



# Kernow Hang Gliding & Paragliding Association

MARCH 2008

## Big Fat Kernow Repack

On Sunday March 30 eighteen KHPA members turned up for the Big Fat Kernow Repack at Carnmoggas Holiday Park. Bill Morris, ace repacker and paraglider review pilot for Skywings, gave the assembled through a very amusing introductory lecture on the art of parachute repacking.



Graham Koller chucks while Bill Morris looks pensive

One of the main points of the lecture is that you cannot predict what sort of accident is going to happen to you, so it is essential to get the right size canopy and equipment, and make sure that it is serviced regularly and that you know how it all works to give yourself the best chance of survival.

We were all divided off into pairs for the practical repacking session and Bill oversaw the whole operation, leaping in to help when we forgot what to do next. Initially everyone had a practice chuck of their reserve just to make sure that all the bits were connected correctly. Then the flaking, folding, line collection, repacking process began. And we found by some magical means that all the chutes had grown in the space of 5 minutes by 50% and would no longer fit back into their deployment bags. Luckily Bill was available to say the magic words and make them shrink to the appropriate size, and by about 2.30 pm all present had re-packed and had smiles on their faces.



Repacking in full swing in the Carnmoggas indoor bowling green

Bill did a summing up session and was pleased to report there were no real horrors uncovered. One very corroded maillon was found and a 26 year old conar chute was identified as needing replacement. One or two people had left string

on their repacking loops to help them pull the loops through the grommets – which is a no-no. Webbing to webbing shoulder connections were spotted in a few paraglider harnesses, and these connections should really be made through a trapedal metal link now. Apparently webbing to webbing connections under shock load can fail.



Bill informs and entertains the gathered throng

All in all a very useful session and perhaps we ought to make this an annual event. A round of thanks went to Bill for the session and to Nick Gigg for sponsoring it at Carnmoggas. Mark Woodhams

## Chairman's Chat

The meeting on Monday 10 March was attended by 13 very keen KHPA pilots, including new members Paul Bunten and Maude Ash – welcome.

The weather was truly dreadful so there was no surprise at the poor turnout. Pete Coad's talk on thermalling and XC strategy will be postponed till the next Club meeting on Monday 14 April 2008. There will also be a short review of where we stand with the BHPA recommendations on the Mode S transponder issue.

By the time you read this, Kernow hang gliding and paragliding teams will, weather permitting, have competed in the 21-24 March Easter BCC comps at Dartmoor (hg) and SE Wales (pg). Anyway, best of luck and hope we did well. Victorious pilots should be prepared to dazzle us with their reports at the next meeting.

Members interested in Pete Coad's proposed flying trip to France in the summer should contact him regarding where and when they might be available. Precise dates and locations are still flexible until Pete gets feedback from the membership. And following the success of this year's Lanzarote trips, Graham Phipps is planning Feb/March 2009 to go again, and a possible SIV/xc trip as well. Let him know if you're interested.

Fly safely and avoid the clamp monster at Perran.

Regards, Mark

## Photo competition



This month's winning photo comes from Pete Coad, flying his Mosquito over the Cornish Alps.

## Another blast from the past

What has happened to the flying weather lately? I was looking back through previous bulletins, for inspiration, and found this article from 1990, by some flash-in-the-pan lad called Graham Phipps.

### Friday 13<sup>th</sup> - Unlucky For Some (or Coast to Coast)

The beginning of the Easter weekend started badly, with Kaz having severe toothache, which delayed our departure to the annual South Devon Easter Comp, while she had it extracted. Still, it's an ill wind that blows no good, and it was largely due to this delay that the decision was made by Pete Coad to go to either Perran or High Cliff, with me opting for the latter, as I'd never flown it before. At the previous club meeting Dave Bazeley had chatted with me regarding the XC potential of the site and we had agreed to give it a go. I rang him to let him know, but he'd already decided to go anyway.

On arrival at the site a short wait ensued until other pilots turned up as I was not sure of the take off area. Dave Bazeley, Colan and Pete soon arrived, all was made clear and the gliders transported to the rigging area, where I discovered I had got the wrong glider! Still, not wanting to carry back, I chose to fly it as it needed an airing. Whilst rigging, Pete and I set goal as Torbay, and joked about the possibility of over-flying the lads on Dartmoor. A pound went in the kitty as usual.

The wind was off to the left at about 14-16mph, with good, if not slightly over developing sky inland, and blue sky out to sea, although occasional clouds were forming and coming in. Pete launched first after some difficulty because of turbulence, and I followed from a different launch although with the same problems.

The lift was good and smooth, with a steady climb to 800ft ATO, (1500ft ASL) which seemed to be the top of the ridge lift. Sea thermals were coming through at intervals and I managed to climb to 1500ft in the better thermals. Clouds were now starting to form well out to sea, some of which I viewed with suspicion, although nothing looked imminently dangerous. Dave Bazeley was now flying and with three gliders airborne it became easier to get a picture of what was happening.

Pete worked a good one and for a minute I thought he was on his way, but he was not fully committed and managed to return to the ridge as the lift petered out. We had been in the air for about an hour when some useful looking

clouds approached from out to sea and things began to get a little more lively. A few passed by, but with the arrival of a particularly large one I noticed Pete climbing steadily about half a mile to my right, so I slipped over to join him, to be greeted with steady 2-3 up lift.

A quick scout around to find the best lift and I began to circle with the vario bleeping steadily. Pete was a few hundred feet below and a little downwind and still climbing- things looked good! By the time I reached cloudbase, which was not all that high (1700ft ATO) it was too late to return, so I concentrated on maintaining my height whilst not losing sight of the ground or the still approaching PC!

We drifted for a couple of miles or so, with Pete still short of cloudbase which made me feel slightly more comfortable, knowing exactly where he was! The cloud then began to issue small amounts of hail and in doing so changed its characteristics from nice smooth lift/sink into more violent extremes. Pete was losing it, so headed downwind but never contacted anything and landed at Canworthy Water for about 6.5 miles, whilst I moved to the edge of the cloud to consider my next move.

Working my way to the downwind end of the cloud, I judged I could fly about two miles out in to the sunshine, and with the landscape including several ploughed fields, I hoped I may be in with a chance of finding more lift. Flying away from the cloud through steady sink, I headed for the sun, and passed over the now flat rigged Pete Coad. Out of the shadow, the sink eased a little. Passing over a ploughed field gave less sink but no lift, so I carried on. At about 500ft AGL I picked a field conveniently downwind of a ploughed one, and was thinking that this may be it, when the aforementioned field gave me a zero/one up in which I began to circle.

I was maintaining, or possibly, very slowly, climbing, and with good landing fields all around I let myself drift with it. About a quarter of a mile downwind there was a group of three ploughed fields and my hope was that the blobette I was in would trigger something better as I passed over. I drifted over the fields slightly to one side- nothing. Then, as the downwind boundary was reached, things got bouncy and the lift increased. Moving crosswind, to nearer the centre of the fields, rewarded me with five up, and a nice ride all the way to cloudbase.

Now I was really on my way, with the hail cloud a couple of miles behind. Cloudbase had risen to

about 3500ft ASL and looked like continuing to rise the further inland I went, so life should get easier. I began to relax and take a few photos as I flew into Devon, and the new reservoir at Roadford passed to the north and Launceston to the south. Dartmoor was visible now, and I wondered if I would see the guys who had gone there to fly.

Pushing on by jumping a couple of clouds downwind got me further away from the hail and gave me the feeling of covering some miles at reasonable speed, unlike my flight of ten days before, when it took me five hours to fly 52 miles, averaging just over 10 miles an hour.

As the moors neared, it dawned on me that the Cornish record could be within reach, and I counted off the 10km squares on my map and then tried to calculate  $26 \times 1.6093$  km in my head to see how far I had to go. I figured that 45km would be enough, which meant landing past Tavistock. This looked like a distinct possibility.

Under a nice individual cloud, I began to cross Dartmoor over the Black Downs with Brent Tor gliding club to the south. Suddenly, I noticed a speck of white on the top of one of the tors, which then detached itself from the hill, and I realised that it was a hang glider on top of Widgery Cross. I passed slowly by at 3700ft ASL, guessing at the comments being made and hoping that I wouldn't make a total cock up now.

Just east of the Okehampton - Tavistock road, the lift died and the cloud decayed, so I decided to do something I very rarely do- fly downwind (just hoping to pick something up). I reasoned I didn't want to go back any nearer the hail cloud that was still tailing me, but something told me it may not be the wisest thing to do. Heavy sink ensued and I could feel all those eyes at Widgery watching me as I raced downwards. The total cock up I'd feared was taking place! I'd lost over 1000ft whilst flying towards rapidly rising ground and away from any roads- a long walk looked to be on the cards. Time to change tactics.

A quick look at the sky and the shadows on the ground and I decided to fly crosswind/upwind to the south west. Having covered about half a mile in moderate sink, I passed downwind of a long, thin reservoir, and as soon as I got behind it, wham, five up all the way to cloudbase! Staying on the south side of the cloud to try and warm up a little I lost sight of Widgery and the lads and crossed the moor parallel to the Tavistock/Princetown road- much more sensible.

The trip over the moors was fairly uneventful, and I emerged over Ashburton, recognising it from my previous flight when coming south from Codden Hill. Jumping ahead to the next cloud, I circled in a nice two up to 4000ft ASL, where I was joined by a seagull, who followed me around for about 15 minutes, before getting fed up with my rate of progress and heading off to the coast, which was now plainly visible. Stopping to take some pictures, I worked out that my track would take me to Torquay, so I headed south east for goal.

The clouds were breaking up now, although patches of lift were still to be found. I met the ring road at Cockington and flew south along it while being tempted into working a good thermal off an industrial estate. But my eyes were fixed on a large field about a mile on, so not wanting to push my luck, I ignored the lift.

My landing was fairly uneventful, although not one of my best, probably due to the fact that my legs had gone to sleep! Within three minutes of landing, someone came walking across the field. Looking up I recognised the bright red shoes- Steve Bones, a hang glider pilot who used to live in Cornwall but had moved to Torbay several years ago. A quick greeting, and Steve offered to run me back to Okehampton where we were camping for the weekend. What a good chap! So after tea and sandwiches at Steve's, it was off to the camp site to meet up with the family and the rest of the lads, giving me the easiest recovery ever after my best distance ever- all be it by 0.2 miles.

The whole flight took three hours 40 minutes, but one hour 10 minutes were spent on the ridge, so the XC part was only 2.5 hours, giving me twice the average speed of my previous flight.

Thanks to Pete and Dave for getting us to the right site, to Bill and Mark for their good wishes and comments as I passed over Widgery, to Steve Bones for the recovery, and especially to Kaz for continuing to go on holiday despite her raging tooth ache.

Who says it's boring soaring the coast?!

That evening the final distance was calculated confirming that the Cornish record had been broken by 100%. Let's hope I keep it from Pete for more than a week this time!

**Date of flight:** 13-04-90    **Max Altitude:** 4100ft  
**Take off:** High Cliff    **Distance:** 52.36miles  
**Landing:** Torbay    **Glider:** Magic Kiss 154

## Minutes for the meeting of the Kernow Hang gliding and Paragliding Association held at the Clinton Social Club on Monday 10 Mar 2008

Welcome Chairman Mark welcomed the 13 members attending and opened the meeting at 20:15.

Apologies Barry Green

Monthly photo comp' overwhelmingly won by Pete Coad.

New members Maude and Paul are welcome.

Minutes of the last meeting were read & signed. Proposed Pete C, seconded Mark W

Matters arising

**Emergency Parachute repack course** is 30 March at £15 per person. Please will now be offered to members of neighbouring clubs.

**A letter of thanks** from the police was read to members.

Regular reports

**Competitions**

**BCC** Pete C reported that the Easter Comp on Dartmoor has been declared as a BCC round for HG only, a regular comp will also take place for PG. Also over Easter there will be a BCC PG round in SE Wales.

**HG League** dates have been set, the first round over the early May bank holiday.

**PG Cup** dates have been set, see the BHPA website.

**CHAPS training**

Graham reported that the second trip to Lanzarote was a great success with 6 of 7 days flown. He has had 2 good days on the hill since.

**Club Flying**

A couple of good days had been enjoyed during the month, Graham & Kaz' flew at Carbis. Graham flew his HG at Chapel while some of us watched in the 30mph breeze.

Incidents

None.

Other business

Pete Coad asked whether any other members had their Perran Sands parking permit 'lost in the post'. 3 members have been clamped at Perran so far, in one month. Be warned.

Mode S. Advice from the BHPA to clubs is expected soon. The deadline for responses set by the CAA is 5pm on 31 May.

Member's forum

With the success of the Lanzarote trips, Graham is looking at arranging an SIV course in Sep for 1 week.

Pete Coad will be giving a talk on Cross Country flying techniques during the April meeting.

There being no further business the meeting closed at 9.15

### Membership dues

If you haven't already paid your membership, please get it to Daisy as soon as possible. You've already missed the discount deadline, and as of next month, only paid up members will receive their copy of the bulletin.

Please send your cheque to

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