

thermals

the rvhga newsletter

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Fall 1986

The annual meeting was held on October 15 at W.W.'s place. Rob Kells arrived early in the morning with a rack full of Wills Wing Sports, and those who were able to take a flying day in the middle of the week met at Bonsack. The "10-15 NW" predicted for the day turned out to be more like North at 5-10. Randy Newberry was first to launch on a new Sport American, followed by Larry Hinton on a new HP2. Corby Overstreet took his first flight since his accident on a Sport, followed by Richard Cobb on his old Sensor, and finally Rob Kells on his own Sport. (He told us later that the airframe in his glider is the same one that was being severely deformed during the certification test pictures you see in the Sport ads). Although some promising cycles rolled through launch, no one was able to get more than a 5 or 10 minute flight.

Rob supplied the beer for the hamburger and hot dog bash at W.W.'s place, then showed us videotapes and slides of the Sport certification process, aerobatics, and western flying sites. The "official" meeting was held after Rob's presentation, to allow him to continue his travels.

After some discussion about how the two most recently elected Presidents had promptly stopped flying, and how we couldn't afford to lose any more pilots, David Aker was re-elected President (since he'd already stopped flying and wasn't there to defend himself!). Bo Frazier remains V-P for another year, and Richard Cobb is now Secretary and Treasurer. Larry Hinton and John Lane received their Red Tail Soaring Awards for one hour flights during the past year at Bonsack.

The main thing preventing us from becoming an official USHGA Chapter was the need for a copy of the bylaws to send in with the application. The long lost RVHGA bylaws have now been found, and the paper work is on its way to USHGA. We also had to include a list of members (and USHGA numbers). Because the meeting was so late in the year, it was voted to suspend normal dues in favor of a \$1.00 rate just for 1986 (so that the current "active" membership could be determined). The following people have not paid their dues for the year, and are not included on the initial membership list sent to USHGA: Dale Ashworth, Willie Carr, Glenn Craig, John Graham, Ed Jones, Debbie Myers, and Michael Venth. If you wish to be reinstated to "active member" status, send \$1.00 and your USHGA Membership number to Richard Cobb (and please be

sure to keep your USHGA dues current as well - we're going to be "official" now!)

Several new members were also voted in: Fred Stoll, Bob Simonds, Don Anderson and Phillip Ballister. All except Fred are currently students. Don and Phillip were voted in as non-flying members, which will be changed to flying status when they join USHGA. Fred, an Aero engineer and grad student who recently moved to the area, has been flying since the early "bamboo glider" days. Bob has piloted both powered and sail planes, and is now working out on the training hill with an early Electra Flyer. Don Anderson is another powered plane pilot and owner, and is now making good progress on the training hill with a Nova. Phillip has been flying an RC sail plane and is now eagerly awaiting his first opportunity to get himself off the ground, but has been frustrated by fickle winds (and an aged, broken down Instructor).

Bo Frazier has been working on opening a southerly site north of Lynchburg, and Richard Cobb has gotten permission to open a S-SW launch at the Mountain Lake Resort near Blacksburg, but a landing field still needs to be secured. Corby, Richard and Larry cleared the launch on Roanoke Mt, and Larry cleared the bushes at Bonsack. Word has it that the road up Mason's Knob is nearly impassable, and the ramps at Montvale and 12 O'clock are going to need some repairs soon. We all need to work to keep from losing the sites we already have, so if you have the time and/or tools call someone and see what you can do.

We've been joined by some new future pilots recently: "Allie" came by way of the Grahams, and young "Ben" has started ground school at the Overstreet residence.

Finally, let me remind you that "hang checks" are vital to the health of hang glider pilots. If you haven't done a hang check lately, it's time to get your glider back out on a mountain and do one!

