



# KERNOW HANG GLIDING

## PERRANPORTH RETURNS!

FEBRUARY 1993. Issue No.1.

and the editor writes.....

What better way to start the season than to have the good news that Perranporth is back; no conditions no restrictions. To all intents and purposes the site has been returned to the club on the same basis as before 'the troubles'. The new manager of the holiday camp asked to meet representatives of the KHGA and so, during last week, Ron and Alan turned up on our behalf.

I'd like to say thanks to Graham, Alan and Ron for their perseverance and persistence with the Perranporth issue. They successfully convinced the site owner just how seriously we take our responsibilities towards maintaining and operating sites. So let's use but not abuse our new agreement. Short and sweet this month.

Safe flying .....Rob.

## KERNOW HANG GLIDING.

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### SECRETARIES SECONDS. - KHGA FEBRUARY MEETING.

Twenty three members turned up for what was expected to be a quiet, short meeting. We heard that FAI Sport Licences are due for renewal and then sad news that our old member John Harper was not able to attend and receive the Venture Sports Trophy as he was in hospital following a suspected mild stroke. We all wished him well and a get well card was circulated.

There was a horror story about a stunt hang glider offered for sale in a local newspaper, a Hustler in very bad condition.

Forthcoming competitions are:-

South Devon Club. March 13th & 14th with 27th & 28th as reserve dates.

Long Mynd Club Open June 5th & 6th.

Easter Competition by South Devon Club.

British Open May 1st 2nd & 3rd in South Wales.

There was a very long discussion when Lester Cruse of Adventure Sports sought to establish that his paragliding school was part of the KHGA. The meeting concluded that this was not so and that our association would not want to be involved in any commercial school. Our membership is open to individual paraglider pilots. Our sites are generally open to both hang glider and paraglider member pilots but that commercial use must be arranged by schools with the site owners.

A Ten Pin Bowling evening has been arranged by Pete Coad for 7 p.m. on 26th Feb at the Hotel California. Please let Pete know if you will be there.

Following a change of manager at Perransands Holiday Centre our flying arrangements are suspended pending new arrangements with the new manager. These will be announced as soon as possible.

John Woolams [Paragliding Safety Officer] drew members attention to a Mandatory Safety Requirement [MSR] No.13 that all paraglider pilots flying over the sea should wear buoyancy aids.

Lucky members of the 100 Club were:- £5 to Jules Sanderson. £10 to Dave Bazeley and £25 to Steve Murley.

## THE KERNOW 'REALLY QUITE TEMPERATE' COMP.

by Rob Ings.

(owing to the Greenhouse Effect, frostbite was never a threat.)

After several weeks of cancellations, the last thing on my mind was a competition.

So it was with some surprise that I rang Bill on an uncharacteristically low-wind Saturday to ask if there was a likelihood of disinterring the winch for the first time this year.

"Well, apparently there's a comp. on today," he explained through a mouthful of god-knows-what, "but I'm buggered if I know where!"

Informed sources, I was led to believe, had made informed guesses as diverse as Carbis Bay, Seaton and High Cliff. So diverse in fact, that to have covered all options would have required a weeks leave and bed & breakfast. The only hard and fast information was that everyone was meeting at Dave's farm from whence they were to sally forth to the site of the day. By the time I was ready to leave, a 'phone call to the farm confirmed it to be High Cliff. Right, good enough for the likes o' we, I thought and passed on the news to Sqdn. Ldr. Full of the St.Ives Air Force who immediately formatted on my wing as it were.

Due to our late start from 'down West' we arrived at High Cliff just too late to witness the first 'submission for consideration' for the 1993 Crash Trophy.

Graham Phipps, always the showman, had attempted to entertain the troops with his version of the ever popular and critically acclaimed, 'fly across the wall' landing and had added yet another, nothing-wrong-with-that upright, to Coady's burgeoning collection.

Undeterred, he was seen, a pit-stop later, at the front of the launch queue urging others to join him in the medals. Fortunately, before any misguided soul chanced their arm, the wind started to strengthen and soon people were taking tentative steps into the void - mercifully with zero 'entertainment value'.

After the long layoff, it was great to be back on the hill. The wit, the banter, the bullshit flowed unabated. And, as usually happens this early in the season I'd forgotten two things;

Firstly, you need a skin like a Rhino-sore-arse to stay up to speed with they ol' Kernow boys. And secondly, never EVER let Coady out of your sight when checking the wind. Four of us did and we nearly found ourselves sharing a perch with Elvis (yes, he's still down there) on the cliff face. You've been warned.

Oh yes, the competition! So, there we were with enough wind to soar but only a 300' cloudbase in which to use it. The tasks started with a spotlanding followed by an open XC; along the coast for standard points or over the back, for more than 2km, to double up. Due to the deteriorating conditions, no one got into the heady position of using their two-times table, but at least everyone came away with a score. There's one more event worth mentioning before moving on, and it concerns Graham's homeward journey.

### PIPS IN TOWING LOCKOUT DRAMA!

Due to mechanical problems before leaving High Cliff, Graham's car needed a tow back to Illogan - to which 'Warp factor' Wicks duly obliged. Approaching the busy junction of the A30 at Fraddon, Graham radioed to Paul and asked him to get across the road as quickly as possible, so reducing the chances of Phippsy adorning the grill of a 48 tonner. Spotting a break in the traffic, Paul was away like a scalded cat. Imagine then the consternation, nay bewilderment as the tow-er realised that the tow-ee seemed to be heading towards Bodmin!

Pips had decided to use the indicators to signal his intended right-hand turn but in order to do so had to switch on the ignition. In turning the key the wrong way he engaged the steering lock and so the car veered straight across the road and 'caressed' the far kerb. The tow was strong enough however to pull the car back towards the Redruth direction by the time Graham had landed! With a little more detail, this could be another tale worthy of entry into the Kernow Handbook of Ripping Yarns!

A very pleasant evening was spent at the Waterfront Inn at Portreath. The highlight of the evening saw Andy Farrow perform a rather peculiar trick with a recently opened beer bottle - which left the girls wide eyed in amazement!

**The Sunday.** Borlasevath. Nil wind, dry and bright.

Towing. After a long layoff the winch and tractor didn't want to come out and play, but with some coaxing from Paul and the team our convoy eventually wended its way up to the tow field.

In time honoured fashion the wind, what little there was, switched on us as soon as everyone had rigged. This meant manhandling our kites into a suitable position for a short-tow and flight to a more favourable and longer winching position. It was noticed that the cloudbase was getting ever lower so it was decided that the short-tow would terminate in a spot landing in order to get at least one task completed should the weather deteriorate further.

The spot was positioned and pilots started arriving - with varying degrees of success. I think it fair to say that both Daisy and Andy Farrow wouldn't take 'a fence' if I said they 'hedged their bets' - fortunately with no lasting damage.

The decision to go for an early task was proved correct as, by the time the last pilot had launched, the clag was down to couple of hundred feet, and once the winch was repositioned cloudbase had descended to meet us.

Thus ended the competition. And as a small group gathered for the prize giving and the last remaining landmarks in the field disappeared in the ever thickening clag, dates were being given for the forthcoming competition season.

1st Bill Scott  
2nd Graham Phipps  
3rd Mark Nicholl

## KERNOW HANG GLIDING.

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### FLY PERRAN !!!!!

Kernow Hang Gliding Association's patience and restraint has won the day and the management of Perransands Holiday Centre have agreed that we recommence use of the site. We are asked to co-operate with the holiday centre to minimise the environmental impact and the following site rules are designed to ensure a good working arrangement.

Flying is open for non commercial flying by BHPA members.

Pilots should call at reception and have their membership cards available.

Parking near the flying area is allowed but must be clear of the take off, landing and landing approach areas. The area south of the dune on the south side of the landing area is recommended. There must be no parking in the dunes. Approach by the track to the south of the site not the track by the water tower.

The Holiday Centre will be making efforts to make good eroded areas of the dunes and prevent further erosion. Please co-operate by using the made up path for access to and from the beach.

After take off keep clear of the air in front of take off.

After landing get clear of the landing area immediately.

Keep gliders and paragliders well to the side of the landing area.

Comply with any instructions or requests from the holiday Centre.

Do nothing to interfere with or endanger the holiday makers on the dunes or beach.

Leave no litter.

Report any incidents or accidents to the KHGA Safety Officer, Chairman or Secretary.

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Following many changes affecting sites visiting flyers must contact the Kernow Hang Gliding Association before flying Cornish sites and obtain an up date on current conditions and site arrangements.

KERNOW HANG GLIDING.

Kernow Winter XC League as at 23/02/93

Pos	Name	Team	Distance in Miles			Total	Glider
1	Bill Scott	BB	16.52R	16.02R	3.43	35.97	Rumour
2	Pete Coad	MD	18.20R	10.64R	3.62	32.46	Kiss
3	Graham Phipps	TP	18.36R	3.62R	3.43	25.41	K2
4	Graham May	TM	9.70R			9.70	Kiss
5	Billy Cowell	TC	4.90R			4.90	Ace Rx

D = Double Distance, R = Out & Return, T = Triangle Total 108.44

Team Scores:-

Pos	Team	Score	100 Club Draw Results - February	
1.	Bill's Boys	35.97	1st Steve Murley..	25.00
2.	Mad Dogs	32.46	2nd Dave Bazeley..	10.00
3.	The Pipettes	25.41	3rd Jules Sanderson	5.00
4.	The Maybe's	9.70		
5.	The Canadians	4.90		

1993 Frostbite Comp - Results

Pos	Name	Club	Task 01		Task 02		Task 03		Total
			Miles	Points	Miles	Points	Miles	Points	
1	Bill Scott	KE		230	3.43	950		200	1380
2	Graham Phipps	KE		130	3.43	950		190	1270
3	Mark Nicol	SD		180	3.28	908		160	1248
4	Pete Coad	KE		200	3.61	1000		0	1200
5	Andy Farrow	SD		140	3.16	875		0	1015
6	Paul Dunstan	KE		70	.85	235		245	550
7	Roger Full	KE		180		0		230	410
8	Rob Ings	KE		150		0		140	290
9	Paul Wicks	KE		0		0		120	120
10	Billy Cowell	KE		40		0		0	40
11	Mike Gadd	SD		0		0		30	30
12	Graham May	KE		0		0		0	0
12	Brian Bazeley	KE		0		0		0	0

-- TEAM SCORES --

Pos	Club	Club Name	Score
1	KE	Kernow	3850
2	SD	South Devon	2293

-- TASKS --

Task	Description	Max-Points
01	Spot Landing - High Cliff	250
02	Open XC From High Cliff	1000
03	Spot Landing - Tow Site	250