



## **NEWSLETTER - April 2007**

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### President's Page:

I want to thank the many people who e-mailed to say they liked the January news letter. Please continue to do so and send stuff in so I can put it in the future newsletters.

People in particular expressed admirations for Larry Ball's story "Why do I Still Fly" about his experiences flying with an eagle. The newsletter was so well received we sent it into the National UHPA Magazine. The story has been published in the May edition along with pictures taken by Jim Rowan. Way to go Mountaineers. !!!

We can learn a lot from the birds. Last weekend I thermaled up with a turkey vulture – As many of those we have around, that was one of the few times I was able to share a thermal from launch to the top out with one

It looks like flying times are here again. The parachute repack is coming soon. Hope to see you all in the air soon.

LE Herrick, President  
Mountaineer Hang Gliding Association

## Upcoming Events:

Reserve Repack - 5/04/07



The parachute pack will be Friday, **5/04/07** at the Allegany County Fairgrounds Exhibition Bldg (where it's been the last several years). Be there around 5 PM and we'll start whenever Larry Huffman shows up - club membership required for those wanting Larry's help.

In order to join our club go to our website for information or call Jim Rowan

Memorial Day Weekend Fly - in - May 25 - 28 - at Seneca Shadows Campground WV -

4th of July Party at Micky's – The weekend before the 4<sup>th</sup>. Fireworks, Food, Flying, Fun, Family and Friends. Contact Ben and LE

Site Maintenance Days Dates are yet to be determined there will probably be at least two and they are usually announced on fairly short notice.



## Mountaineer Flight Times (Jim Rowan)

**12/24/06; Woodstock;** WNW 5 – 10 mph; After attending Homer's Christmas party the night before, Adam and JR journeyed to Woodstock on a warm and sunny Christmas Eve day. There was a good turnout of pilots including fellow Mountaineers, Hugh McElrath and Bruce Engen. Bruce had the flight of the day getting over an hour and 4500'. Hugh did almost as well. JR and Adam arrived at launch late and got off the hill just in time for the big flush cycle. JR got to 2500' (500' over) and about 20 minutes before getting scraped off the ridge and landing in the Bridge Field LZ. Adam had an extended sled and landed in the main LZ.

**3/25/07; Bill's Hill;** SE 3 – 6 mph; Three months without a flight and JR was pretty much ready to jump off the roof of his house. It was his longest period without a flight in almost 25 years and there were many other pilots in the region with the same sad tale due to the crappy late-winter weather. Consequently, the forecast for a warm and sunny day with light easterly winds was enough to motivate JR, Florent, and Gardinator to join a large contingent of PG pilots (and a couple HG'ers) on a quest for aviation. There were a couple PG pilots high over the ridge and on their way OTB when the Mountaineer faction arrived (they landed in Breezewood for a short x-c). Florent was off first on his PG and ended up getting an hour, a 3500' gain, and he made it to the turnpike and back. JR launched and managed to gain a whopping 281' before he and Florent were scraped off the ridge together 25 minutes later. Gardinator launched later and in his usual scratch-master fashion ended up with 45 minutes and a 2000' gain. It felt sooo... nice!!!



**4/10/07; High Pt;** N 5 – 10 mph; Pete (on his new Sport 2 155) was first off the hill in the light, cross conditions. He struggled, initially, but when he announced that he had something to the right of launch, JR dove off to join him. 12 minutes later, JR was landing in the LZ after a losing struggle with the spotty lift. Pat H. was off next and managed to get 25 minutes and 2300' (500'

over) before getting flushed off the ridge low. He was on final glide from the mountain all the way to the LZ. He made it, but not by very much. Meanwhile, Pete was doing better and eventually climbed to 6800' making it to Augusta, WV for 22.2 miles. John F was the last one off the hill and he followed Pete OTB, but once he got to Ft. Ashby, he didn't have enough altitude to make the next long jump across the tree-covered landscape to Springfield. He landed just south of Ft. Ashby, WV for about 7.5 miles.

**4/21/07; High Pt; N 0 – 8 mph; LE** (on her new smaller PG) was the first to launch and she went down almost immediately to the Dogpit. Florent was next off and, along with the sailplanes and turkey vultures, showed it was soarable despite the lack of wind. Once a hawk was seen screaming skyward out in the valley, JR could finally take it no more and had to launch. Ten minutes later, he and Florent were landing together in the LZ (DOH!). Pat H was the next one off the hill. He got above launch for a short period of time before gravity had its way with him. Larryboy waited awhile before taking off, but he ended up with a short flight similar to Pat's. John F finally showed everyone how it was supposed to be done by staying up and eventually getting to 8300' and going OTB. Homer launched and followed John OTB, but they got stuck at the Chicken Farm for awhile and were low at the Hwy Dome field, so they hung a right and followed Valley Mtn south before bailing OTB from there. John made it to Slanesville, WV for 21.7 miles and Homer (flying his Sport 2 FB) landed a few miles short of there for about 17 miles. LE flew again and she stuck the second time.



**4/24/07; High Pt; N 5 – 15 mph; A** fairly strong late-afternoon day with Gardinator being the first to launch followed by JR. The thermals were ratty, small and punchy with sharp edges. They were also difficult to stay in for more than a turn or two with the strong laminar flow. Neither Gardinator or JR could get above 3000' msl and after about an hour, JR decided he'd had enough "fun" and headed out to land. On final approach, he found himself

heading directly for the spot and needed just a little more to get there. Unfortunately, "Spot Fever" took hold and he ran out of juice just short of the spot landing on his knees with the lightest of whacks (a rare event on the Sport). Gardinator chose to join him shortly thereafter. He pulled off another exciting, but ultimately successful landing on his Aeros GroundPounder

## EXPAT NEWS

### Doug Wakefield

Doug sends greetings to all Mountaineers. He said:

"Larry's story was incredible! There are lots of Bald Eagles around here (Vancouver area) - they're not quite a pest, but they're very common. I've had quite a few encounters with them while flying - thermalling with 3 in the same thermal at Woodside, and using one to find where the good lift was back towards the 'ridge' on Saltspring Island. But Golden Eagles are only occasional visitors this close to the coast. They prefer the bigger more rugged mountains in the interior. Incredibly beautiful and majestic birds (and big - bigger than a Bald Eagle).

To be able to fly with one would be unimaginably wonderful!



Anyway, there are many more people flying paragliders than hanggliders up here.

Late every summer there's a fly-in at Grouse Mountain, a ski 'hill' overlooking Vancouver. The fly-in is hosted by the GMFT (Grouse Mountain Flying Team) who are the only ones allowed to fly there other than during the fly-in.

Participants in the fly-in must be invited (or at least sponsored) by a GMFT member. Hang glider pilots must fly a single surface glider (very restricted LZ). "

Links to Doug's Pictures:

<http://kwindels.smugmug.com/gallery/750994#33114275>

<http://kwindels.smugmug.com/gallery/778171#34465256>

## REGION NINE NEWS

**BLUEGRASS BUZZARDS** - in the Upper Mid South – they are working hard to build a modified “Scooter tow system”. It is going to be ugly but they are optimistic it will be effective. Dave Meier, an expert welder as well as pilot has mounted a 240cc Helix (Honda) scooter engine onto a trailer. He has built a tension device on the design of David Broyles, and they are about to mount the remains on a trail bike on top of it all. Their take up wheel should hold about 3000 feet of line so with a bit of wind they hope to reach 800 feet ALZ.

Hank Phillips (original ushga # 420) and Ralph Miller President are the only remaining members of the club. With scooter towing they hope to expand. Hank plans on an educational trip to Quest soon.



**CAPITAL CLUB** - Meeting was held on April 25 – Pete Shuman demonstrated his tree landing self rescue system.

There will be a Clean up at Bill’s Hill soon –  
Contact Mathew Graham

There is an effort underway to update the site guide and make it available on line to all CHGPA Members.

Family fun at Micky’s WV

USHPA NEWS Spring Board Meeting was March 8.

The Board approved a new Logo. The old logo will still be available as a sticker option for retro stylers.



Old Logo:



New Logo

In addition the board made several changes to the Standard Operating Procedures (SOPs) to:

1. **Notify Rating Examination Officials of the requirements to maintain examination integrity by specifying examination protocols and copyright restriction.**
2. **Establish a new SOP to address the procedures for filling vacancy of officer who resigned.**
3. **Add a web page citation in (B)(4) and to revise(D) name from Hang Gliding issues subcommittee to Hang Gliding and National Team Management Subcommittee; add a new Paragliding mirrored section; and clarify committee reporting requirements**
4. **Incorporate SOP 8-1 into SOP-3 and update SOP 3-17 to add the award for Videos.**
5. **Specify the procedures for issuing the tandem launch and landing special skills.**

**The Board is working to implement the instructor's insurance program. The affected SOPs are being identified and the procedures for converting the member categories are starting to jell. Because of the way the USGPA is organized all member categories must have the same benefits. Therefore Instructors will be rogallo members and non instructors will be converted to Pilot members. Instructors that renew their membership as Pilot members will be contacted by USHPA staff to make sure they want to suspend their instructor rating.**

If you have any comments/ concerns for the national organization, please call L.E. Herrick, Director Region 9, at 304 866 3312. [le\\_herrick@verizon.net](mailto:le_herrick@verizon.net)

## Observer Appointments:

Observer appointments have been updated. For additions, deletions or further information contact Ben Herrick [ben-le@verizon.net](mailto:ben-le@verizon.net)

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## Paragliding:

L.E. HERRICK	3325 S STAFFORD ST		ARLINGTON	VA	22206	703-824-3519
BEN HERRICK	3325 S STAFFORD ST		ARLINGTON	VA	22206	703-824-3519
FREDERICK HOFFMAN	3444 RUTH RD.		MADISON	VA	22727	540-948-7005
WAYNE ELSETH	15819 OLD FREDERICK ROAD		WOODBINE	MD	21797	410-953-6559
MICHAEL SELIG	1024 N LIVINGSTON ST		ARLINGTON	VA	22205	703-534-4919
ELLIS KIM	6319 N 31 <sup>ST</sup> ST		ARLINGTON	VA	22207	703-536-3209
LARRY DENNIS	460 GLEBE RD		DALEVILLE	VA	24083	540-992-5071
CARL DENNIS	9561 PENHOOK CT APT 201		MANASSAS	VA	20110	703-392-6253
JAMES COBLENTZ	530 LOGAN ST		FREDERICK	MD	21701	301-695-3368
JAMES KAPLAN	13616 ANSEL TERRACE		GERMANTOWN	MD	20874	301-527-1984
STEPHANE PASCAL	21776 FLORA SPRINGS TER		ASHBURN	VA	20147	703-898-7182
LASZLO LOVEI	5504 CHARLES ST		BETHESDA	MD	20814	301-493-6403

**Hang Gliding** Observer appointments have been updated. For additions, deletions or further information contact Felipe Amunategui --  
dr.amunategui@att.net

<a href="#">DOUGLAS SHELTON</a>	ALEXANDRIA	VA	703-922-6472	Observer	2/29/2008
ROGER RITENOUR	CHARLOTTESVILLE	VA	434-980-7821	Observer	2/29/2008
<a href="#">Claude Hengst III</a>	Fort Valley	VA	540-933-6146	Observer	2/29/2008
<a href="#">TOM MC GOWAN</a>	MC LEAN	VA	703.501.9532	Observer	2/29/2008
<a href="#">KELVIN PIERCE</a>	VIENNA	VA	703-255-1297	Observer	2/29/2008
<a href="#">JOHN MC ALLISTER, JR</a>	WINCHESTER	VA	504-722-9874	Observer	2/29/2008
<a href="#">ADAM ARKFELD</a>	WINCHESTER	VA	540-662-5025	Observer	3/1/2007