

EDITOR: ROB INGS.
39 TRENWITH PLACE,
ST. IVES,
CORNWALL. TR26 1QD.
TEL: 0736 794541.



KERNOW HANG GLIDING

FIRST SOARING FLIGHTS TO LEAGUE PLACE INVITES!

APRIL 1992. ISSUE No.4.

and the editor writes.....

The inland flying season's with us and the miles are there for the taking! XC stories are now flooding into the editorial office(!) detailing accounts of the season's first cross country efforts. And, as you would expect, all the juicy bits are inside this month's Newsletter.

While the attention turns to big flights and record height gains let's not forget from where we all started; the first soaring flight. I'm pleased to say that four novice pilots soared this month - and finished with top landings! Congratulations to **Phil Davies, John Harper, Paul Mead and Paul Wicks.**

Richard Whitmarsh is another man with a smile on his face. He has just bettered his XC record with a flight from High Cliff to Callington of nearly 20 miles. And to make this feat even sweeter, he out-distanced Pete Coad in the process!

There's good news from Perranporth. We are awaiting a letter from the Perran Sands holiday camp containing their permission for it's reuse - subject to a few minor restrictions which are mainly concerned with nature conservation measures. However, to be on the safe side, until the paperwork can be waved around at the monthly meeting, please avoid the site.

Next weekend sees the first round of the 1992 League. Kernow will, for the first time, be represented by three pilots so I'm sure there will be no shortage of stories to be passed on. Good luck Pete, Graham and Bill.

That's about it for this month - don't just sit there reading this old tat - get out there and do some miles.

Safe flyingRob.

MINUTES OF THE APRIL MEETING OF THE KERNOW HANG GLIDING ASSOCIATION AT CLINTON SOCIAL CLUB ON 8TH APRIL 1992.

With 26 members present the meeting opened with a welcome to several visitors including Clive Piper of the Avon Club.

MINUTES of the last meeting were read agreed and signed.

TROPHIES. After an introduction by the Chairman saying how trophies encouraged the competitive spirit in the club, Roger full presented a well deserved trophy to be held in perpetuity to the Newsletter Editor Rob Ings. It was generally held that the trophy was particularly appropriate even though most of the members would not seek it for themselves.

PERRANPORTH AIRFIELD. The secretary reported that so far there had been no response from the operators of the airfield to our letter requesting a meeting. A further letter, advising the operators of the hang gliding taking place around and within the proposed ATZ was read to the meeting.

PERRANPORTH SITE. Graham Phipps reported on approaches made to the management of Ferran Sands Holiday Centre and a letter which was subsequently sent seeking reconsideration of the ban on our use of the site. Graham said he had received an encouraging response and is hopeful that at a meeting which is being sought we may recover the site for club flying. Meanwhile members should continue to refrain from flying at Ferran Sands.

NOTTER BRIDGE SITE. Pete Coad reported on flying from this new site and his own XC of 34 miles to confirm the potential. Pete advised us that a vigorous take off run was required to clear a hedge in front of take off and the dead air beyond this hedge, also the need to beware of the nearby power lines. He said the site is thermic and not suitable for Paragliders. Top landing is possible but not easy. The farmer owning the site is helpful but wants us to call him before flying. Details will be included in the next newsletter.

TRAINING. Four new pilots were congratulated on achieving soaring flights, John Harper, Paul Wicks, Phil Davies and Paul Mead.

TOWING. From tow launches last Sunday XC flights of 35 and 25 miles were achieved by Graham Phipps and Bill Scott with other XC Flights by Richard and Rob.

XC LEAGUE. Ron has kept on at us to send in XC details to the National League. The Condors appear to be on top. Pete Coad disputes this and reckons that Kernow have thrashed the lot with Pete at 1st and Richard 2nd. Final official results are awaited.

EASTER COMP. The S.Devon Easter Comp is thought to be on but as yet we have no details.

CELTIC CUP. So far Paul, Daisy and Martin Cartnell are the only members prepared to make the trip to Scotland. Bill Scott proposed and Rob seconded a proposal that the club should sponsor the trip with £75 toward travelling expenses and this was passed. Additional members are still sought to complete the team.

AIR UK UPRIGHTS. The Chairman read a letter from this firm offering a deal to supply their uprights through the club. There appeared to be no interest from members in view of the existing service.

TEHIDY BARTON TOW SITE. Graham reported on a meeting with the air traffic controller at R.N.A.S. Culdrose. He is agreeable to operation of the new site on any day but please avoid flying in cloud. Graham also passed on a message from ATC Culdrose requiring pilots to advise Culdrose before flying Gunwalloe.

SENNEN SITE. The Air Traffic Controller at Culdrose has a part time interest in ATC at Lands End Airfield and will seek to remove objections to the club's use of this site.

TOWING. Bill Scott reported difficulties with the new lines last Sunday. A swivel is needed for one line. Does anyone know of a source of a suitable swivel? General operating procedures were discussed with a view to overcoming the problems like: Pilots should release before getting the line to near the vertical and winch drivers should ease off the power to indicate that release is desired.

PETE COAD said that there was no Kernow contact number in the list published in Skywings. Secretary said that this had already been rectified.

Pete went on to ask members not to use bad language on our sites so that no offence will be caused to the public and particularly site owners.

PHIL DAVIES thanked Graham Phipps for all his time and trouble in training culminating in the recent first soaring flights.

CLIVE PIPER from the Avon Club compliments the club on its general attitude and the orderly running of the club meeting, not forgetting the humour which formed part of the proceedings.

PETE COAD got up again. He has cleared out his Combi and produced a bag of miscellaneous items left by other flyers.

With no other business to be done the meeting closed at 21.15.

Notter Bridge

Many thanks to Monty Pugh who discovered this site a couple of years ago, pity we didn't use it sooner, however. Situated a few miles N.W. of Saltash it faces E - N.E. and is approximately 350 ft top to bottom.

A vigorous take-off technique is recommended as there is a small hedge to clear shortly after launch. Another hazard is a set of high-voltage power lines which run from behind and to the right of take-off and descend down the centre of the ridge (scratching is not encouraged).

Bottom landing is in any of the large fields in the valley in front of take-off and should prove no problem. Please avoid field's with livestock in or farmer's may not stay friendly for long. Top landing is possible but should not be attempted by the inexperienced or the sane.

The farmer who own's the take-off would like to be contacted before flying but to avoid too many phone calls to him on the same day, I have not published his number.

If you wish to fly, please call either Bill Scott, Pete Coad or Roger Green. Hopefully if we prove ourselves to be a responsible group we may be able to do away with this system in time.

PLEASE, PLEASE, PLEASE stick to the country code: close gates, pick up litter and don't molest the sheep. Happy Flying.

K.H.G.A. Member's Phone Numbers as at 12/04/1992

Joe Batt	0637 872201 ex 437	Brian Bazeley	0637 880478
Dave Bazeley	0637 880483	Dave Brooks	0637 874251
Martyn Cartmell	0288 356107	Pete Coad	0209 716522
Bill Cowell	0726 842755	Lester Cruse	0209 218962
Philip Davies	0736 797728	Paul Dunstan	0209 217304
Roger Full	0736 796140	Roger Green	0726 69687
John Harper	Mawgan 679	Jeff Hoer	0404 850489
Rob Ings	0736 794541	Jon Knight	0736 753387
Ron Marking	0209 213254	Graham May	0209 843380
Colin McKensie	0209 891124	Alan Phipps	0872 73839
Graham Phipps	0209 842877	Monty Pugh	0296 625648
Robin Ridge	0209 718714	Bill Scott	0637 881120
John Sekula	0726 812399	Mark Seymour	0722 77393
Richard Whitmarsh	0209 710554	Paul Wicks	0209 718185
John Woollams	0637 879281	Charlie Zahra	0872 222945

A Weekend in April by Bill Scott

Friday the 3rd of April

It's April and I have only flown twice this Year. I am desperate to get some real flying in before the first League meeting at the end of April. The forecast looks good for the weekend so I ring Pete Coad and ask him to do the earlier morning calls as I off out for a beer !

Saturday the 4th of April

Pete rings and says he will be arriving shortly with Richard Whitmarsh. I check the wind, it's a moderate North Easterly. Pete and Richard arrive and we discuss the site for the day. We eventually decide on Notter Bridge. This is a new site, only flown once before by Pete, Roger Clewlow and Rob Ings the previous day.

We arrive on site and check the wind. It's blowing 10-16 mph on the hill. We rig and wait for the sky to improve. After an hour things look good so Pete launches and gains about 50' in ridge lift. I take off and join him, spending 15 minutes soaring the ridge, gaining at best 100' and at worst 40' below take off. A weak thermal comes through and we start to climb. Richard sees the better conditions and launches. At 500' ato we are committed and leave the hill.

The thermal is quite weak and I have drifted about 4 miles before I reach 2000' where the thermal dies. Pete is with me, but Richard only caught the tail end of the thermal and is down. I fly across wind to a large area of ploughed fields south of Trerulefoot roundabout. At 700' I hit a boomer with cloudbase written all over it. At 4000' I reach the coast over Seaton, Pete is about a mile out to sea and 500' higher. I continue climbing until I reach 4860' ato and decide to move on as I do not want to go into cloud so close to the coast. Pete and I head North West to counteract the now Northerly wind, staying above 4000' until we reach Looe. This is where Pete and I part company, Pete heads almost due North directly into wind and I stick to my North Westerly heading. A couple more climbs sees me over Lantic bay take off at 2000' ato. I continue on over the river Fowey where I find another thermal.

I start to climb and eventually reach 3000' over the Gribbin head. It's a long way across open sea to Blackhead so I head directly into wind back to Par losing all my precious height. I eventually land on Carlyon Bay golf course for 20 miles. Billy Cowell, who has been working at Par, arrives on the golf course, offering use of his Mother-in-law's phone, who live at the base of the golf course. I spend 20 minutes thawing out while a golfer wanders around looking for his ball. He was not impressed when I eventually start to de-rig and discover the missing ball under the glider !

Lessons Learnt:-

If the your xc is cut short by the sea you have to fly very aggressively to extend your flight cross wind. Speed flying into wind is the order of the day, to give you the necessary distance from the coast for your next climb. Pete did just this, got around Par and made 35 miles landing North of St Mawes.

Sunday the 5th of April.

Another thermic day, but this time there was no wind. We decide to go towing at Dave's farm. We had a lot of hassle getting pilots into the air. For one reason or another everything conspired against us. Eventually at 2.30pm it's my turn to launch. Graham Phipps had launched just before me and had been climbing well under a good cloud.

As soon as I had released the top line and and settled into prone it was obvious I was in a good area of lift. The vario was screaming 10 up and the glider felt like it was being sucked into the air. I released at 1800' ato and found a 2 up. I circled with the thermal over the edge of the field. Gradually it got better and I noticed Graham down wind heading back towards me. We circled together until we reached cloudbase at 3200' ato.

The wind at altitude was a moderate Westerly. We drifted slowly downwind as our cloud gradually fell apart. Neither Graham nor myself wanted to move on as we were surrounded by a big blue hole. We scratched around in little personal wisps of cloud, waiting for things to improve. We were still at 3000' (3550' asl) but were approaching Bodmin ATZ. Graham headed North and began to sink out. I decided on a big fat cloud above the ATZ. There were a few small light aircraft operating out of Bodmin, none of which looked above 1500'. I knew I had plenty of height in hand to escape the ATZ should I start to sink down to the it's top at 2650' asl.

The cloud was working well and I climbed up to cloudbase which had now risen to 4100' ato. Graham came back to my thermal and also started to climb. The lift was still strong at cloudbase so I headed off cross wind to another good area of cloud over Jamaica Inn. On arrival I could not find any lift, and looking back to my cloud, I could see Graham had now reached base so I decide to go back.

We had now drifted well clear of the ATZ, which was just as well as I was down to 2300' ato. I arrived back at my original cloud, but found no lift. I tried downwind, only to find a 1 down. I circled for a while before I noticed Graham upwind, high and circling. I headed back up wind for about a mile to fly underneath Graham. Nothing again, this was getting very annoying !

I was down to 1400' ato over Colliford reservoir before I eventually found a zero. I worked it for a long while before it developed and I eventually got back to 3200' ato, but I was still short of base. The sky was now over-developed downwind and Blue to the North. I decided to clear the moors while I could and glided off down wind. This proved to be my final glide and I was soon landing at Bray Shop for a distance of 25 Miles. Graham flew on to Mary Tavey for 35 Miles.

Lessons Learnt:-

If you reach cloudbase in a powerful thermal and don't want to go into cloud, fly in a straight line until you hit some sink, but then don't go to far. Lose only a few hundred feet before you go back your thermal. By flying in this manner you can stay high until the thermal eventually dies.

STRAIGHT TO THE POINT

Bill and I had been flying for about 10 minutes before a reasonable thermal obliged us with it's presence. Our gain in height was the signal that Richard "ready clipped in on the hill" had been waiting for and he duly slotted in beneath us.

Being a little rusty after the winter lay-off I don't think I made best use of the lift and dropped out of the bottom of the thermal after about 2,000 feet. Similiar fate's awaited Bill, about 200 ft higher and Richard some 500 ft below. Unfortunately for Richard this proved insufficient height to find any more lift and a down wind glide was his only reward for the day. Back aloft, Bill chose a cross wind course whereas I pumped for a nice looking cloud up-wind, this took me to 3500 ft but unfortunately it also took me to the coast. There was clearly a lot more North in the wind than we had hoped for, therefore the only option open to us was to try a Zig Zag route along the coast to the West. Trying to track inland with a fairly brisk North wind was proving a little tricky and I was down to about 1500 ft A.G.L. before I found my next area of lift. This was pretty ragged to start with and needed some hard work to gain any height but soon blossomed into 3-4 up. Back at 3500 ft but once more over the coast, I catch sight of Bill, he's about $\frac{1}{2}$ mile upwind of me and some 1000 ft higher but still short of cloudbase. I now stumble into the core of the thermal some 7-8 up which takes me to cloudbase, 5500 ft above sea level, losing sight of Bill on the way. Taking my gaze from the Vario I note I am now in a position some 2 miles South of Looe so decide it may be sensible to set a course inland. This duly done I reach the river Fowey $2\frac{1}{2}$ miles from the coast and tried a lazy circle over a large fire below. This seemed to do the trick and I make my way back to cloudbase and the coast. Surveying St Austell bay with the thought of crossing I notice Bill at what appears like 10 ft of height in the centre of the Bay. Keeping a careful watch it soon became evident that he was slightly higher than I first thought and he was going to make the coast with a little height to spare. As St Austell was bathed in sunlight I decide to take the coastal route with the hope of picking something up downwind of the town. Passing over Bill who had landed on the golf course my plan started to come together as I entered a 2 up. This drifted me out to sea but well within reach of the west side of the bay. By now the sky was dying with nothing to aim for at all. My only choice was to use my height to head off towards Falmouth. The only pause in my loss of altitude was a zero just North of Mevagissy which I played with for a couple of minutes before facing the inevitable landing, this happened just N E of St Mawes for 34 miles.

I think we can now, without fear of contradiction call Notter Bridge a SITE. Many thanks to Richard for the ride.

PETE COAD

Our Editor Luvs Ewe

OR

How our editor finally receives true recognition for his
Supreme Performance.

On Wednesday 8th April, in front of a packed club meeting; our editor Rob Ings received long overdue recognition for all the hard work he has put in over the years in producing our very much appreciated club newsletter. Rob was lured to the front of the club room on the pretence of receiving a beautiful silver trophy, which when within inches of his sticky grasp was swiftly substituted for an extremely attractive, inflatable "Luv Ewe", (what thighs).
Now for those of ewe who do not know the story behind this, I will enlighten ewe.

Once upon a time, along time ago....Rob and some fellow Kernow pilots were visiting Wales. The day was totally blown out and our intrepid aviators sat boringly in their cars on a windy hill, (not unusual you may say). After not too long some ugly, scruffy sheep meandered around the cars hoping for some of our pilots sandwiches, (no chance). Suddenly Randy Rob spotted the only pretty sheep amongst them, and quick as a flash, opened the door and legged after it. He said, "Ofcourse - I was only doing it to entertain my comrades; I didn't fancy her really!!!

Well to this day and in true Kernow HG Club tradition, he has never been allowed to forget it; and that's why he was presented with this lavish accolade in recognition of his untiring quest for satisfying pilots pleasure, (and we hope Rob will get many hours of pleasure out of her).

Well done Rob for a stalwart job, and many thanks from our members. Keep pounding away at it, (and the newsletters!!.)

Roger Full.

3-2-82

1-1-82



The editor of "Sheep Worrier's Weekly" seen at a recent soiree.
"We're just good friends," he was heard to confide to a colleague.

Kernow XC League Results as at 14/04/92

Po	Name	Team	Distance in Miles				Total	Glider	
1	Pete Coad	CC	34.35	19.38R	19.20R	14.68	13.46R	101.07	Kiss
2	Graham Phipps	TT	35.93	13.46R	12.75	2.57		64.71	K2
3	Rich Whitmarsh	C3	18.96R	18.76R	13.46R	7.88R	3.84	62.90	Ace Rx
4	Bill Scott	GD	24.68	20.09	14.60R			59.37	Rumour
5	Rob Ings	C3	13.46R	12.74R	7.88R			34.08	Kiss
6	Paul Dunstan	CC	19.38R	14.60R				33.98	Kiss
7	M. Cartmell		16.12R	9.36	4.73			30.21	Magic Six
8	Graham May	C3	13.80R	5.99	5.22R			25.01	Kiss
9	Joe Batt		13.46R	3.02R				16.48	Ace Rx
10	John Sekula	TT	13.80R					13.80	Kiss
11	Steve Hunt		13.46R					13.46	Rumour
11	Roger Green	GD	13.46R					13.46	Ace Rx
11	Colin Mckenzie	TT	13.46R					13.46	Kiss
14	Jon Knight		3.67					3.67	Typhoon

D = Double Distance, R = Out & Return, T = Triangle Total 485.66

Team Scores:-

Pos	Team	Score
1.	Cloudbase Clan	135.05
2.	Club 30 - 62	121.99
3.	Thermal Thugs	91.97
4.	Gale Danglers	72.83

KHGA XC MAP

From 1-3-92
To 18-4-92

