unspoilt Canary Islands. Would I go again?? You bet ... Plans are already being made for trips next winter, both before Christmas and after it, with some places already being taken, so let me know if you fancy coming along...

Graham Phipps

Treasurer's address

For all those generous souls eager to pay their subs to Daisy, he apologises for not publishing his address. To make amends here it is: **Graham May, 11 Greenfield Terrace, Portreath TR16 4LY**. He is looking forward to receiving your money.

Big Fat Repack 2007

I attended the Big Fat Repack at the Rivermede Leisure Centre in Reading on Sunday 11 March 2007. My place at the session cost me £22 and was worth every penny. However, petrol there and back, plus the dinner that I bought my youngest son Max and his partner Tara as a bribe for putting me up on the Saturday and Sunday night puts the weekend finances into context!

BFR is organised by the Thames Valley Hang Gliding and Paragliding Club and all profits of the session and the sales of goods all go toward the Thames Valley Air Ambulance. Good idea. Prior to the weekend I was sent instructions which included the bringing of proof of BHPA membership, helmet, gloves, harness, reserve parachute and the packing manual for the reserve. Panic, I couldn't find the Manual anywhere and after a phone call to Simon Murphy, a new one was dispatched at a very reasonable cost.



[A successful deployment](#)

I arrived on time at the Leisure Centre, checked in and listened to Bill Morris run through his witty introduction and presentation about safety and the good sense of ensuring that you have the right size reserve and the necessity of it working as it was designed to do, should the need arise. We were split into teams of two who had similar reserve designs, the idea being that we would help each other do the packing after we had slid down the 'Zip Slide'. My team was a very pleasant young man who didn't speak English brilliantly. I got the hang of his accent about the time we finished repacking the chutes. Needless to say, his reserve was nothing like mine. In fact it was a steerable design with many drive slots and cutouts, but

no tabs to tension the pulled down apex with. The result was that flaking and folding this monster was like trying to put the genie back in the bottle.

I was 54th in line on the Zip Slide queue and had plenty of time to watch the early sliders. The idea is that you are suspended in your harness at the top of the building and at a given signal you are cast down the two carrying wires on pulleys. You then reach for your reserve handle, hurl the chute and lines away from you, the reserve opens and you are brought to a dignified stop by it and the helpers from the TVHGPC. But what I saw happen was rather worrying. I was told it could happen, and sure enough one unfortunate arrived at the bottom still holding his reserve. Apparently this 'freezing' is well documented. So if you really do need your chute in anger, for goodness sake remember to let go of the handle!



[Putting the genie back in the bottle](#)

Other incidents were mainly concerned with reserves that had been packed for so long that they just hit the floor like house bricks and never looked like opening. I was told that some would have opened eventually, but I was very aware of falling at 32 feet per second per second. When it came to my turn I really was quite concerned about the performance of my RS2 because it had not been repacked for

several years. My decision to buy a chest mounted reserve harness suddenly seemed inspirational. The red handle was right under my nose, and when I was cut away you never saw a faster fling. And, thank goodness, my RS2 blossomed out behind me in no time at all. That's a drink for Dave Malkinson I think.

Then, collecting up the acres of white silk we headed for the repacking floors. As I followed the now deployed harness strop round to the back of the harness I found that lost Manual in a purpose made little pocket in perfect condition. Doh! One thing which was very important as we came off the Zip Slide, notes were taken of the performance of each pilot and reserve. My RS2 had its inner deployment bag sewn to the apex of the chute. This is considered a complete no-no because of the risk of the bag interfering with the opening of the parachute. OK, so you might lose the bag after a deployment but that's a small price to pay for a save. I cut mine off

and I would urge you to check if you have a similar arrangement.

Both my helper and I had no experience in repacking reserves so needed help from the three or four professional packers who circulated round the floor. Eventually we had them all back in their bags and we felt a lot more confident about how to repack our reserves properly. In fact so confident am I that I am going to unpack and repack my chute tonight whilst I can remember what to do.

I would recommend anyone who does not know much about reserves to go to the next Big Fat Repack. It really is worth it. I was very impressed by the Thames Valley boys who gave up so much of their time to put on this event.

Mark Woodhams.

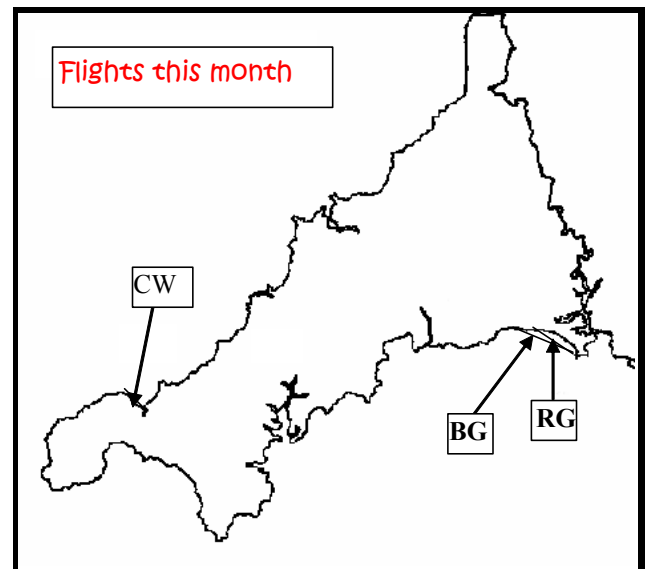
Kernow Cross Country League to March 20th 2007

A resounding victory in the winter cross country league for the up and coming Tim Jones, who managed to beat off all the vain attempts of Weasel team member Graham Phipps to out fly him!

March has seen just two more entries from the Green Machine, and a late one by esteemed secretary Whittaker, but you get the feeling the spring thermals are going to see some big scores posted in the next month or two. Get yours in now!

KHPA Cross Country League 2007

Position	Name	Team	Total
1	Barry Green	Bears	19.77
2	Tim Jones	Rhinos	17.47
3	Roger Green	Bears	11.34
4	Graham Phipps	Weasels	5.78
5	Chris Whittaker	Rhinos	3.26



Some late holidays news

Both Jon Trewartha and Woody are arranging trips to Turkey. Jon for a week in May/June, Woody for two weeks in July. Presumably anyone wishing to join them should speak to them direct.

**Minutes for the meeting of the Kernow Hang gliding and Paragliding Association
held at the Clinton Social Club on Monday 12 Mar 07**

Welcome Chairman Dave welcomed the 21 members attending and opened the meeting at ten past eight.

Apologies Little Al heard the Bath calling him.

Minutes of the last meeting were read and signed.

Matters arising

Vault Bay – the club is going to leave the matter unless or until the situation changes. Graham May offered to make discrete enquiries through contacts at St Agnes.

Culdrose contact with Operations – Still no action by Sec.

First Aid course – the Chairman will make arrangements for a course to be held on a club night.

Responses to questionnaire in bulletin – or Kernow Hang gliding and Paragliding Apathy. The only two responses have now been increased to three.

Club coach course gained the club three coaches. More members who attended are asked to put their name forward.

Regular reports

CHAPS training Graham had six days during the month with 2 on the winch and 4 on the hill. Kaz has completed her hill conversion & the Sec' converted to the winch.

Competitions teams will need to be entered for the BCC; 1 HG and 1 PG.

Club Flying The Chairman has been flying in the Caribbean and has promised to write a Pulitzer prize winning article for the bulletin. The Hangers had a stunning day at Chapel (while the Sec' was abroad, obviously). Sat 10 was working for the Hangers at Freathy and at Praa Sands for the Dangers. The PGs also had a good day at Perran during the month.

Incidents

None reported, hurrah.

Other business

Roger Green needs a cheque for £100 from the Treasurer for the farmer at High Cliff. Graham P reports that wheel claspers are in operation at Perran Sands.

Member's forum

There being no further business the meeting closed at nine twenty five.