



## Bulletin

May 2017



### Message from the Chairman

There will be a vote at the June meeting on possible contribution to the Coaching / Pilot development course as follows.

Proposal :- “that the KHPA may contribute up to £200 towards the costs of running a coaching/ Pilot development course in November 2017 if it is not self funding”

Implications are a financial commitment of up to £200 benefits are that the likely hood of the course being cancelled are reduced and that all members can benefit from the running of it.

As the Three weeks notice of such a vote is not quite met the final count on votes will be taken on Monday June 12 so please send in proxy votes if so desired by that date to the Chairman.

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Thank you

Phippsy



### Message from Chief Coach

Ladies and Gents, as per last months minutes can you please let me or Phippsy know your intentions of committing to the

coaches course in November.

We had a ‘show of hands’ at the Feb meeting and 13 people said they would be attending, So far i have only one person who has contacted me to say that will definitely be going.

I have sent invites to four of our neighbouring clubs, but have yet to have any replies.

Hopefully will have an update on numbers at Junes meeting.

All the best,

Dredgie.

### Message from Stuart Hall

Please can you let all members be aware of some changes at Woolacombe.

We now have permission from the NT to trial opening the parking field to 10 cars,

with the 1st 5 parking to the right and the second 5 parking to the left of the final gate. We are in the process of making up a new tally system for the entry gate.

Please bear in mind that this is a trial and therefore very important that we abide by the rules, and if anyone is asked to move their car by an NDHPC member they should do so without question. We would like to keep this arrangement, and with everyone's support this hope that this will become a reality.

Secondly, as of the 1st April new memberships start. We have heard reports of visiting pilots claiming to be S Devon and Condors who claim to be members yet do not have any proof. This is very important and whilst we hope that this is not the case we ask that you update your members. We will now be checking all visiting pilots and anyone who is not able to provide proof of membership (full or temporary) to NDHPC or a reciprocal club will be asked not to fly. We expect our pilots to carry proof of membership at all times.

Please could you circulate to all your members ASAP,

Many thanks

Stuart  
NDHPC Chairman



## News from Last Club Meeting

### Coaching course

Advertised in skywings for 18/19 November 2017, venue to be confirmed.

Interested pilots are encouraged to contact Steve Dredge before the June meeting to register their interest and commitment to the course. The fee will be confirmed at the June meeting

### Club email addresses

In process of creating separate email addresses for:

Chairman  
Treasurer  
Secretary

This in the process of fine tuning by G Phipps and Andy Rogers, and will enable all relevant emails to be preserved under the KHPA when officers change.

Many thanks to Andy Rogers for his input and support

### Competitions

First round of the British Open at the end of April in SE Wales, attended by Tim, Chris Holmes, and a fleeting visit by Phippsy.

Friday and Saturday were flyable although not perfect. Sunday was rained off, Monday was nearly too good but Tuesday was excellent. Net result was that Phippsy had a cracking flight of 86k finishing 2nd for the day (by 36 seconds) and ending 4th overall in the comp despite having missed two tasks. Chris had a fun flight and great introduction to Comp' flying and inland hangy thermalling.

Second round of the BOS in Yorkshire - to be updated by Chris in the next Bulletin.

### Club Flying

Perranporth, Carn Brae, Carbis, Highcliff on hang-ies with a 26k XC by Phippsy.

Coastal and inland XC's on both hanggliders and paragliders.

Check XC site linked from KHPA mainsite under competitions.

### Land owner complaint at Carbis

Whoever spoke with the land owner, could they liaise with Chairman regarding the complaint of pilots overflying his property. Does anything need to be done from the club formally ??

## Steven Penaluna Trophy

One nomination for Chris Holmes, who it was felt reflects the spirit of the trophy.

A vote was taken and passed unanimously in favor of awarding the trophy to Chris Holmes.

## Constitutional reminder on voting

The constitution is available on the website for consultation.

We have been reminded that a 3 week notice of voting is required, as stated in the constitution. This is particularly important when considering a financial matter.

The Chairman has a vote, and in the event of a tie, the Chairman has a decisive vote.

Corium is 10% of membership and a minimum of 11 members.

## Web master/ website

Andy Rogers is stepping down from the role.

Many thanks to Andy for his efforts over recent years.

Volunteer required to adopt the role.



## From the BOS



## May Photo Comp Winner

Tony Peach



## Retrieve Driving for the B.O.S SE wales Comp

Angela Coad

Thursday 27th April

Time to get up and get packed and ready for the drive up to Llangattock, in SE Wales for the first round of the British Open Series. Traffic was kind on the journey up thank goodness, I arrived at 4.30pm, way before others got there, but I was able to get the key to the Neuadd Cottage we were staying in. Take in the food etc and get things all ready for the next day. Once Nigel Bray (the Pilot I was driving for) arrived we went off to the Manor Hotel for a meal and to listen to some jazz, it was the Crickhowell Music Festival with events on around the village over the Bank Holiday weekend.

Friday 28<sup>th</sup> April

All ready to go to the 9 o'clock briefing in the campsite, run by Martin Colclough. After he welcomed the pilots it was decided to go up the Bloreng, lots of rearranging of gliders took place as 4-wheel drive only vehicles were allowed up the hill. It was a bit of a trek for those walking up, as it was the North West face that was mostly into the light breeze. Lots of discussion by the pilots on the best place to rig took place before the briefing. Goal was set at Tewskebury, for a distance of 66.2km with a turnpoint at Monmouth. It was a difficult day with pilots scratching around for lift, as the sky was quite overcast. Quite a lot of pilots ended up in the bottom landing field, with Greg Emms having a slight mishap by landing in a tree. No damage to pilot or his glider other than his pride, at having to be rescued. Once a suitable ladder had been found to ensure his safe release from the tree. Dave Matthews won the day, followed closely by Gordon Rigg and Justin Needham. Results can be found here:

<http://www.livetrack24.com/tasks/3604/tp>

Saturday 29<sup>th</sup> April

With no southerly site in SE Wales, it was decided at the 9.30 briefing to travel to Camlo, a site belonging to the Long Mynd club. It took just over an hour to get there, with some people debating on which track to take to get up to the site. After following someone who had been there before, we eventually made to the top of the track, parking on a grassy slope. Rigging began, in the very chilly southerly wind, it did not feel very spring like, and the sky was very grey and overcast. Once the briefing was held and lunch eaten, it was time to get kitted up and take off the hill. Some people were not too keen as the bottom landing was looking pretty tricky. As it was a smaller hill, pilots had to be really careful not to overcrowd the launch area. Some people were able to fly and top land but even that was a bit tricky. The task was an elapsed time race to the Goal at a place called Chirk, 74.1km away. A couple of pilots were seen getting quite high, but one came back to the front while the other disappeared into the distance. More eventually followed, but not that many. Nigel looked to be heading away over the back, so I set off down the track, only to see him going back to the front of hill as I reached the gate out of the field. I waited just outside to see if he made another attempt but with conditions being only marginal and still very overcast with the wind

picking up, he decided to land back on top. Those left on the hill were busy packing up their kit, ready to head back to the campsite. After a quick shower, it was around to one of the other cottages for a very enjoyable curry made by Kev Gay, lots of flying chatter ensued, with tales of flights compared and also lots of catching up for those wives and girlfriends who had not seen each other for a while. Plenty of wine was also drunk, so lots of friendly banter took place. Off to bed, a bit later than planned. But it is the BOS. Scores as attached:

<http://www.livetrack24.com/tasks/3614/tp>

Sunday 30<sup>th</sup> April

The forecast did not look good today, with rain coming in later. It was decided at the (.30 briefing to can the day. People made their own entertainment, by either walking on the canal path, hunting for caves in the nearby area, some went down the Big Pit, which is free, with donations being most welcome. Apparently, it is a very interesting place to visit. Myself and Nigel cycled off towards Talybont on Usk where we had an all day breakfast in the local café there. Very enjoyable, it would have been good to continue on to Brecon, but with the sky looking darker by the minute, it was decided to return to base. At least we had a 20 mile out and return, even though it wasn't flying. We almost made it back, but it began raining about 5 minutes from the cottage. At least we weren't too wet. Some people had their parachutes repacked by Greg Emms, a very worthwhile exercise. Greg's wife sat patiently while these were carried out, even though it was their wedding anniversary.

Tim Jones and Chris Holmes had arrived during the day, even though no flying was to be had today. But then I suppose they came for the meal and get together as well. Very worth it.

Later that evening, it was off to The Manor Hotel, a new venue this year for the BOS meal and Prize Giving. Every one enjoyed the evening with Dave Matthews, leaving loaded down with Trophies.

No scores for today.

Monday 1<sup>st</sup> May

Another day on the Bloreng. So more jiggling of gliders onto 4x4's. Graham Phipps arrived for the comp, better late than never. But then he has lots of other things to do with his time than sit on a hill in bad conditions. Briefing took place with a task set for an Out and Return to the Brecon area, landing back in Castle Meadows. Pilots were keen to get away as soon as possible due to the storms arriving from the North East. Some got away and headed toward the darkening sky in the hope of getting lift, others ended up stuck on the hill, sheltering under their gliders during the heavy rain storm. The task got stopped, due to the conditions being unsafe. Such a shame for those who had made the effort to get off the hill. For those left on the hill, it was a race to get de-rigged before the next rain shower arrived. Gliders were loaded on to the 4x4's left on the hill. It felt a bit hairy coming down the hill in the back of one of these, mainly due to the wet conditions and the vehicle sliding a bit, also the look of some of the rocks didn't inspire confidence, I am so glad I wasn't driving.

<http://www.livetrack24.com/tasks/3618/tp>

Tuesday 2nd May

Woke up to lovely blue skies and lighter winds, looks as if it could be the best day of the comp so far. Now we know why Phippsy made the effort to come up for the last two days. So after the campsite briefing, it was back up the Blorenge again, this time to the main launching area. Much better. We were able to sit in the sunshine and have our picnic lunch once the glider had been rigged and the briefing had taken place. The task was set for a goal at Carmarthen with a turnpoint at Llandovery. Once the window was opened, Gordon Rigg was one of the first to be ready and clipped in on the front of the hill. Help was needed to steady the glider before he launched cleanly, closely followed by Darren Brown and Johnny Carr. A bit of a wait and then Nigel was ready to launch. Before that others had launched from different areas of the Blorenge launch area. Including Mr Graham Phipps. Some good climbs were made and many set off on the course, although a few ended up in the bottom landing field, after being unable to connect with any good thermals. I walked down the hill to the vehicle ready to set off on the drive towards goal. I set up everything for navigating, including getting out the good old fashioned map. My trusty back up. As Nigel was using Livetrack, I kept getting text message updates to my phone every 20 minutes. So, so useful, as I only needed to stop every so often in laybys to check these messages and see on Google Maps where exactly my pilot was. It also gives height and flying times and distance flown. Such a useful piece of kit. Its made things so much easier. At one stage I was even able to watch Nigel thermalling above me. I had stopped only a few miles from where Nigel had landed so I was with him just as he finished de-rigging his glider. Well done to Graham on reaching goal, and finishing 4<sup>th</sup> in the competition. It just goes to show, he's still got it. Well done to all those others who made goal, especially Darren Brown. It was his first time getting into goal, but probably not the last. Scores attached:

<http://www.livetrack24.com/tasks/3619/tp>

We had a great weekend catching up with old friends, meals out together and other get togethers, as well as the usual alcohol. But I didn't have too much, being a retrieve driver of course. Really impressed with the Live track system. Such an improvement on years ago. Hopefully, more retrieve driving to follow.



# SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee 9th May 2017.

*All paramotor and paraglider pilots, Instructors, Coaches and Safety Officers must READ, DIGEST AND TAKE ACTION on the contents of this Notice and keep it for future reference.*

*If you hold a copy of the BHPA Technical Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.*

## JOJOWINGS INSTINCT PARAGLIDER

As the result of an investigation into a recent fatal paramotor incident a number of irregularities were discovered regarding the paramotor wing. The Jojowings Instinct S paraglider was found to be displaying an out of date certification placard indicating that the glider was rated to AFNOR "Standard". However, since certification in 2005, the manufacturer has extended the weight range and added risers fitted with a trimmer system. Both the extended weight range and the addition of the trimmers render the certification invalid.

As part of the investigation, flight testing carried out by an independent EN paraglider test centre showed the glider to exhibit extremely dynamic responses to both symmetric and asymmetric collapses when flown with the trimmers set to 'fast'. In the opinion of the test centre such responses would receive at least an EN D under the current EN certification system.

The BHPA would like to advise its members that anyone owning and flying a Jojowings Instinct paraglider with trimmers should sign and return a "Pilot's Declaration: Uncertified Wings" form found on the BHPA web site at the following link;

[http://www.bhpa.co.uk/pdf/Pilot\\_declaration\\_uncertified\\_wing\\_form.pdf](http://www.bhpa.co.uk/pdf/Pilot_declaration_uncertified_wing_form.pdf)

The BHPA recommends that the Jojowings Instinct paraglider should not be flown with the trimmers set in the "fast" position unless the pilot is confident that they have the necessary skills to recover the glider should a collapse occur. The BHPA recommendation for flying EN D class gliders is as follows:

"For pilots who have been flying for many years, fly more than 200 hours a year, often in strong thermic conditions, and are masters of the various SIV skills."

The full report can be found at the following link;

[http://www.bhpa.co.uk/documents/safety/formal\\_investigations/](http://www.bhpa.co.uk/documents/safety/formal_investigations/)