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# KERNOV HANG GLIDING

## TWO GENTLEMEN OF LARAGNE.

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and the editor writes.....

By the time you read this, both Pete and Graham will be making their way down through France en route to Laragne for the final League event of the year. The general consensus amongst the pilots at last month's event was that the foreign leg of the League means a chance for big points and thus great improvements in placings.

So, despite an undeserved and unrepresentatively low position in the current table, Graham will have ample chance for one of his famous last minute saves - and Coady will be able to win the Championship in his first year! We wish them well.

Back to matters concerning us near mortals. Don't forget that we should all be on "hot standby" for an up and coming trip to Wales, as soon as the Met. Office gives us a 50/50 chance of flying. Bill Scott is the man to check with - if conditions improve.

So I say yet again, wherever you are, safe flying..... Rob.

## AN EXPERIENCE IN FRANCE 15.6.91-29.6.91

By Martyn Cartmell.

Myself and four other pilots (Cyril Kevern, N. Devon club, Colin Blagdon S. Devon, Paul Jarvis and the mad professor Peter Mawer) decided we would like to sample the delights of flying in France.

Plan A was to fly Puy de Dome in central France. On reaching this giant nipple (Volcano) the weather was so cold and blustery that by the time we reached the top it was snowing. Pete and Paul of "Fly away Peter fly away Paul" fame, decided in their wisdom to drive down to St. Andre Les Alps near Nice.

The remainder of us were determined to fly the nipple so we stayed on.

The next day was freezing with squalls passing through. We were desperate to fly (always dangerous) so Cyril and I rigged up. Conditions were gusty 25-30 MPH N.W. Cyril was up first thereby winning himself a steak dinner on me, I followed closely behind. I was so intent on flying I didn't notice the rain in the distance. Once up I soared for a while until I engaged an 8 up, it was then I noticed the rain and all the stories of how rain effects a Magic Kiss or Six came to mind.

Being a typical coward I pulled on full speed to reach the landing field. Unfortunately the lift increased to 10 up plus, I did the sensible thing and panicked—I had visions of being spat out of the top of the cloud as a hail stone! In my panic all I could think of doing was tight 360 turns with my bar at my knees—I was still going up! Eventually common sense prevailed and I flew straight to find sink and managed a perfect landing. The rain passed over five mins later—but only a light shower, the worst of it missed us—what a waste of a thermal!

The next day conditions were worse but we rigged anyway. I was first to the front with one nose man and one wire man. Unfortunately a gust came through one wing lifted radically and I was thrown back onto the hill, no injury but a bent leading edge and one upright—ouch.

As already mentioned Peter and Paul had driven off to the Alps, unfortunately they did so carrying my spares, so after a brief conflagration we all decided to follow as the weather was so cold anyway.

St. Andre was the experience I refer to in the title. It is beautiful but can be lethal—we didn't find out about the lethal until two days after arrival.

Basically it's an Alpine site with three valleys leading out from a central position which just happens to be the bottom landing field. Depending on which valley is heating the most decides which way the wind is blowing at any given time on the landing field. It is so turbulent in the afternoon that the two windsocks in the same field can be blowing in different directions!

Unfortunately my glider was not repairable as the local airwave store had burnt down destroying all the spares—this was the good news as it prevented me from flying that day.

Peter and Cyril took off at 4p.m from the main take off D1 (see map), it looked rather bumpy but they knew they couldn't bottom land until after 6 when things would have calmed down a bit.

As luck would have it Cyril felt airsick and decided to risk a bottom landing. He made a good approach with plenty of speed and was just about to flare when he went over a clump of grass with a tree stump in it, the result was two broken uprights plus a badly bruised leg and three days in Digne hospital.

Peter landed two mins later, a thermal tipped his wing on approach and he cart-wheeled in, he was badly concussed and also taken to hospital. Out of ten gliders landing that day I saw eight crash. The only people getting down safely were parapentes.

As Peter was obviously not going to be flying I thought I may as well give his glider the pleasure of flight, so the next day I did a top to bottom at 7p.m to get the feel of it (another Magic Six). I gained 500 ato then encountered 10 down all the way to the bottom-good landing though as there was little turbulence. Colin was in the air and managed to gain approx 1,500 feet ato but it wasn't long before he encountered the same 10 down and followed me in. He wasn't as lucky as me and hit a thermal passing through the landing field on approach which made him execute a few involuntary turns, he wasn't too impressed but still managed a good landing.

The next day the weather had improved, the Mistral wind had dropped off and I decided on a morning flop to bottom with the video camera attached. It was an interesting nil wind take off and smooth sink to the landing field. After de-rigging I collected Cyril from hospital and decided to try an afternoon flight as the weather was looking good.

There were six pilots at the take off flying Rumours one and two. Wills wings, La Mouette and my Magic Six. The take off area is the ridge of a mountain and no matter what direction the prevailing wind is blowing there is always a strong wind up the slope (pure thermal wind). On this day the wind was approx 20mph up the take off slope and 5-10mph up the back of the ridge!

After what seemed an age the other pilots were airborne and I was last to launch at 5pm. Half the pilots were scratching around the ridge and the remainder were approx 2000ato. Conditions were extremely violent but I managed to relax and enjoy the new experience. Everything was either 10 up or 10 down. When I hit a thermal it was a matter of turning immediately and hard otherwise I was thrown out of the other side in what Paul phrased appropriately as "going over the falls". After 30 mins practice of being in the equivalent of a fair ground ride I decided to fly out into the valley. I was lucky and engaged a very small but strong 10 up, I stayed with it to cloud base-9500as1,4500ato or 6500 above the landing field. Sorry to go on but I had never been that high before, it was sheer BLISS.

The best part was being top of the stack, I would like to claim the credit but I can't because over the next three and a half hours I remained top of the stack in various flying conditions-it must be the Six! (I expect a free upright for this ad Graham).

After 7pm the lift was much smoother and I decided to explore the surrounding countryside and mountains. I had no intention of going XC I just wanted to see how far I could fly in a circle and land at the campsite, Colin said I had a total lack of balls! He may have been right but I was too busy enjoying myself.

I don't want to bore you with the estatic details but I can safely say I had the best flight of my life, I remained at 5000 feet plus above the landing field and covered a distance of 26Km. The late evening lift was so smooth in contrast to earlier that I could really

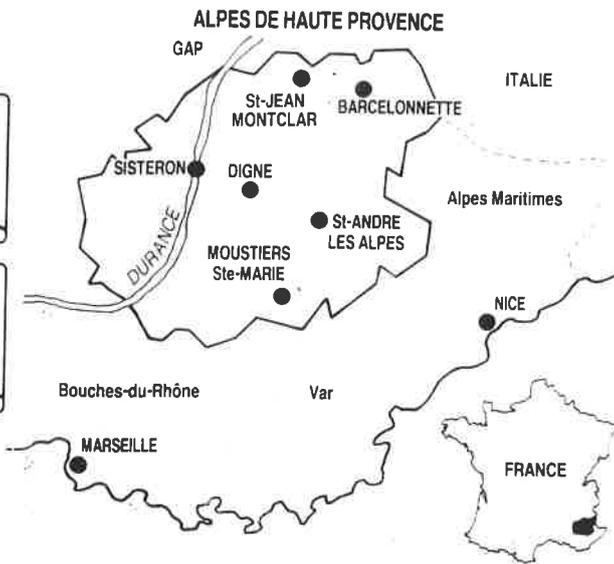
relax and enjoy the glider. I decided to land a little after eight and did a rapid multiple 360 descent and a one step landing--I earned the nickname "look at me, look at me"

What can I say, Go and have an experience in France!

Glider---Magic Six

Vario/Alt---Lindsay Rudduck 2

Wheels--- Pneumatic, essential for bottom landing field just in case you end up doing a down wind landing should the wind change on approach!



# SAINT-ANDRE LES ALPES

## Haut Verdon Valley Alpes de Haute-Provence

### RULES FOR FLYING

Free flyers (hang gliders & paragliders) will be flying in a natural environment and over private land. Therefore you should obey the following rules:

#### ON LAND:

- Always land in designated landing fields
- Please pay attention to land under cultivation
- Never park in fields
- Fold up your equipment in special areas
- Obey local rules.

Please remember that your behaviour will affect the welcome others receive in the future.

#### IN THE AIR:

The local aerology is famous for being one of the roughest in Europe. This makes flying highly enjoyable, but hazardous, especially for inexperienced pilots.

	Before 11 am	11 am to 5 pm	5 pm to 6 pm	6 pm thru the night
Aerology	Calm	Very strong	<u>Very strong but rough</u>	Smooth
Thermals	Non-existent or light	Strong & variable	Medium	Smooth and wide
Level required	Beginners	Competition level or experts	Experts	Beginners & perfecting pilots

**WARNING: WHEN PARAGLIDING NEVER TAKE OFF BEFORE 5.00 pm IN SUMMER**

### SAFETY RULES

- 1 - Before deciding to fly be sure to be well informed about the weather conditions by calling 92 64 90 55 (free flying forecast in St-Auban) or by reading the notices put up at the local flying centre.
- 2 - **Wearing a crash helmet is compulsory.**
- 3 - **Insurance, covering aerial and civil obligations, is compulsory** (we can provide you with the French licence F.F.V.L.).
- 4 - Respect aerial priorities.
- 5 - Take notice of the map of aerial activities in the Southern Alps (airports: danger zones in Alpes de Haute Provence). It shows the location and the flight areas of every airport (gliding, hang-gliding, paragliding, micro-lighting and power flying).
- 6 - It is essential for every flyer:
  - to know his/her own abilities exactly
  - to know the surrounding well.
  - to be physically and mentally fit for flying.

For your own safety, there is always a radio frequency open for your use (for information, ask at the centre or the shuttle bus driver).

### HOW TO REACH SAINT-ANDRE-LES-ALPES

#### - By car:

- Paris: 710 km via Lyon, Grenoble, Lus-la-Croix Haute (RN 75), Digne (RN 85)
- Marseille: 170 km via Digne
- Nice: 101 km via Puget-Théniers (RN 202).

#### - By train:

- Chemin de Fer de Provence. Train des Pignes - St-André Station. Tel. 92 89 00 05.

#### - By coach:

- Daily services Gap-Nice by Alpes Littoral. Tel. 92 89 03 04.

#### - By plane:

- Nice Côte d'Azur International Airport. Tel. 93 21 30 30
- Marseille Provence International Airport. Tel. 42 78 21 00.

### TOURIST INFORMATION

Syndicat d'Initiative: St-André-Les-Alpes  
Tel. 92 89 02 39 / 92 89 02 46  
Thorame Basse. Tel. 92 83 92 67  
Thorame Haute. Tel. 92 83 90 86.

#### Leisure Activities:

- Tennis: 4 courts for non club members
- Swimming pools at Beauvezer, St-André, Colmars les Alpes
- Canoeing on the Verdon and Isoire
- Rafting at Castellane
- Horse riding: lessons and rides at Thorame Haute, St-André, Beauvezer
- Walking in Mercantour Park
- St-André leisure centre with putting and health trail
- Mountain biking at St-André
- Fishing in Castellon lake (from St-André to Castellane)
- Sailing, windsurfing, canoeing, water skiing.

#### Food and Accommodation

- 9 hotels
- 7 restaurants
- self-catering and furnished accommodations (inquire at S.I.)
- 6 campsites.

### LOCAL RULES

**Important:** to fly from Chalvet you MUST be able to produce this document together with the compulsory insurance, to prove that you have read and accepted the rules pertaining to the site. You may be asked to produce these documents by local club members when about to take off or when landing. Should you not obey these rules, you may not be allowed to enter the flying site at St-André (This is a municipal rule). Trespassers will be prosecuted (50 FF fine).

# SAINT-ANDRE LES ALPES

## Vallée du Haut Verdon - Alpes de Haute Provence

**D1**

### CHALVET SOUTH WEST

**Take off:** Chalvet S.W.

**Orientation:** S.W, opposite Moriez.

**Altitude:** 1,540 metres above sea level.

**Flying conditions:** Take off from the SW from 11 am for a thermal flight, a cross-country distance or an out and return circuit.

**Warning:** Very rough conditions during the afternoon. Could be a dangerous site when "Mistral" (strong Northern wind) is blowing. Paragliding pilots shouldn't fly the early afternoon.

Beginners are banned from flying whilst not under instruction.

**How to get there:**

- Driving: from the main roundabout is St-André, take the road to Digne for about 300 metres and take the 2<sup>nd</sup> right turn after the bridge. Then follow the arrows to the top. Good road for 7 km.

Car park.

- Walking: same route as taken by car or take the footpath signed "MORIEZ".

**Landing:**

- Hang gliding: official landing field by the Lake, (St-André).

- Paragliding: official landing field of Moriez.

**D2**

### CHALVET SOUTH

**Take off:** Chalvet South.

**Orientation:** Facing South.

**Altitude:** 1,530 metres above sea level.

**Flying conditions:** Southern wind only.

**Warning:**

- paragliding: DO NOT take off if you do not have a 4 glide ratio.

**How to get there:** see Chalvet South West.

**Landing:** Landing field by the Lake only.

**D3**

### CHALVET SOUTH-EAST

**Take off:** South East.

**Orientation:** Facing South East.

**Altitude:** 1,520 metres above sea level.

**Flying conditions:** Take off in the morning or when Eastern wind is blowing.

**Warning:** Rough due to the Northern wind Mistral (N, NW).

**How to get there:** see Chalvet South West.

**Landing:** Landing field by the Lake only. Paragliding: same one but you need a 4.5 glide ratio to reach it.

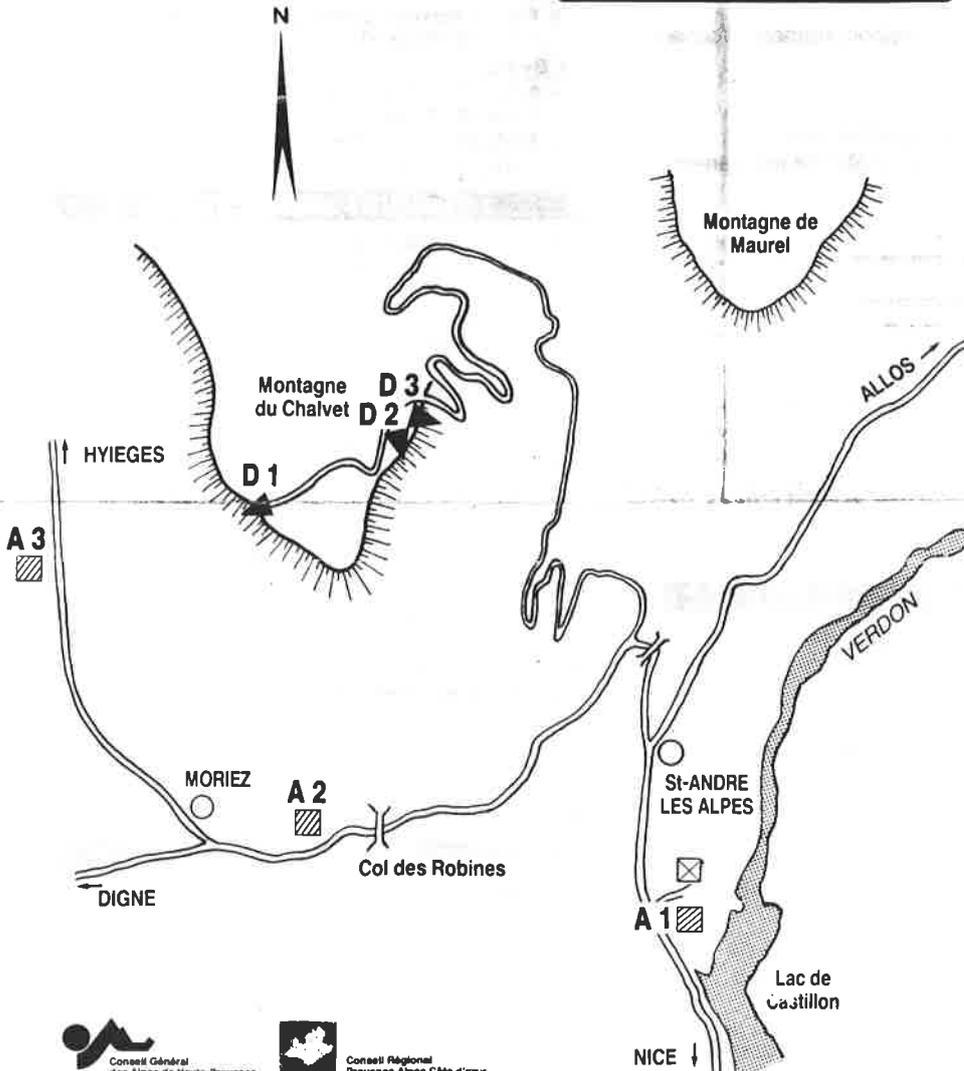
**KEY**

-  TOWNS AND VILLAGES
-  MOUNTAIN RIDGE
-  TAKE OFF
-  LANDING
-  CENTRE

**AVAILABLE:**

- Regular shuttle bus service from the centre from June to Sept.
- Hang gliding and paragliding school (week courses, week-end courses, package courses for beginners and perfecting pilots).
- Hang gliding and paragliding accessories for sale.
- Paragliding trial flight.
- Equipment and sail mending services.
- Equipment and sails for sale.

All services available at the flying centre, on the landing field by the Lake.  
Tel. 92 89 11 30.



**LANDINGS**

**LANDING FIELD BY THE LAKE OF ST-ANDRE LES ALPES**

**A1** **Altitude:** 800 metres above sea level.

**Flying conditions:** Smooth with Southern wind.

**Warning:** very rough landing during afternoon and all day long with Northern wind. Flying over the railway line can be done accordingly to the general aerial regulations.

**How to get there:** from the main roundabout in St-André, take the road to Nice for about 1.5 km then past the TIGRE supermarket. Turn left.

**IMPORTANT:** This is the only authorised landing site in St-André.

**A2** **LANDING FIELD OF MORIEZ PARAGLIDING ONLY**

**Altitude:** 910 metres above sea level.

**Warning:** a power line runs alongside the bottom of the ridge from the SW take off to the border of the lake. Line hanging very low on the ground. Watch out as you are lining up the landing field flying low.

**How to get there:** from the main roundabout in St-André, take the road to Digne. Drive past Col des Robines and carry on for 1.5 km. Landing field on the right handside (1<sup>st</sup> house before Moriez).

**A3** **HANG GLIDING HANG GLIDING ONLY**

Slope landing field of Moriez: "Contre pente"

**Altitude:** 950 metres above sea level

**Warning:** always land into the slope.

**How to get there:** from the main roundabout in St-André take the road to Digne. Drive past Col des Robines (Pass) and into the village of Moriez. Take the road to HYEGES and keep going for 3 km. "Contre-Pente" is on your left handside



By extensive and time consuming research, I've managed to find at least one article on the Celtic Cup. This one culled from the pages of Aberdeen's hang gliding newsletter. Many thanks lads.

Celtic Cup, Kernow, 1st to 3rd June 91  
By David B. McDonald

The 91 Celtic Cup was hosted by the Kernow Club at a site a few miles from Newquay. The thought of a 1400 mile round trip for a three day competition was slightly off putting, however I recall days of classic Cairnwell weather, Cornish faeces, sorry faces (the faces were Cornish, the weather faeces), taking shelter under gliders. So I thought, why not make an effort; I needed a break, and we need some Scottish representation and joined Sandy, Bob and Ian to comprise the Aberdeen contingent.

We left in two cars on Wednesday night for my parents home in Glasgow, who sponsored the the Scottish team with chilli and cheese cake, drink, bed and packed lunch before prizing us out the front door for the drive to Cornwall early on Thursday morning.

Bob and I stopped off to visit a damaged Colin Lark in Gloucester general Hospital, where Colin offered Bob the use of his Rumour 2 for the weekend if Bob would return Colin's broken leg to a more natural position. Meantime Sandy and Ian were trying to locate Luppit, to attempt similar extortion on Simon Murphy. It failed and Ian left with a Kiss and overdraft.

We arrived at the "Barley Sheaf", St. Column Major, early Thursday evening, met up with Bill Scott of the Kernow Club, and "Hicks" of the draught real ale. Bill wasn't drinking Hicks, and I think it a wee bit unsporting of him to let us guzzle the stuff without the slightest hint of a warning. Bob was first to detect the "time bomb in a glass" and stopped after one pint and Sandy after a barrel. The results were evident in the early hours of Friday morning when the hotel's cat, which had decided to sleep on my bed, woke up to find itself hurtling across the room. I had been woken by the the sound of something being sick and thinking it to be the cat, launched it with a meeowwww... towards Sandy, the true culprit. I'm sure this was of little consolation to the cat who performed a perfect standup landing on top of and under Sandy's last meal. As the cat cleaned itself I decided we could sort it all out in the morning and went back to sleep.

The team strength was not 100% the following day and we were thankful Chris Mosley, and Steve Kohnstamm (both ex-Aberdeen) could join the team for the weekend. The Friday was, thankfully, a training day for those unfamiliar with towing. After many pre-flight checks, lots of fiddling with hang points, hiding behind hedges etc Bob was the first of our number to be caught, connected to the static winch, whisked off his feet and propelled to 900ft ATO. Sandy, Ian and Chris all took turns, before I, unable to find any more people to volunteer, bravely stepped forward. My second flight in 13 months, (excuses, excuses) started with the nose too high, and Bill Scott on the winch expertly snapped me off the ground. All went well until around 600ft

when, flying too slow, and over-correcting, I was rapidly approaching a lock-out to the left. I hit the chest release, which opened but failed to fully release the cable, which Bill was forced to cut at the winch. This was the first of five lock-outs which gained me the nickname "Locktight McDonald" beating Bob in into last place with just one lock-out.

The competition started on Saturday with a light north easterly, and a cross wind task was set to avoid RAF St. Mawgan's MATZ. Simon Murphy was the only one to achieve goal via two turn points while most other competitors, unable to connect with suction from the grey sky opted for extended glides to notch-up some points.

The evening was spent at "Frontier City", a Western theme park in the heart of Cornwall's cowboy country. A R&B band provided volume and the bar good food and plentiful drink.

Sunday brought a freshening westerly, and an open XC task was set with the best pilots getting further than the rest and others not getting as far as that (i.e. I can't remember what happened but Ian told me I had to write this or else.)

Monday I do remember because it turned out to be a cracker of a day as I watched pilot after pilot fly over my head. Bob, Chris, Sandy and Steve all got away with Bob and Chris reaching the coast at Par Sands 20K down wind.

The competition itself was one of the best organized competitions I have attended. The Kernow lads really did put in a lot of effort raising £900 in sponsorship from local companies which gave competitors 4 days towing, a sweat-shirt and entertainment all for a £10 entry fee. When you consider the cost of fuel, wear and tear on the towing cable and retrieve motorcycle - even Bob considered it a bargain.

The concept of a tow launched competition is one which I think we should pursue for competitions held here in Scotland. With two winches operating, (taking into account line breaks and other inherent delays) during one days competition 30 pilots were typically offered three tows per day. Would you get 3 attempts off Cairnwell?

The competition was well worth the 1400 miles travelling and if the Kernow lads were as helpful and patient as they were this year I can recommend the next competition to be held in Cornwall to anyone from any Celtic nation.

## Kernow XC League Positions as at 20/06/91

Po	Name	Distance in Miles					Total	Glider
1	Bill Scott	25.10R	22.20	18.10	8.17	6.66R	80.23	Rumour
2	Pete Coad	37.62	17.65	11.72	5.40	4.52R	76.91	Kiss
3	Roger Clewlow	18.07	9.40	4.00R	3.69	2.22	37.38	Magic Six
4	Paul Dunstan	14.31	11.60	3.71	3.17		32.79	Kiss
5	Graham Phipps	24.52	5.33	2.55			32.40	Kiss
6	Colin Mc Kenzie	22.20	8.29				30.49	Magic 4
7	Roger Green	11.83	9.81	5.33			26.97	Ace Rx
8	Richard Whitmarsh	15.17	4.57	3.87	3.08		26.69	Ace Rx
9	Barry Green	17.54	2.67				20.21	Kiss
10	Mark Seymour	14.09	5.54				19.63	Kiss
11	Roger Full	14.83	2.32	2.02			19.17	Rumour
12	Monty Pugh	9.63	4.95	3.86			18.44	Kiss
13	Rob Ings	4.52R	4.02	3.56	3.56		15.66	Ace Rx
14	Graham May	15.06					15.06	Kiss
15	Billy Cowell	7.21	3.56	2.62			13.39	Ace Rx
16	John Sekula	5.16	3.27	3.25			11.68	Magic 1
17	Tim Jones	5.54	4.51				10.05	Kiss
18	Graham Woodcock	4.74	3.03				7.77	Typhoon S4
19	Alan Phipps	3.61	3.13				6.74	Calypso
20	Martyn Cartmell	5.54					5.54	Magic Six

D = Double Distance, R = Out & Return, T = Triangle Total 507.20

The major additions to the XC League this month have come from the flights made in the Celtic Cup. Several pilots made personal best flights, namely Roger Clewlow, Roger Green, Richard Whitmarsh and Barry Green.

