



## NEWSLETTER - August 2009

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President's Page:



Greetings – I can hardly believe that summer is almost over and we are setting up for the Labor Day Fly-in, wow; so many good times. Memorial Day was great at Eagle Rock. Then Assistant Meet Director for Dunlap CA Round 1 PG Nationals

L.E. coordinating retrieves - U.S Paragliding Nationals.

Torry Pines, Big Sur; back to the East for the 4<sup>th</sup> at Hyner, Cumberland flying, the woman's WV Weekend then driving back to Salt Lake City for Nationals Round 2 where I organized and coordinated retrieves for 80 pilots with 6 Vans.

Sunday was fabulous at Woodstock - Tomorrow Ben and I are off to Bulgaria for two weeks of PG adventure.

It's all good - Take care - Have fun --- L.E. Herrick

# **MOUNTAINEERS LABOR DAY**

## **FLY IN**

**Sept 4 – Sept 7, 2009**



**Location:** GROUP SITE D - Located approximately one mile east of Seneca Rocks, West Virginia on US Route

**Directions:** Take US Route 33 south from Seneca Rocks, WV for one mile.

## **MOUNTAINEER AIR TIMES—The Only Edition**

**6/27/09 – High Pt;** NNW 5 – 15 mph; Gardinator (Talon 140) got off the hill first and was soon climbing out and heading OTB. JR (Sport 2) and Steve (U2) were off next and got up without difficulty, but weren't able to find the good climbs that their predecessor got. JR had one reasonable climb to 4800' early on, but that one petered out while he was still well below Gardinator. JR ended up flying south down the ridge to Zirks where he joined Steve who was getting lower and trying to figure out where that LZ was located. Eventually, Steve was directed to the proper field and was joined there shortly afterwards by JR who was scraped off the ridge after a 50 minute flight. LE and Ben launched eventually and were able to fly to the Zirks LZ where they chose to land due to conditions that tested their comfort-level. Meanwhile, Pete (Sport 2) showed up at launch after getting a late start and he was soon airborne and heading OTB hoping to catch Gardinator. Gardinator had not been heard on the radio since heading OTB and it was presumed he had probably landed somewhere nearby. Pete chose to land at Augusta, WV after 23 miles to make retrieval easier, but proving that no good deed goes unpunished, it turned out Gardinator's lame radio set-up was so anemic that he couldn't be heard. He ended up making it 54 miles to the Woodstock LZ and then had the gall to make up a story about choosing to land there to make retrieval easier. Ben and LE got to experience the joy of an epic retrieve when they joined JR on the ride to pick up Pete and Gardinator, but they were amply rewarded when Gardinator splurged on dinner for everyone at Sheetz.

**6/27/09 – tow strip near Columbus, OH as told by Larryboy;** Like to thank Frank for another perfect tow and putting me right in the middle of the good stuff. I jumped off tow and was able to core 400 up for most of my first climb. I saw Larry W and Dan M come in above me and we work it to base around 4200 over (5000 msl) and somewhere out of the cloud came Ron. Mark came in below me several thousand feet and I tried to get him on the radio to help get him centered and join us but he flew on.

I didn't think the drift was to bad so I thought I would go down wind (London Rd.) to the next cloud and fly back, but it wasn't working and I new if I turned and headed back I might not make it. So I turn 90\* and headed for the next good looking cloud south of Five Points. Thought I was going to have to land there, but got blind dog lucky and stumbled into a good core and got to base east of Circleville. Went on glide and wasn't doing to good. Headed for Pick Co. airport thinking on landing there. Down to 1400 coming up to the airport when I see a hawk screaming up just past the main building. I crank into it at 1200 (left turn of course) and work it up to base at 4500. The next 12 mi were spent at base or stuffing the bar to stay out of the clouds.

Coming up to hill country NE of Chillicothe near Tucson, should I leave my line and head into the Scioto valley and possible landing fields or follow the clouds into Tar Hollow State Park and few landing options. I struggle through the forest area not getting any higher than 2500 over making short glides and turning in every little bug fart I can

find. I finally get a decent climb just N of Londonderry that gets me back to base and a little at 4700 over. I have to stuff the bar to get out of the cloud and end up getting above the next cloud. Kind of bumpy but fantastic.

The day is waning and I have not found any thing more to climb in as I pass Richmoundale by. Landing field options again have become scarce and I bleed of 1200 ft and have a perfect no stepper in knee high hay for a 3 hr flight of 45.3 mi

**7/4/09 – High Pt;** WNW 20 – 30 becoming WNW 10 – 15 mph; Homer and JR got to launch early to find blown-out conditions. Homer decided he didn't want to wait all day to see if things backed off so JR ran him to his vehicle in the LZ. Pete and Gardinator showed up and the three of them went back up the hill to find that conditions were still strong, but were getting better. Pete and Gardinator set up while JR chose to take a nap and he ultimately decided not to fly. Pete ended up getting two hours and got to 4700' boating between High Point and Zirks. Gardinator got an hour and flew to Zirks and back before choosing to land in the main LZ followed shortly thereafter by Pete.

**7/6/09 – High Pt;** WNW 3 – 8 mph; JR survived a sketchy launch, but was able to climb out to 3300' directly in front of launch. He made the mistake of assuming the conditions were automatic and chose to fly to the North Point. He never got another shred of lift and basically took a sled ride from 3300' to the LZ after making it to the North Point and then trying to fly back to launch. Homer launched next and basically had an extended sled to the LZ.

**7/12/09 – High Pt;** WNW 5 – 15 mph; After mowing Fairgrounds and High Pt launches, Pat H (U2) and JR were rewarded with soaring flights of an hour or more and gains to about 3300'. The LZ was kind to them and both had good landings followed by cold beer.

**7/19/09 – Fairgrounds;** L&V (E 3 – 5 mph); Day one of the Allegany Co Fair and conditions were not the greatest, but it was dive-able for JR on his Falcon. He plummeted to the LZ and landed south. Ben followed JR's lead and dove off on his paraglider, but LE decided that discretion was the better part of valor and DNF.

**7/21/09 – Fairgrounds;** S 3 – 5 mph; JR takes another sled dive on his Falcon for the Fair, but finding the air a little more buoyant and less rotor-y, he managed to fly over the festivities and wave at the throngs of onlookers before landing south in the dwindling LZ. Gardinator passed out and DNF, but at least he drove the vehicle down the hill.

**7/23/09 – Fairgrounds;** SSW 5 – 10 mph; JR, Gardinator (on Pete's Falcon), Ben and LE all get brief soaring flights, but never really got much above the ridge. The air seemed a little strange and it felt like they were soaring a bit of a rotor coming off the NW Cliffs. They all landed south in an LZ that was almost filled with cars. Gardinator just barely managed not to whack Pete's Falcon.

**7/24/09 – High Pt;** W 5 – 15 mph; Stronger conditions had JR launching his Falcon from the High Pt launch rather than Fairgrounds on what turned out to be the last fly-able day for the 2009 Allegany Co Fair. He got to 3200' at one point and flew for 45 minutes in what amounted to "poosh-out" conditions. After the wind calmed a bit, he was followed into the air by Ben and LE who also soared in the nice evening glass-off. Greg DNF, but showed up to drive. As is typical of the LZ in west winds, JR (who landed first) had to set up an approach to the south, but both Ben and LE got to set approaches to land north (the preferred direction when the LZ is filled with vehicles) just a few minutes later.