



Kernow Hang Gliding & Paragliding Association

BULLETIN 2004

DECEMBER

Editors Waffle

To my knowledge there has not been much club flying done this month so far, surprising really as there have been some prolonged periods of calm dry days that appeared perfectly flyable. I guess most of you must be either working or busy preparing for Christmas. Some of you have been gracing the skies above Carbis and myself and others have been fortunate enough to thermal high with Buzzards above Gwenver.

As there is not a huge amount to write about this month I thought you could do with some inspirational food for thought to digest on those cold windy winter evenings by the fire (or radiator!) to read along with a fine red or whatever your favourite tippie. Yes I have scoured the internet to find some flying related poetry to remind you of why we do what we do.

Merry Christmas and a happy New Year to you all. Here's to an exciting New Year with all the great flying we are going to experience.....and all the stories you can relay to us all via the bulletin! ;-)

Andrew Hancock

Getting up on low wind days during the sea thermal season.

Several times now I have arrived on site to find the wind is on but just a little bit too light to soar.....or is it?! When I first got my new wing I was so keen to fly it I managed to my surprise that I was able to soar in just 8mph of breeze. Okay I had to fly very slowly but I was confident in my abilities as a reasonably experienced pilot and knew the site and bail out options well. I have since flown many times in very light conditions and

managed to get up where other pilots would have simply stayed at home because 'Its too light' My theories for a paraglider are as follows:

You can soar most sites on just 8mph if you fly slow and efficiently. Basically if the seagulls are soaring then so can you.

As long as the wind is bang on and you are attempting to take off from a site higher than a mere sand dune then you should try to get ready to launch shedding off all unnecessary weight so you fly light and then wait for signs of lift coming through. These are all the obvious signs such as seagulls thermalling out front, the appearance of crows, buzzards and even pigeons that like to utilise lift. Signs of a slight increase in local winds in trees, vegetation, smoke, flags and streamers. Launch into lift if possible and get into the known 'lifty-est' part of the site like above the steepest slope section, bowl or rocky pinnacle. If you know where thermals trigger from then can you launch any nearer to so you loose as little height as possible getting to them? Once airborne **flying efficiently** is the key to making the most of weak conditions. Only turn in lifting air and speed up in sink. Listen to your vario and what feedback your wing is telling you. Feel the increase in internal pressure of your canopy as lift comes through. Turns should be smoothly co-ordinated as if flying on rails, no sudden inputs or yanking of brake lines this only creates drag wasting valuable height. Weight-shift to avoid excess brake drag and turn as flat as possible. Minor inputs in brake input should be monitored and adjusted to any subtle changes in lift and sink. Another technique I have stumbled across by accident is to use your speed range and pitch control to 'hack' forward and upward. When you are in lift zone slow up then release the brakes so the canopy

increases speed and surges forward, then apply the brakes again to convert this speed energy into height. At the top of the climb once again release the brakes, dive, gain speed and then apply again to climb. By 'hacking' forward efficiently in lift you can gain more height than you loose. I have found this technique works well at Gwenver near Sennen. I have hacked up through the lift band directly in front of take off above the steep rocky slope and managed to get up into where the lift is greater higher up. This is because the wind is blowing slightly stronger up there due to being away from the friction layer caused by the ground effects and compression zone. Once up there I can soar with the gulls and cruise over to the western cliffs and Sennen whilst all my mates are still standing at take off on Gwenver scratching their heads and wondering how I did it!!!! If all else fails and you do down all is not lost you have still practiced another take off and landing. Try practicing Alpine forward launches and spot landings on the beach. You will feel better for getting the wing out the bag and giving it a go than to stand for ages on take off cursing at the light conditions, being negative and not doing anything constructive.

Any pilot wishing to try any of my flying tips should take note that they are responsible for their own actions and should not hold me responsible for any incident that could occur as a result of taking on my flying tips advice.

*- The advice is aimed at reasonably experienced Pilots who are very familiar with the handling limitations of their certified wing. Pilots should understand the importance of internal pressure within their canopy and be able to recognise and avoid the onset of stalling the wing. Pilots should be competent in using and understanding the whole speed range, control inputs, pitch, yaw and roll axes of their canopy. **These flying tips are not really for low airtime pilots recently out of the school environment.***

Andrew Hancock



Warning – Flying through your own wake turbulence...

Whilst enjoying a beautiful high soaring flight at Gwenver near Sennen one Sunday in December, I experienced some unusual unexpected turbulence. Conditions were light with weak sea thermals popping off everywhere. I was climbing in smooth weak lift when I suddenly flew into some really rough turbulent air that shook the hell out of my canopy. I quickly looked around upwind to see which other pilot it could have come from. To my surprise there was no other gliders near me, they were lower and off to my left. I soon worked out that I must be flying straight through my own wake turbulence I was leaving behind whilst carrying out a series of 360's in the thermal. The wind and hence drift was light and so were the thermals, I was not drifting or climbing away from the wake fast enough before completing a 360 and therefore catching up with it! In 8 years of flying I have never encountered this before. Just goes to show we are always learning so BE CAREFUL!

Andrew Hancock

Poetry inspired by Flight

High Flight (an Airman's Ecstasy)

Pilot Officer John Gillespie Magee, the 'Poet Pilot'
August 1941

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along and flung
My eager craft through footless halls of air
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

Touch a Cloud

By Chris Mack

It is a dream seemingly old as time
The desire of man to touch a cloud
To brush the tops of mountains
And soar through valleys wide
It is a love that courses
Through ones veins
It is a passion for the sky
Be ever mindful of the plateau
To which you ascertain
Never heed the doubts of your peers
Be governed only
By your strengths and fears
And always remember
As you brave the storm
And take to wing
You have become one with the sky

To All That Fly

By John D. Duvall

May God grant you blue skies aloft,
With winds of calm by land,
As you play on the outskirts of heaven,
On the fragile wings of man.

After Flying

By Judy Humphrey, July 1996

Floating
Suspended
In time and space
At-one-ness
With the universe

Fluid possibilities
Mind emptied
Harmony

Wakeful
Not stressed or anxious
Not making lists or plans
Not remembering
Or regretting
Or hoping
Just awake

A quiet stirring
Anticipation
Assurance
All is well

Illumination

By Cheryl D. Wallace, 1996

Cosmic rays of smiling light
Illuminate the solo flight
There, where passions ignite
And reach the edge of heaven

Dreams and fears now intertwine
Hands of gentleness combine
To dance the airwaves by design
Beneath a sun of kindness

Destined clouds of life glide by
Raw energy through finite sky
Revealing dreams bound to fly
Beyond the scanned horizon

Invisible currents with delight
Caress the wings of solo flight
Gently embracing nature's height
Reaching for unlimited visions

Annual Dinner 22nd January 2005
Venue: The Unicorn Pub, Porthtowan (01209 890244)
Arrive 7.30pm to eat at 8.30pm

Menu

Starters

Vegetable Soup
Port and Stilton Pate
King Prawn and Avocado Cocktail

Main Course

Traditional Roast Turkey
Roast Sirloin of Beef
Salmon
Tomato and Basil Penne Pasta

Desert

Traditional Christmas pudding
Profiteroles
White Chocolate and Raspberry Cheesecake
Apple Crumble and Custard

Aperitif

A selection of Cheese and Biscuits with Coffee, Tea and Mints

- We have exclusive use of the Shakers Bar which includes 2 TV's and a large Plasma screen for us to watch flying DVD's / Videos!!
- Our own bar which will be staffed all night with an exclusive bar extension till midnight!!

Also Brian Reynolds is currently organising either a Jazz band by John Woodhams or possibly a Disco, or if we are lucky BOTH!!!

The cost for all this fine food and entertainment is a mere £20

(Roughly £16.50 for the meal and £3.50 for the entertainment).

If you would like to attend this fantastic event please **send Cheques only** made payable to 'KHPA' for £20 to *Brian Reynolds, Wheal Montague, Higher North Country, Redruth, Cornwall TR16 4AD* (Telephone Brian on 01209 210174)

**** Please also include your choice for Starters / Main Course / Aperitif ****

OR ELSE THE CHEF WONT KNOW HOW MANY OF WHICH DISHES TO COOK!!!

You can always bring your chequebook to the AGM on Monday 10th January to pay Brian then.

Please return all Trophies to the AGM or pass them on to someone who will be attending as Trophies will need to be reinscribed.

**MINUTES OF THE DECEMBER MEETING OF THE
KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION
AT THE CLINTON SOCIAL CLUB ON 13TH DECEMBER 2004.**

Welcome Graham P acted as chairman in the absence of Pete. Graham welcomed the 25 members present.

Apologies For Absence were made for Pete away skiing, Barry - entertaining a lady, Patrick cooking for the cooks, Mark Presland working away in Oxford and Mark Butler - helping Mark Presland.

Minutes of the last meeting were read agreed and signed.

Matters Arising.

Carbis Bay Site. No further developments.

Social Events. Dave's paintball event was reckoned excellent with the hangers and paras closely matched. Thank you Dave.

Annual Dinner. Mark A.S told us that the Blue Room is not available for our function. After some discussion it was agreed to try for the Unicorn at Porthtowan with a likely cost of £17 per head plus £3 to cover the cost of entertainment. The date is still to be fixed by Mark in consultation with Graham P to try and coincide with the Frostbite competition.

BHPA. AGM. Big Brian and Mark W reported that at the AGM the treasurer was concerned about the level of membership. Mark attended a meeting held afterwards to discuss the proposals for a Site Purchase Fund. Feedback was sought from clubs on a proposed increase in BHPA annual subscriptions of £5 to build up a fund. This issue was discussed by members and the acting secretary was asked to write agreeing to this on condition that the extra subscription is "ring fenced" and that sites purchased with the fund are open to all BHPA members. The letter to included Dave's suggestion that site could be purchased then sold on subject to a covenant securing the permission for hang gliding in perpetuity. A motion to this effect was passed with no objections.

Mark commented on the Aeros Phantom rigid wing displayed at the air Sports Exhibition. It looked very desirable.

Crash Trophy Meeting. A goodly number of members enjoyed this ritual rubbing of members flying but the outcome is still subject to incidents occurring up to the end of the year.

Regular Reports.

Training. **HG** Graham couldn't remember any training.

PG Mark was not present to report.

Club Flying. Para flying at Carbis was reported with good lift and thermals in an 8 mph breeze. FLPHGs and FLPGs have been active.

Competitions. The Frostbite Competition is still to be arranged

Incidents. Big Alan owned up to breaking a propeller. PG pilot Tim Smith was reported to have been blown back when launching suffering a broken back but is said to be making a recovery. More details of Alan Fowler's accident were available. Apparently he spun in and appeared to make no control inputs to correct his situation. This may have been due to a stroke. Indications are that he will survive his injuries and make some recovery.

Other Business.

KHPA. AGM. Members were again reminded of the need for nominations for officers especially Chairman and secretary and notice of any other motions for the AGM.

Members Forum.

Mike asked about the future at Carbis Bay site. Graham P said the owners are looking to develop the fields but planning permission for the coastal fields is unlikely.

Barry Hobbins asked whether the Bulletin could be emailed. It was explained that some members already receive the Bulletin by email. All that is needed is to advise Editor Andy of the email address.

Manuel asked about flying Trefusis Point. Peter Crockford has this in hand.

Jon T said he had seen a stranger flying an old Harley paraglider flying our sites and Kenegie. Members were asked to discourage any non member fliers and to try and get them to join us

Roger Green said he had met a pilot called Colin who not a member of KHPA or BHPA.

Mark AS has met people paragliding who seem to have no pilot rating.

Andy says some on the staff at Lands End Airfield is flying a paraglider in West Cornwall. It was suggested we should try to identify him and write seeking his co-operation in joining the club.

Andy asked for contributions for the Bulletin and asked about a possible site at Portheras Cove near Pendeen.

Steve the Hawk announced the arrival of another daughter, Lydia. Members congratulated Steve and Catherine.

Paul (the one who looks after our money) asked if members knew anything about Richard Hiland or Kevin Both promised a membership sub' for 2004 but have not paid up.

That was all for this meeting which closed at 9.33p.m.

**NOTICE OF THE 2005 ANNUAL GENERAL MEETING OF THE
KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION
AT THE CLINTON SOCIAL CLUB ON 10TH JANUARY 2005**

Alan - the acting secretary needs nominations for the officers to be elected especially the Chairman and Secretary as the present officers will not be standing for re-election. It will help the acting secretary if members will give him details of any other motions members wish to raise. The award of trophies will be decided at this meeting and members may wish to consider candidates for the Adventure Sports Trophy awarded for services to the Association. All XC submissions should be passed to Graham.

Nominations and motions for the AGM-----Alan Phipps. 10 Gregor Road Truro TR1 1AH
01872 27 38 39 / email: alan@aghipps.f9.co.uk

XC submissions to-----Graham Phipps. Tano. 9 Alexandra Road. Illogan Redruth. TR 16 4EA
01209 84 28 77 email: graham@flychaps.f9.co.uk

TROPHIES

All trophy holders are asked to make sure the trophies are brought to the Annual General Meeting on 10th Jan 2005 so that they can be reinscribed with the holder for that year. If you can't be there please pass your trophy to someone who will ensure it is available at the meeting.



Annual General Meeting: **Monday 10th January**

Deadline for all articles appearing in January's bulletin: **Saturday 15th January**

Annual Dinner and Awards Evening: **7.30pm Saturday 22nd January**

APPENDED & MOST UP-TO-DATE LIST AS OF DECEMBER 04
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Zahara	Charlie	01872 222945	07712 785 020	

*If your details have changed, or you wish you include your details to fill in the gaps!
Please contact: **Paul Howse** 01326 574498 / 07749 890 061

IMPORTANT NUMBERS:

Perranporth Airfield (Chapelorth / Perranporth / St Agnes)	01872 552266
Lands End Aerodrome Control Tower (Sennen or Gwenver)	01736 788944
Highcliffe (Mr Crocker)	01840 230418
RNAS Culdrose	01326 574121
Penzance Heliport	01736 364296
Military <u>Freephone</u> for midweek flying	0800 51 55 44
Red Arrows, Royal Flights and TRA's	0500 35 48 02