



KERNOW HANG GLIDING

KERNOW'S SECRET WEAPON WINS AIRWAVE SEMI-FINAL.

September 1993. Issue No. 9.

Airwave Semi-finals: After some pretty indifferent weather leading up to the semi's the weekend of the 4th and 5th turned out near perfect with both days flyable! The team, **Patrick Buxton, Paul Dunstan, Graham May, Colin McKenzie** and myself made our way to the Bloreng; the task was Rhossilli via a turn point on the Beacon Beacons. Results for the day; Patrick in first place! Sunday at Pandy. The task was open distance via two turn points. Patrick won the day with a total distance of 25 miles! With some input from the rest of us we ended the weekend by winning - with a score of nearly twice that of the next team (South Devon)!

The French Classic (St Andre les Alpes): The weather conditions for our British team representatives in France wasn't quite as kind. The week-long competition only produced two flyable days - the first and last. In fact, Graham wondered why they were leaving Britain at all when they saw the forecast (for the weekend mentioned above). I haven't got a listing of the results, but I will include them in next months newsletter.

Airwave Finals: The three day final was held on 24th-26th, and yet again the weather co operated; 3 out of 3! The team was **Patrick Buxton, Paul Dunstan, Graham May, Roger Green** and myself.

Day 1: Driving up to Wales at the 'crack of Sparrows' on Friday morning through thick fog, none of us imagined that we'd be flying later. The briefing at Crickhowell was re-run several times in order to give the weather a chance to improve. Eventually it did and we were off to Merthyr. Conditions weren't brilliant but a task of open XC was called. Daisy and Patrick worked there way down the ridge and amazingly found a landing area, and in so doing scored Kernow's first points.

Day 2: The sky was absolutely bouncing and with a N/W wind blowing the decision was taken and the Bloreng was called. The walk to the N/W face has got to be the worst I've ever experienced but with conditions looking that good it was worth it. It was here that the 80 competing pilots finally arrived and flew together. Flying was crowded, and just when I thought things couldn't get worse, the 81st and 82nd pilots arrived - in the form of sailplanes! They proceeded to scythe there way up and down the ridge for 20 minutes or so before finally departing! Well I assume they did because I managed to sneak a thermal to myself and left before they did. I finally landed next the Severn Bridge for 21 miles - with Daisy landing only half a mile back. Patrick managed 15 miles and Paul 6 miles.

The star of the day was an Irish girl who landed in Bournemouth! She's only been flying for a year. She asked Martin Cartmell about the mysteries of interpreting the airspace map and in particular the Lynham SRZ.

"Listen Luv, you won't need to worry about things that far away!" A possible candidate for 'Dingbat of the Year' award, perhaps?

Day 3: Despite a forecast of even better conditions, typically things got worse. With Northerly winds we used Bloreng again - but this time the Bowl. Although winds were light, due to wave the wind speeds at take off varied up to 30 miles an hour! This combined with a 500' cloudbase tended to reduce the enthusiasm to fly. The task was a defined goal at Cardiff. To cut a long story short, we all ended up doing a turn-and-burn for a few points. As yet we don't have the results for the comp. but, sad to say, we didn't win.

Finally, many thanks to **Diane Dunstan** for her amazing work in driving retrieve for us during the competition. She was always there when we needed her.

**MINUTES OF THE SEPTEMBER MEETING OF THE KERNOW HANG
GLIDING ASSOCIATION AT CLINTON SOCIAL CLUB ON 8th
SEPTEMBER 1993.**

19 members present at the opening of the meeting.

MINUTES of the August meeting were read and the meeting proceeded.

CORRESPONDENCE: Graham May (substituting for Ron) read out a letter from the parents of Ali Price to the KHGA. In the letter, and the accompanying letter sent to the coroner, Mr Price made it clear that ".....we placed no responsibility whatsoever for Alistair's accident on his instructor, Graham Phipps." The letters were very supportive both of Graham and the club.

The meeting was told that the inquest into the accident would be held on Thursday 16th September.

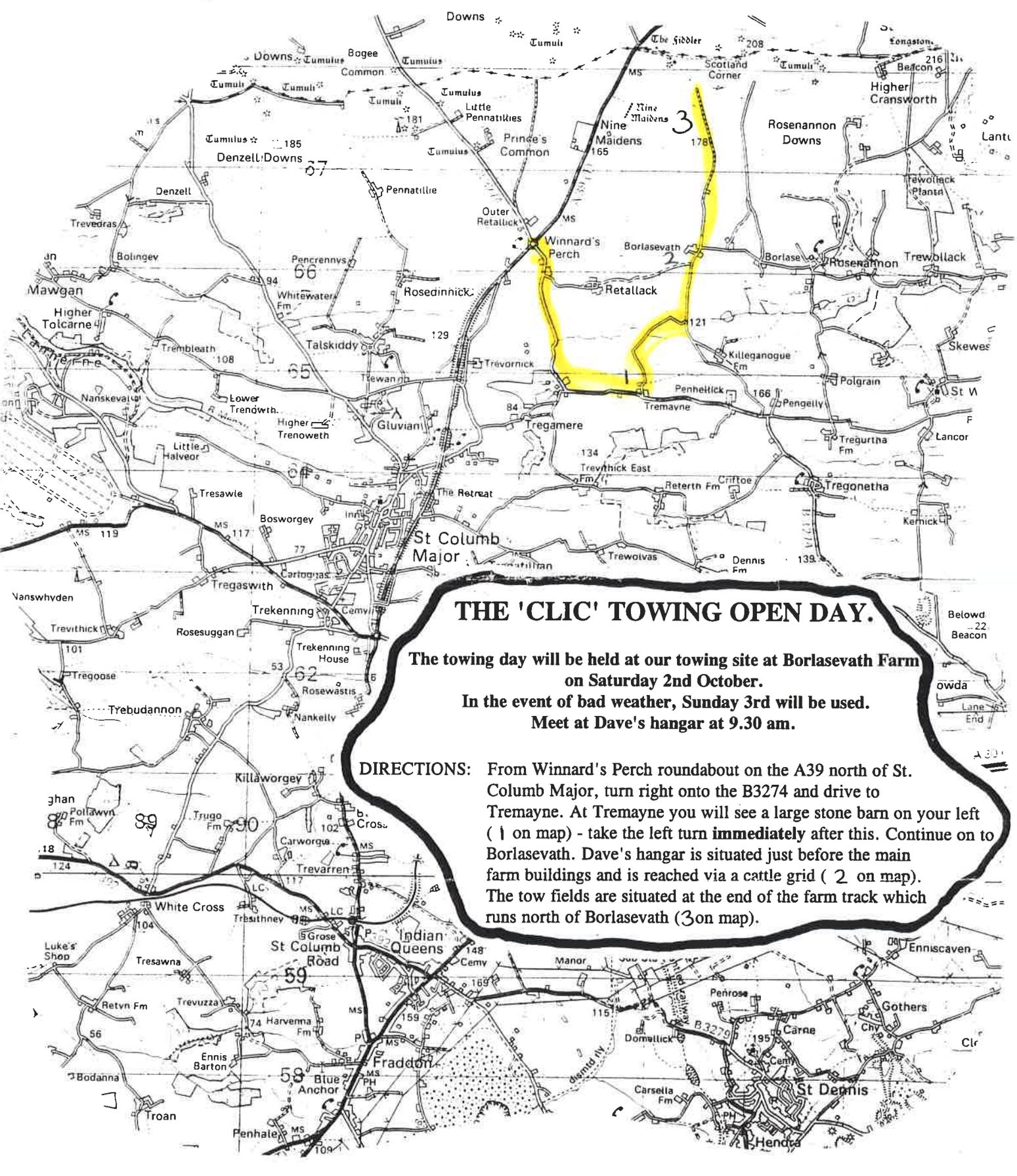
TOWING: Graham May explained the procedure by which the Tow-launch Trolley would be certificated - basically by committee.

The new dual glider was reported to be on its way from the U.S and would be delivered to Simon Murphy's. Roger Green offered to pick up the glider.

The **CLIC** towing day was set for **Saturday 2nd October** with Sunday used if the weather doesn't co-operate. John Sekula said that he would contact the media and make them aware of the event. A request was made for as many club members to turn out as possible to ensure the day goes smoothly. Roger Full suggested contacting the Home Farm Trust to see if they would be interested in joining us for the day. Barry Green also mentioned that he had contacts with a disabled group. The club will approach both groups with the offer. Graham May will be the official contact number (0209 843380) and the meeting point for the day will be at Dave's hangar at 9.30 am.

AIRWAVE SEMI FINALS: Graham told the meeting that Kernow had won the Semi's and gave the results. He announced that the finals would be held in SE Wales in two weeks time. (24th-26th September).

There being no further business, drinking commenced.



THE 'CLIC' TOWING OPEN DAY.

The towing day will be held at our towing site at Borlasevath Farm on Saturday 2nd October.
In the event of bad weather, Sunday 3rd will be used.
Meet at Dave's hangar at 9.30 am.

DIRECTIONS: From Winnard's Perch roundabout on the A39 north of St. Columb Major, turn right onto the B3274 and drive to Tremayne. At Tremayne you will see a large stone barn on your left (1 on map) - take the left turn immediately after this. Continue on to Borlasevath. Dave's hangar is situated just before the main farm buildings and is reached via a cattle grid (2 on map). The tow fields are situated at the end of the farm track which runs north of Borlasevath (3 on map).

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R.A.F. PORTREATH.

Most of us have read or heard that the airfield at R.A.F. Portreath has been reactivated after resurfacing of one of the runways. It was feared that we might have to contend with yet another ATZ hemming in our sites at Chapel Porth and St. Agnes.

After following up an invitation to visit to the Station the position is now more clear.

The airfield will not have an ATZ. It will be used occasionally by the Sea King Training Unit based at R.A.F. St. Mawgan as a Diversion Airfield. Usage is expected to be just two or three days a month.

Helicopters' circuits will be mainly within the immediate area of the airfield and to the south of the runway.

In course of conversation it was clear that there was no wish to restrict or control our flying and helicopter pilots will always seek to keep clear of us. However there is one circumstance in which a pilot may have difficulty. When practicing single engine operation a Sea King will have practically no manoeuvring capability and would not be able to take avoiding action if we should be in his path. Without being in experts in the sound of Sea King engines it is unlikely we would know if the approaching Sea King is flying with one or two engines.

As a new safety measure it is recommended that when flying our local sites we advise R.A.F. ST. MAWGAN. BASE OPERATIONS by telephoning them on 0637 872201 Extension 7227. Tell when and where you will be flying. If you propose a coastal run past Portreath or a cross country flight south from St. Agnes, ask if there is likely to be any activity at R.A.F. Portreath. Base Operations will ask pilots to take special care and avoid our likely flying areas if possible.

This is a precaution additional to the CAA/Military low level advisory procedure on freephone 0800 515544. A call to St. Mawgan will have more immediate local impact.

During the visit and an attended tour of the airfield we sat and talked only 20 yards from that revolving radar antennae marked on our charts as being a source of high intensity radio transmissions with a keep clear radius of 1500 feet. I was assured that there would be no danger to my health or reproductive capacity. [As if it mattered at my time of life.] Still it might be of some comfort to some members. Come to think of it Bill has flown past that radar more often than most and look what it has done for him.

Alan.

A DING-BATS VIEW OF THE EUROPEAN AIRWAVE CHALLENGE

By Martyn Cartmell

Sunday 22 Aug.

First day of the comp. I had travelled down with Barry to fly with my N.Devon Dingbat team this year. The Kernow team were a little bit miffed Barry and I were not flying for them, now I know what a leper feels like! Our team consisted of Colin (Inspector Gadget) Blagdon, Pete (Land Down Wind) Harlow Bary (Well I'll go to Hell - and nearly did) Green, Martyn (look at me) Cartmell and our special guest a non flyer but good retrieve driver Paul the Nose. Special entertainment and comforts were provided by the lovely Dawn and Tina.

Briefing was delayed twice due to bad weather - gusting 12 to 25mph. Finally a task was set to Veyne via 2 turn points a total of 45Km in very difficult conditions. Previously I had said to Pete that an easy task is set the first day so you can relax, unfortunately it was too rough for Pete on his clubman so he had to sit this one out. I still didnt think we were going to fly so I didnt rig until after the final briefing. I threw the glider together and took off 15 mins after the signal, unfortunately in my haste I forgot to untangle my harness cords and couldnt zip myself into the pod. I circled up to 3000' ATO and had to stand in the A frame to untangle myself - not to be recommended in 10 ups and downs.

The first gaggle had already left and made it to the "Volcano", I left on my own and hardly lost any height at all, by the time I reached the first turn point I was still 5000' above the valley, what a pleasant and comforting feeling to have all the other gliders below me (soon to be reversed in the days to follow). I didnt have to circle at all I just set a straight course to the second turn point where I caught a boomer up to 8000' AGL, from here I had ample height to fly to the goal field, easy I thought!

I arrived over Veynes with 7000' AGL, I could see a field that fitted the goal field description perfectly, plus a hang glider had just landed there and there were no other gliders in sight. It took me 15 mins to wind down in very thermic conditions. Unfortunately the wind switched on my final approach and I did my usual trick of using my wheels. I ran over to the other pilot, sure I was at goal, only to find out I had chosen the wrong field. The correct field was 5Km away, an easy glide from 7000'. The Kernow lads did very well with Graham making goal and Roger almost making goal. Barry got lost! I was beginning to realize we were very appropriately named the Ding-bats.

Apparently due to the turbulent conditions two pilots were seriously injured and one of the girl pilots landed in a tiny football field in the middle of Veynes, I understand Airwave sold 35 uprights that day!

Monday 23 Aug

An excellent looking sky with cumulus forming and a slight S.SW drift 10 mph. A task was called to Aspres via a turn point at the reservoir and back to the reservoir as goal. The Kernow lads decided conditions were too risky and didnt take off. (By the way Rob when I asked you to nobble your team so we could win I wasnt serious, and no I dont owe you a flock of sheep!) It was up to the intrepid Ding Bats to take to the air and show the way.

I took off 5 mins after the call and went straight up to cloud base and unfortunately into cloud, after last year I learned that it was very hard work

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to try and 360 out of trouble, the best method for me is to take a compass heading and try and relax and steer a straight course, after what seemed an age I popped out of cloud over the first turn point at 7000' AGL.

I steered a straight course for Serres encountering a steady 5 down all the way, I arrived at ridge height and scratched across to the spur at Le Forest. I was 150' AGL having great difficulty in working my way up the gullies. Eventually after an exhausting 20 mins I made it to the top and caught a 5 up to 2000' and flew back along the ridge, unfortunately I lost the thermal and ended up below ridge height again having to fight back to the spur into wind and picking up some violent rotor as I was on the wrong side of the ridge. I managed to scrape around the edge of the spur again and had to go through the whole business again.

By now there were numerous Hang Gliders one paraglider and a sailplane all in a very small space! I was later to learn that Barry was one of gaggle. I had been in this spot now for 1 hour and was very tired and nervous, I decided to go with the next thermal come what may.

I was the only one to go with the small 2 up but it nevertheless got me across the valley to Aspres and the turn point. I reached it at ridge height (what a change to yesterday) and circled up to 4000' and found myself at the bottom of a group of about 20 HG's. I flew towards goal beneath the main group by approx 1000'. They all just scraped over the ridge at Serres but I was below ridge height, I flew into the gorge to see if I could fly around it but there was nowhere to land if I didnt make it so I landed at Serres by the airfield. Total distance flown 38Km over 3 hours.

Barry and Colin did very well almost getting to goal, unfortunately Barry had a poor landing and split his lip (thats why he came home with a poncho moustache) Colin is the star of the day not only for doing his first cross country ever but for nearly getting to goal - well done!

Tuesday 24 Aug

There was a violent thunderstorm in the morning but it had cleared by 2pm. No competition task but a spot landing was set back at the campsite with a bottle of wine to the one who made it. Pete did his first flight of the week after a minor problem at rigging - one of his battons broke, but Colin bravely offered one of his saying his glider is so good it can fly without battens - he was right.

By sheer luck I managed my first stand up landing of the week 8' from the spot (look at me). With approx 100 pilots watching its not a good time to make a cock-up, thats why I felt so sorry for Pete, he didnt check the windsock and made a down wind landing -ouch! Barry and Colin both had good landings but no-one hit the spot.

That evening the Ding Bats decided to have a party - the perfect evening, we even had special effects in the form of a thunderstorm. We all squeezed into Pete and Tina's tent (what a blow) and Dawn heroically cooked a beautiful meal of chops, sausages and all the trimmings on her own in the rain in her tent - what an Angel! Dawn was definately the star of the day. A good time was had by all including dancing on the tables by Colin and Tina and special party

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tricks by Jon Knight and even better special party tricks by Paul the NOSE - a rising star without doubt. He without any doubt one the prize of one-upmanship over the Kernow lads, it just goes to show the Ding Bats are animals as well!

Wednesday

3pm briefing , 1 turn point and open distance set. In keeping with my usual plan I was keen to take off. Conditions were very poor, as soon as the horn went I took off first. Have you ever done something on the spur of the moment and then realized what a total prat you are, this was one of those times. After 30 seconds of take off I actually felt huge drops of rain falling down on me, I couldnt believe it. Needless to say not a soul was in the air apart from me! The rain killed all the lift and I scratched close to take off for 10 mins until eventually I flew into the valley hoping for something, all I found was sink and turbulence. I set up a landing on the emergency field and was thrown into severe turbulence over the trees approaching the field, I pulled on speed to regain control but before I had it my leading edge hit the top of a fir tree, I skimmed down the side of it and somehow managed a good landing. Everybody asked why I took off so early, I merely explained when your in the Ding Bats you have to live up to the name. Pete lands down wind, Barry eats uprights, I trim trees and Colin does silly things with pragliders on mountain tops which I am not allowed to talk about!

Barry had a good flight, the only one in our team to secure any points today - so he is the star of the day. We all retired the Globe for dinner and played a strange game of walking on bottles by hand - Colin complained I had an unfair advantage because I was tall - guess who won - Colin!

Thursday

The Saviour called a rather optimistic 75Km triangle in very ragged conditions with clouds overdeveloping. The turn points were St Jean, Cul De Tourettes then Monetien Allemont finishing at the camp site. The paraglider pilots took off at 2pm and we were to take off 30 mins later, the conditions were so poor that very few managed to get away so the Saviour delayed our take off to 3pm. I rigged with the Kernow lads and decided to go immediately despite yesterdays experience, fortunately I contacted a thermal early and made the first turn point with the first gaggle. Half way back to take off on the main ridge I noticed the sky was greying over and the lift decreasing, I decided to go it alone across the valley with a small 2 up. Made it to Lagrand at ridge height and there were many paragliders milling around from those that made it earlier. I didnt like the company so flew into the valley in front of Beaumont under a lovely big black cloud and was rewarded with a classic 3 up increasing to a 10 up, In Barrys words "there I was going up with only the makers name on the clock!"

I cored the centre of lift and found myself in a very deep dome with no horizontal visibility but still in sight of the ground. I couldnt resist the pull of the cloud despite steep 360's so I set a compass course for the next turn point and flew through the edge of the cloud. Unlike before this was a much larger cloud (not a cu-nimb) and I was pulling on too much speed and started yawing, I eased off on the bar and tried to enjoy the experience. I

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popped out of the side of the cloud half way along the ridge to the second turn point. It looked very easy to get to the T.P but as usual that thought was a mistake, after 10 ups it was 10 downs all the way, I ended up bumping along in slight ridge lift.

There were about 10 HG pilots that made it to this turn point, one of them Barry, he experienced the same cloud suck as me. 8 of the pilots gave up and landed in the valley. There was no lift at all and I considered the same, then one of the pilots flew back down the valley the way we came, towards Serres, below ridge height. I followed assuming he was experienced and knew what he was doing!

We popped out at the base of the valley over Serres town with about 500'AGL. I immediately started to look for a landing spot - not many around. The other pilot flew at the ridge committing himself to finding lift as there was nowhere to land. By this time I was thinking maybe he wasn't so bright after all and headed for a playing field. I wasn't losing any height so I decided to try and reach the big cloud I had been in earlier in front of Beamont. On the way I gained 1000' in 1 and 2 ups and I decided I had enough height to aim at the ridge like the other pilot who was now doing very well. He was obviously very good and after 15 mins we were thermalling up together in my original cloud back to cloud base.

The other pilot headed for the Crete des Selles ridge, I decided to try and go around the front of the "volano.". After 5 mins he appeared to be going up so I changed course and followed him. He was some distance in front of me now.

We both encountered steady sink but I seemed to be doing better than he was, the other pilots name I found out to be Peter Kausche flying a Rumour 1, my Magic 6 was obviously made of better stuff. He arrived at the final ridge half way down and had a terrible rough time trying to get over the forested slopes. He eventually managed to find a postage stamp clearing to land in about 5Km short of the last turn point.

I knew I was in the lead now with nobody following in sight. I arrived at the top of the ridge and worked it to the final turn point and left it with 4000' AGL and did a final glide towards the camp site. I managed to radio over the last turn point and it was comforting to hear Rob answer - he passed a message to Paul to retrieve me.

After my longest flight ever it was pure bliss to see Paul standing by my Passatt as I approached my landing field just 1½Km short of goal! He had been watching me on his bins, as I left the turn point. After my customary leaping about after a good flight and kissing my glider and vario - causing two French motorists to stop their cars and watch, I made the rash offer to buy Paul dinner.

Pete had a brilliant flight managing first turn point and landing near the campsite 21Km! Colin also did first turn point and Barry managed the second but got sunk out in the valley. Needless to say we celebrated our victory in the Globe.

Friday was bad weather as was Saturday but at least it was good for the Bar-B-Q this year, the Kernow team left before the "Do" and was sorely missed. The final team result Dingbats 16th Kernow 25th, no hard feelings chaps!!!!!!!

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Overall Team Scores								
Position	Team	Score Day 1	Score Day 2	Score Day 3	Score Day 4	Score Day 5	Score Day 6	Total Score
1	The Winning Team	3857	2405	2679	3386			12328
2	Happy Hangers	3469	2519	3128	2232			11349
3	Rosbif Volant	4082	1804	1669	3697			11253
4	Danish A	2829	2293	3971	2120			11212
5	No Strings On Us	2165	3664	755	4349			10933
6	Chico	2793	2097	3268	2571			10729
7	Sink 'm Down	2747	2482	1573	3408			10209
8	Arctic Circle	2883	1761	1892	3036			9572
9	Danish B	1745	2781	3108	1876			9511
10	Porta Pigs	1783	2356	2985	2285			9409
11	Derbyshire Posse	2831	2547	2294	1587			9259
12	Swabian Cloudhoppers	2808	1866	1911	2640			9224
13	Flatland Flyers	1971	2269	2549	2300			9089
14	Mank	2303	1527	2387	2561			8778
15	Team Davron	2367	2585	2230	1590			8772
16	North Devon Dingbats	1932	1676	2538	2289			8435
17	Danish Bacon	1973	1526	1429	2492			7419
18	Franco/Italian	809	2253	2310	1530			6901
19	La Motte Harners	2696	1244	535	1297			5772
20	Magic Team	1686	1688	1051	1022			5446
21	The Myndless	2922	530	1082	617			5151
22	West 5	850	844	973	1387			4054
23	Avon	1487	631	714	1010			3843
24	Jersey Beans	1096	975	0	1314			3385
25	Kernow	2540	0	0	476			3016
26	Granite City Oilers	0	401	273	297			972

Well, as the serious flying season comes to an end, the social season begins. I will try and arrange a social event on a monthly basis so that we may get together to reminisce, have some fun or just drink lots of alcohol.

Dates and events already arranged:

October Saturday 23rd 8.00pm

Ten pin Bowling. Rowe Bowl Camborne.

Names and numbers to me as soon as you can so that I can book some lanes.

November Friday 19th - Sunday 21st

Spoil the wife weekend.

Wildersmouth Hotel, Ilfracombe Devon. £50 Per Person.

Price includes 2 nights accommodation,
4 Course evening meal on Friday,
Full English Breakfast and 3 Course lunch Saturday & Sunday,
4 Course evening meal Saturday,
Entertainment Friday & Saturday evening & VAT included.

If the forecast is good and the wife will let you, take your glider along. Woolacombe and Bossington are almost on the doorstep.

I need names and £20 Deposit almost as soon as you read this to ensure we book enough rooms.

December Christmas Bash - date and venue yet to be decided.

Any ideas on anything else you would like to try, give me a call and I will try and arrange something.

Peter Coad 0209 716522.

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Kernow XC League Positions as at 24/09/93
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Po	Name	Team	Distance in Miles					Total	Glider
1	Pete Coad	MD	23.86	20.43	18.20R	15.12	14.04	91.65	Kiss
2	M. Cartmell	TC	29.99	25.24	14.80R	11.00	8.82R	89.85	M.6 / Voodoo
3	Barry Green	TP	25.34	20.94R	11.09	5.93		63.30	Kiss
4	Roger Green	MD	20.20	13.32R	11.09	4.88	4.60	54.09	Kiss
5	Bill Scott	BB	16.78R	16.52R	8.53	3.43		45.26	K4
6	Graham Phipps	TP	18.36R	17.14	3.62R	3.43		42.55	K5
7	Roger Clewlow	TP	11.06	6.50	5.88	2.50		25.94	Magic Six
8	Paul Wicks	MD	12.34R	6.66R	4.00T			23.00	Kiss
9	Graham May	TM	9.70R	9.26				18.96	Kiss
10	Cyril Kevern		10.47					10.47	Rumour
11	Billy Cowell	TC	4.90R					4.90	Ace Rx
12	Brian Bazeley	MD	3.34					3.34	Typhoon S4

D = Double Distance, R = Out & Return, T = Triangle Total 473.31

Team Scores:-

Pos	Team	Score
1.	Mad Dogs	172.08
2.	The Pipettes	131.79
3.	The Canadians	94.75
4.	Bill's Boys	45.26
5.	The Maybe's	18.96

50 Club Winners - September
 1st Chris Bazeley £25
 2nd Ron Marking £7.50