

KHPA BULLETIN



Kernow Hang Gliding & Paragliding Association

April 2003



Well, it would seem the past month has been a fairly quiet one on the flying front due to inappropriate weather conditions. Things can only get better ! A few Hang Gliders and Paragliders did manage to get an airing out at Carbis Bay though on Sunday 30th March with a spot of dualling added for good measure. The Kernow Cross Country Challenge also got underway on that day with one Hang Glider Pilot entering the first score to the table. Check out results so far later in the Bulletin !

A quiet month it may have been, but I am pleased to report that the Bulletin hasn't suffered. It was great to receive articles from both Hang Glider Pilots and Paraglider Pilots this month and I am sure you'll agree it makes a good read whilst waiting for weather conditions to improve ! Thanks for your articles guys.

As always, it would be great to hear what you have all been up to with your wings, and a few more tales from you Kernow Paraglider Pilots would be gratefully received by all – lets hear what you really get up to dangling from those colourful canopies! Please send your articles however long or short to: catherine@hawken.f9.co.uk or by post to “Cranleigh”, St. George's Hill, Perranporth, Cornwall, TR6 0DZ. (A scribbled tale on a scrappy old piece of paper is also more than welcome, handed over on a blowy hill top !!) Look forward to hearing from you all soon ☺

Dates for your Diary...

May 2nd, 3rd, 4th, 5th – Paragliding British Clubs Challenge – Preliminary round (arranged by Somerset Condors) Could be coastal or in land. Kernow team required. Contact Mark Presland on 01736 755156

May 2nd, 3rd, 4th, 5th – The British Paragliding Open – To be Held at Llandinam, Mid Wales. Email: info@pgcomps.org.uk or Website: www.pgcomps.org.uk.

May 3rd, 4th & 5th – The British Hang Gliding Open – To be held in South East Wales. Check the BHPA Website or contact John Aldridge on 01252 812137 or Email HGMeethead@aol.com to see if spaces available if you have not yet entered. It would be nice if we could retain our team title again this year.

May 10th & 11th – British Clubs Challenge - Preliminary round of the **British Clubs Challenge** for the hang gliders. South East Wales. Meeting at main car park, Crickhowell at 9.30 am Saturday morning. All pilots wanting to fly in the team please contact Steve.

May - 24th and 25th – Celtic Cup - To be held in Graiguenamanagh, Ireland. Please contact Alan Phipps for details on the Comp and possible accommodation available.

May 23rd to 27th – British Series Hang Gliding Competition To be held in the Yorkshire Dales. Contact Steve or Graham for further details.

Steve's Sculpture

Firstly for the newer members amongst us a few words about the history of this award. Steve Penaluna was and still is to many of us an inspiration not only in flying but also in our outlook on life. He joined the club in 1997 and from the start gave a level of enthusiasm, which was much needed and proved infectious to all around him. With a seemingly endless supply of energy he quickly achieved a high degree of skill in flying and moved in to competitions being a regular member of the Kernow Team and even qualifying us for the Clubs Challenge single handed one Year! His quest for continual personal achievement lead him into more serious competition and in 2001 he took part in the National Hang Gliding League, the highest level in the U.K. It was a great loss when in France Steve's glider failed and the world was robbed of not only one of it's brightest prospects for Hang Gliding but also of an exceptional person who lived life to the full giving as much to it as he took from it. For those of us that knew Steve it was a privilege his influence lives on in many of us and our lives are better for having known him.

In 2002 Paul Howse created Steve's Sculpture to represent his spirit and love of life. The sculptures base depicts Chabre Mountain in Larange France where Steve was flying and an area he loved whilst the flame represents onwards and upwards in tune with his outlook on life.

The Sculpture is awarded annually to a club member for personal achievement with nominations to the chairman during May for presentation at the June meeting.

Tips from Pip's (Your FLD)

The first thing to say is that I will not mention the weather in this issue as following last months item we seem to have experienced the longest period of poor flying days in Cornwall that I can remember! So lets change the subject and get tough.

As hopefully you are aware and appreciate that flying both Hang Gliders and Paragliders is very much a "feel thing" and from our early days we are taught and encouraged to be gentle with our control inputs and fly smoothly. This is very good and allows us to feel what the wing is doing and in general prevents us doing radical turns which may result in all sorts of mischief if done at the wrong time in the wrong place. However there are times that we do need to get "animal" and **seriously** impose our will on to our wings to ensure that it does what we need it to do, when we need it. At height this is not really a problem because if you get it wrong, other than hitting someone else, it will result in inefficient flying and little else. However, down low the results can be more serious. The classic times are during launch, whilst flying close to the hill or other gliders and when landing.

There is no great trick to "getting animal" other than being able to control the result of your action which will invariably have resulted in the wing either turning sharply, increasing airspeed rapidly (particularly HG's) and descending quickly (particularly PG's) or a combination of all three. Again these are not a problem at height so that is the place to practice them. Next time you have some height to play with (and space) try imagining you are having a head to head with another wing and take serious avoiding action (breaking right would also help) or practice landing approaches that require corrections, at 200' the air is much softer than the ground should you get it wrong. If you have not done this before build up in steps not only gaining the ability to turn your wing quickly (that's the easy bit) but also being able to regain normal flight quickly and safely.

Finally NEVER GIVE UP. On many occasions pilots have recovered gliders from situations which would have resulted in accidents by the narrowest of margins by giving it their all. In many others, accidents have occurred which could have been avoided with a little extra effort. Only when meeting the ground is inevitable throw it all away and curl up into the crash position. Up and until then try your hardest and a bit more to sort it out, every degree nearer into wind will decrease your ground speed and in general that's a good thing. There is nothing like experience and the time to gain that is before you need it not when you need it!

Kernow Fledgling makes it to the Bloreng ...

(Sunday 16th March 2003)

Written by Alan Ashford

I had rung Graham on the Saturday to check if there was going to be any flying at the weekend, and he told me there was a good chance that he would be going to Wales to demo a glider (Talon) to a prospective purchaser and that I was welcome to come along.

On the Sunday we left Cornwall on a lovely sunny, but very breezy easterly day and arrived at the Bloreng on the edge of the Black Mountains at about 2.00 pm. There is a very twisty and narrow road part way to the top where we left the car and hitched a lift with the chap flying the demo glider in his fantastic people carrier 4 x 4, which lugged us and our gear up a very tricky green lane to the summit at 1800'. It was slightly misty but sunny day with a light breeze onto the easterly facing ridge, away to the left was Abergavenny, goal for me that day, just over a mile away. After a nervous wait of what seemed like hours waiting for a launch window through the mass of paragliders flying from a plateau about 50' lower, I was off and away from the ridge where I hung a left turn and settled into my new harness (thanks Pete), and tried to take in the marvellous scenery around me. Then my transcendental moment was rudely interrupted by Graham's dulcet tones in my ear hole saying "Well that was a crap take-off but we will talk about that when you get down". Oh well, back to reality !

I then had a wonderful glide with a 360° turn thrown in (my first), over a canal, 2 huge lines of pylons, the edge of Abergavenny, a Church, the river Usk and then lining up for touch down in Castle Park, the local dog toilet!

I had a reasonable touchdown and was then offered a lift back to the top by a chap called Alex who was going home after his flight, but went out of his way for me. What a wonderful sport !

I am completely smitten and would like to thank Graham for his enthusiasm and practical help (and his comments!)

Nige's Happy Hour Under the Duvet

Written by Nigel Eagle

Monday 31st March 8.25 am Radio Cornwall NCI Reports :-

"Wind ESE force 5 Bass Point! Force 4 most other places forecast to veer to South overnight" (so it may get more on the cliff).

Put out a Notam: get politely ticked off - but I was flying my scaffolding the day before at Carbis and didn't get back to hear the local forecast on TV honest MZ SAC LADY. They would only give out a warning as 4 hours is now too short for Notam. Do it the night before folks - you can always cancel the next day. I said I would remind everyone at the next club meeting.

At Vault the sky was empty of Duvets! My heart sank (wrists got very limp), but I bravely walked down with windsock held aloft to measure speed etc. Sea looked lively, direction a tad off to the East, so it has to be the rock and roll take off end. Wind speed 8 to 14, mostly 10 to 12 but the lulls were rather long. Nothing for it, undo the zip and get it out, give 'un a good pull and its up first time (not my usual incompetent scramble and its turbulent Vault). Sods law applies; it's perfect when no-ones looking.

I turn and feel the wing/air. Not much lift, looking at the beach, it's really a pleasant walk up isn't it? Ooh there's a puff coming through that was ok I will count the seconds for the next, no... there's another head down go...rock and roll past the trees and head east. Hardly any lift so get 1/2 way to paraglide take off and head back, getting steadily lower, have another look at the beach, start talking to my canopy, come on girl you'll enjoy it, its not the first time. I'm now back at take off but climbing nicely, I will "S" around here before exploring further I still need 100 ft for a top landing and the cliff is all mine. OK relax now I've gained that happy 200 ft and all's well. What a gorgeous day, the sea's sparkling. Ooh what was that shadow? Tis gone... look up, just the canopy, sunshine again, shadow, sun, shadow... its surprising how much the canopy twists and turns whilst I'm doing a straight, almost silky smooth flight. Hunger calls so "S" back and touch down. Who made these rotten sandwiches? Oh, of course, I did.

If you haven't flown a duvet at Vault check with Mark B, if he is happy for you to try it (its a strange site sometimes it just doesn't work and is often quite gusty). If he OK's then give me or John Woolams a ring and put out a Notam the evening before you can always cancel the morning you were going to fly... it costs nothing, there may be low flying jets this year, we are at war remember, St Mawgan might get very busy and pilots will have fun screaming around our fabulous coastline.

The Old Buzzard - Nigel Eagle

HOW TO GET IT WRONG AFTER FOURTEEN YEARS

Written by John Woollams

The phone rings, it's one of the "Fairies" again, Nigel to be exact. Fancy coming out to play today (I assume he means paragliding!!) at Vault Bay, it should be on and not too strong. Thinking it's probably off to the east I reluctantly agree, as it's my turn to drive. We decide to take sandwiches so grovel to her indoors with some success.

Usual chat on the way there, paragliding, SEX, music, SEX, hang gliding, SEX. We arrive and the wind seems (I say seems, as this is the whole point of this saga) to be only slightly off to the east, checking from the southeast take off, and about 0-7mph.

We were hopeful that the wind would pick up at some stage, so as the sun was shining we decided to sit and have our sandwiches, mine were okay but Nigel was mumbling something about not tasting right when you have to make them yourself.

Sure enough after stuffing our home-made ballast the wind picks up gusting 7-14mph and again seems, according to my windsock, to be only slightly off to the east so decide to take off where we are. Once I'm in my harness I ask Nigel to check the pin in my reserve parachute, which after Phippsy kindly repacked for me came back four times the size and I swear twice as heavy. I think he must have stuffed it with all his advertising brochures in the hope I would deploy soon.

I launch and head for the edge where the bushes start and immediately start going down like a brick coupled with being thrown about like a cork in the worst turbulence I've ever experienced on the hill. My only thought was to try and get down safely as I certainly wasn't going up. Still getting thrown around and going down at a rate of knots I never thought possible at a cliff site, I landed safely on the beach flat on my face, so much for PLF's. Just as well it wasn't St. Agnes!

As I started to pack my wing away somebody on the beach came along and said what about that collapse you had. I suddenly went weak at the knees, what collapse, I didn't know I had one, I was so intent on looking where I was going to get down safely I didn't look up. Nigel verified later that I had about a 35% asymmetric on the left side. He said it folded under gently and came out gently, so that's why I didn't hear it. The only comforting thing about this is that flying my Sport 1-2 it will look after itself without any input.

Nigel got to me just as I finished packing my wing away and offered to help me carry up, I made some half hearted noises about it not being necessary which thankfully he ignored then proceeded along the beach with my paraglider. All the way up I kept saying okay it's my turn now, but no he wanted to do his macho bit, so as he obviously needed the exercise more than I did I let him get on with it. (What was he after?)

What have I learned from this? Well first I should have checked the easterly take off then I would have realised the wind was more or less coming along parallel to the beach where I took off despite my windsock telling me otherwise. Secondly and much more important Nigel makes a great retrieve man!!

Cross country league to April 2003

Well done Steve, for starting the ball rolling.

Following April's meeting there is a slight amendment to the rules. As from now I will only count any given ridge run once, no matter how many times you do it, just so we don't get swamped with multiples of, for example, the Looe run. I think you'll all agree it makes sense.

Cross Country flights as of this month

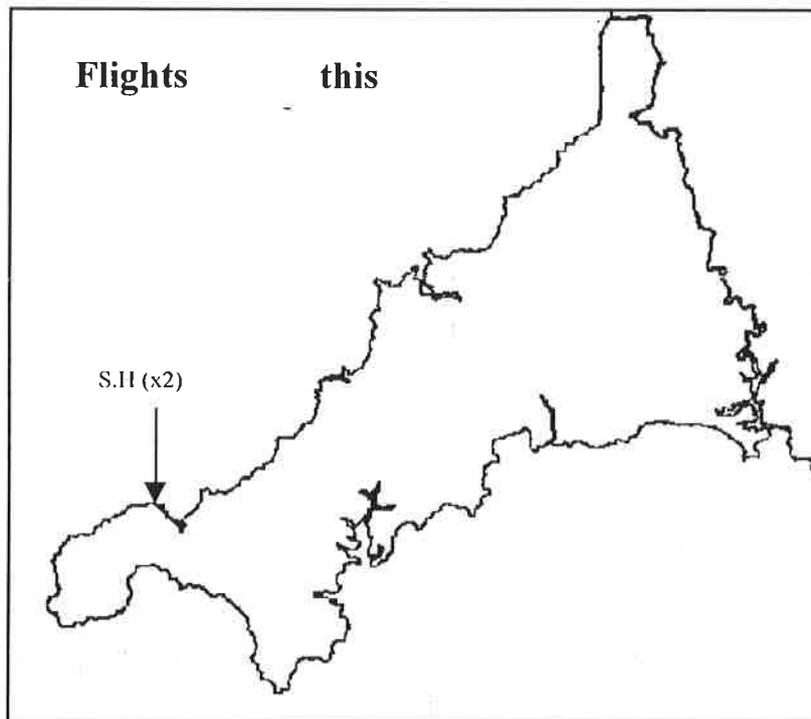
Date	Name	<u>Fligh</u> <u>t</u>	Distance (km)	Distance (m)
30-Mar-03	Steve Hawken	O/r	7.16	4.45
30-Mar-03	Steve Hawken	O/r	7.16	4.45

KHPA Cross Country League

Name	Team	flight 1	flight 2	flight 3	flight 4	defined
total (m)						
Steve Hawken	Fairies	4.45				4.45
8.90						

Team competition

Fairies	Pixies	Elves	Dwarves	
Goblins				
8.90	0.00	0.00	0.00	0.00



**EXTRAORDINARY MEETING OF THE
KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION
14TH APRIL 2004**

Proposed. The draft constitution for a **NEW CONSTITUTION FOR THE KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION** as published in the Bulletin be adopted. Proposed by Chairman Pete and seconded by Mark Woodhams the proposal was unanimously agreed.

**MINUTES OF THE APRIL MEETING OF THE
KERNOW HANG GLIDING & PARAGLIDING ASSOCIATION
AT THE CLINTON SOCIAL CLUB ON 14TH APRIL 2003.**

Apologies for absence were made on behalf of Vicki - pissed, Geoff - entertaining a lady, Gavin - away in Wales and John Atkinson - Jet training!!!!!!

Minutes of the March meeting were read approved and signed

Matters Arising.

Steve's Stone..... is now in place and awaiting visits from spot landing pilots. This item now concluded.

Training, Graham reported just one days work. Big Brian starting a hang gliding conversion course and some refresher training for Gavin. Mark admitted only some ground handling training.

Celtic Cup. Intention to attend was expressed by Roger Green, Mike Richards, Vicki and Alan. Paul Dunstan and Daisy have been heard to show interest. Other pilots are attending the British Hang Gliding Series competition which falls on the same day. As regards making a bid to run the 2004 competition on a towing basis we still need to find a suitable and available site. Bodmin Moor (near Roughtor), St Eval and St Merryn were mentioned and will be investigated.

Competitions. Steve reminded members of the Easter Comp scheduled for the coming weekend, the British Open PG and HG on 2nd/3rd & 4th May and the First Round of the British Clubs Challenge (Southern) on 10th and 11th May.

KHPA Constitution. Done and dusted at the earlier E.G.M.

Youth Membership. Brian said he had had no response.

Skywings Contact List. Kernow is back where we want it in the current issue but the Secretary remarked that the editor had been a trifle reluctant.

Club Coaches. Following Mark's report that John Trewartha had passed as a coach at a recent course Alan asked whether the Association wanted to appoint John as a Club Coach. Mark said that Andy Hancock and Steve Edwards had also qualified and members voted that all three should be appointed.

Other Business.

PG Tow Ratings. Graham said that Geof Hoer of the Condors would be in Cornwall over Easter and might be doing some conversions as arranged by Vicki.

Social Events. The last event showed that Pgs are no good in go karts. Graham has in hand events for bowling and paint balling.

Members Forum.

Tim as XC recorder said that Steve the hawk-eyed banker had started the ball rolling with a Out and Return flight from Carbis Bay to St Ives. In future Tim will be working a new rules disallowing distance over the same route.

Phippsy warned us that Daye Sagan from SE Wales would be around over Easter and had asked if we would permit him to do some private training on our sites. No objections were made. Phippsy went on drawing our attention to the XC map featured in the current Skywings. In the past Kernow would feature on this map and urged members to re-establish our club in the XC stakes.

Mark told members that John Trewartha now had his full Pilot Rating.

Roger Green said that the farmer at Vault Bay had agreed we could put signs on the site gates regarding parking and KHPA interest in the site. Further there had been a minor problem involving local non member PG pilots seemingly ignorant of the site rules. It was agreed that every effort be made to get these pilots into the Association.

Pete warned members that cars were being clamped when parked on the track at the bottom of the Godrevy site even though there were no NO PARKING signs evident.

Alan the Sec'y told members that he receives details of foreign sites, accommodation and flying facilities. He will keep these on record and available to members on request.

With the Treasurer absent there was no 50 Club draw and with no other business on hand the meeting closed.

Members:

Kenow has seen its biggest exodus of members ever. Some we know about who have found other hobbies to occupy their time, one has moved abroad while others have probably just got out of the habit of flying, and, therefore, coughing up their sub. (£15)

Anyway we wish the following ex-members the very best for their retirement and hope to see them in the pub where they can buy us a drink in exchange for a story about a 100 miler.

Alec Birch	Pete Blyth	Roger Clewlow
Jennie Cruse	Terry Davis	Dave Everett
Martin Fox	Rob Hemmings	Tim Holmes
Rob Ings	Chris Lobb	Dave Malkinson
Pete Merritt	Keith Penney	Mark Phillips
Mark Presland	Steve Puckey	Mike Richards
Jim Stevenson	Karl Sweeney	Hannah Tapping
Ivor Thomson	Jon Trewartha	Dave Tull
Alison Webb	David Webb	

Hope you don't miss the KHPA Bulletin too much.

The latest tel nos of current members are listed below:

Surname First Name Tel Mobile e-mail
Ashley Robert 01726 69684
Ashton Smith Mark 07980 634 965 maps2@cam.ac.uk
Atkinson John 01326 317322 07967 958 101 jatkinsonfalmouth@hotmail.com
Butler Mark 01209 218909
Buxton Patrick 01209 211405 07887 841 813 pb@ukbcc.co.uk
Coad Pete 01209 716522 07977 841 117 peter.coad.camborne:ukgateway.net+E61
Cooper Gavin 01326 563 967 07812 064 372 GDC@hangies.fsnet.co.uk
Crockford Peter 01326 372107 07976 721 350 petercrockford@orange.net
Curtis Paul 07785 232 444
Dunstan Paul 01209 217304 07979 328169
Eagle Nigel 01637 880546
Easthope Geoff 01872 573308
Edwards Steve 01209 219245 07765 600907 steve@edwards23464.fsworld.co.uk
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Gilbert Graham 01752 567559 07802 505 840 graham@autotech-robotics.com
Green Barry 01208 831 647
Green Roger 01726 69687 07967 662 948
Hancock Andrew 01736 871520 07890 061 999 andy@handy2.worldonline.co.uk
Hawken Catherine 01872 571 582 07733 231 604 catherine@hawken.f9.co.uk
Hawken Steve 01872 571 582 07881 585 208 stephen@hawken.f9.co.uk
Howse Paul 01326 574498 wooden-pebbles@talk21.com
Iles Stephen 01209 218868 07789 714 186 screentech@supdnet.com
Jones Gay 01326 574498
Jones Tim 01736 754940 tjtjones@talk21.com
Knight Jon 01736 753387 0468 254274
Long Dick 0131 654 2424 0831 595 960
May Graham 01209 843380
Nancarrow Dave 01872 573835 DAVIDNANCARROW@Btinternet.com
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Phipps Graham 01209 842877 07785 593 559 graham@flychaps.force9.co.uk
Puckey Barry 01503 265934
Reynolds Brian 01209 210174 07773 080 906 brianreynolds3@btinternet.com
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Seyler Patrick 07775 697 241 paddy@mntv.com
Smith Chris 01752 851696 07855 512 309
Stevens Dave 07855 688 203
Trenecr Roger 01736 368407 078130 984 483
Trewartha Jon 01736 754160
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Wicks Paul 01209 713 013 07771 800 363
Woodhams Mark 01326 378555 mark@falmouth.ac.uk
Woollams John 01637 879281
Zahara Charlie 01872 222945 07712 785 020
Perranporth Airfield 01872 552266
Highcliffe (Mr Crocker) 01840 230418
RNAS Culdrose 01326 574121
Lands End Airport 01736 788944
Penzance Heliport 01736 64296

