

NEWSLETTER SOUTH WEST VA HGA. 3-4-94

DISCLAIMER— What follows is not warranted as to accuracy or reliability. I am passing along what I've been told w/o verification. "Caveat legens."— Let the reader beware.

APOLOGY— I got flattened with a head and chest bug for 4 days so the R. Newberry story is somewhat edited; I regret the brevity.

CHRISTMAS GIFTS TO LANDOWNERS — This was carried out with good results. The peanuts Jack Cunningham ordered were circulated accordingly. The Kings received a rocker recliner, for Mrs. King, who is housebound with metas. cancer. They also received a hang gliding tape recently. **REMINDERS**— KEYS, KEYS, KEYS. KEEP A SPARE SET OF CARKEYS IN YOUR FLIGHT BAG; ALSO, TAPE ONE ON THE CAR SOMEWHERE. ALERT DRIVERS. Don't fly off with the keys. Mea Culpa.

*****PILOTS AND REMOTE TRAVELS- SOUTH AMERICA** Our vagabonds of the jet set, Wayne Sayers and Randy Newberry, took off with the illustrious Dennis and Claire Pagen (of H.G. textbook fame) to Venezuela for aerial and cultural antics--summer style. Non-gender "Mucha Cajones" award goes to Claire Pagen for breaking her glider in turbulence near a huge cloud, hand deploying her chute, crash landing, suffering a black eye, then flying two days later and selling the busted glider before returning home. Majore Mujer!!! What a Woman!! Good Will Ambassador Newberry has a great book of pictures which spotlighted the local young ladies as a part of his tireless efforts at cultural exchange. See the Newberry insert below. **MEXICO**— Steve Conner, Bob Simonds and Richard Cobb joined other caver/mountain types for a Mexican caving/mtn climbing trip; reached 17,490 MSL--on foot!! Cobb and Conner swapped worthless Mexican dinero for stuffed frogs playing guitars to support NAFTA. A fellow traveler got a lesson in pitfalls of not knowing the language when a man sitting on an open 5 gal. bucket in a room full of pit bull puppies kept yelling "Banyo--Banyo" [bathroom]--- but the hapless woman kept trying to ask him about the puppies, until the scent of necessity emanating from the bucket under the man drove home the message his words had failed to impart. **TENNESSEE**— Jim P. learned that the condos on top of Sequatchie/Henson are not available for short term rentals now. Digestifier 6 Feb. 94 17:37:56. **CVHGA/MASSANUTTEN AREA** — Greg Mick/Lynchburg 804-525-5173 flew the Point last Sunday in South winds— he is the contact to use this very productive CVHGA site about 2 1/2 hours up I-81 from Roanoke. His fiance, Sandy, is also an occasional driver. **OLD/NEW FACE**—Suffolk, Va. pilot, Don Ruzek, will be visiting his parents in Bedford, Va. weekends this year-- has already contacted Glenn Craig about flying; one time CVHGA pilot with years of exp.

******SITE REPORTS—PENDING CHORES, WORK NEEDED & HOO HAAS BY YAHOO**

TOBACCO ROW/NORTHWEST— Open; normal call ahead protocols; new field directly below launch may be getting corn planting soon. Mrs. King continues very ill; be considerate. Sign in at the Country Corner Market— they have the log book. **CAHAS MOUNTAIN** — Last visit there was 15-25 mph SE. blowing in-- the landing filed definitely lays in a total wind shadow behind two major hills directly upwind; transition through the last 500 to 50 feet down should be done with expectation of rock and roll, plus direction reversals in wind; ground flow is variable to light; pick a flag and do what it says. Use good speed in the last 500 feet, and avoid low level wanging turns until we get a better handle on how the field approaches go. **CAHAS/ FAA— AIRLINE TRAFFIC BULLETIN*****— Mike Venth, a licensed pilot has learned from his discussions with the Roanoke tower at Woodrum Airport that all we need to do is call ahead to get clearance of airspace above and around CAHAS. BUT WE MUST (1) WRITE A REQUEST LETTER AND (2) DO IT EVERY TIME, NO SOMETIMES, NO EXCEPTIONS. Even though the site is not within the ARSA, if we do it right on this one, we pave good ground for a shot later at Mason's Knob, which Rob Bachman is rumored to be working on re-opening. **BIG WALKER MOUNTAIN**—Needs tree clearing work on the back side, also grass planting on front side. For my 2¢ worth, I'd like to see the trees on the crest gone, since these present a real passage problem in winds without lots of help. Recent flights there-- Sunday, 2-27; Newberry, Tidwell, Conner, Palmieri, Baker, Sayers and Lane flew on a moderate launch speed, cold (34 dg F at launch) sky blue thermal popping line snapping LZ wind switching day; Super blades Sayers, Conner, Newberry and Tidwell saw gains of up to 3,000 and 2 hr+— flights; Lane, aimlessly boating not trying to improve his flying skills, managed 2,400 over and 1 3/4 hr; **Jim Palmieri got a first soaring flight of 50**

minutes, but shorted the field and bought a downtube. He has crossed the threshold and now goes by the name "Dances With Winds". **PETERS MOUNTAIN**- Ramp needs serious repair. Date for work, logistics, supplies are in Steve Conner's hands. **MCFALL'S RIDGE/MONTVALE**- Glenn Craig says Spring time will be flyable, but look out for the site to be closed during Spring Gobbler Season, sometime in April (dates unknown). Call Rob Bachman for latest info on road access landowner status.

******DOO-DADS, GADGETS, RADIOS----RADIO/HAM ENFORCEMENT-**

Digestifier* source Robert Farley /Sat Feb. 19 entry states that the modification of ham radios to permit extended receive is legal; however, extended transmit is not because most ham radios are not "type accepted" by the FCC. Modification manuals are available through Artsci Inc. P.O. Box 1848 Burbank, CA. 91507 Fax 818-846-2298, or through Ham Radio Outlet other ham shacks; caution req. possible illegal mods. (Mackey, 27 Jan. 94 20:18:16. For example, minor first violations, each incident, each transmission, cost \$625. Failure to identify \$1,250. Unauth. use of equipment.....\$5,000. Operating on unauth. freq. \$10,000. Indecent utterance \$12,500. The list goes on. See TNX Newsline & Westlink Report # 661, 11-12-93. Jan 6, 94 02:24

DROGUE CHUTE- Jim P. has a drogue chute; report on use by a Digestifier pilot 7 Feb 94 12:48:26 EST. is that after 3 tries with a Formula 144, suff. altitude for poss. non-deploy and antic. steep glide ratio are considerations; avoid lengthened keel on short root high perf. gliders, to avoid ground stabbing upon flare. **SWIVEL ON PARACHUTE BRIDLE**- Anyone flying without a Kurt Rohr/Skyroho Denver CO. swivel installed on the chute bridle is going to feel really stupid if a deployment occurs only to collapse due to chute wrap. **AIR OR BALLISTIC?** Controversy rages on. Chemical burn but powerful, faster deployment on Ballistic; cleaner, easier but maybe a little slower on air. I haven't seen any definitive opinions or data either way.

*****CLASSIFIEDS INSTRUCTION**—Michael Venth and Dave Akers operate hang gliding instruction school, Sky Trek. Contact M. Venth/Day# 703-982-8707 or Dave Akers /Eve- 703-483-2119 or weekends at girlfriend- Lisa-981-0241. Venth is special Observer able to clear Hang 1 through 4 and radio test.

FOR SALE/USED	PRICE	CONTACT	COMMENTS
Red Fl. Des. Cocoon Harness spectra lines	\$40.	P. Tidwell	Paul is at least 5' 9"
Large Bell Helmet	\$10	P. Tidwell	? Open/Closed??
New Helmet	\$20	P.T.	??open/closed??
Delta Wing Dream/rainbow sail	\$600	P.T.	185 s.f. ?
WW-Sport 165 Full race euro tubing	\$800	P.T.	
Cocoon harn./medium	??	Dale Ashworth	703-382-6179
24' chute	??	Dale Ashworth	703-382-6179
Cocoon harness/Odyssey	??	Steve Conner	see # in m. list.

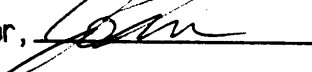
INSERT---VENEZUELAN ADVENTURE by Randy Newberry

While most of you were caught in the grips of the worst ice storm on record, Wayne Sayers and myself were busting clouds high above the South American landscape of Venezuela. We met Dennis and Claire Pagen at National Airport on Feb. 1, fed our gliders through the xray machine, and away we went on a 3 week flying excursion. As soon as we landed in Caracas we found out how friendly the local pilots were. They picked us up at the airport, provided a place to assemble our gliders, had us booked in a hotel, had leads on a truck and driver and had our first flight planned for o'clock the next morning. ¶/ The first flight was from a 6000' mountain overlooking the ocean. We had to fly early to beat the clouds that formed along the top daily. It was an hour + long breath taking sled run. We landed on a lush, green golf course near the beach. After we lined up a driver and truck, we said goodbye to the locals and headed for the Andes Mountains to fly more new sites. We had less than 2 wks to explore before rejoining the Caracas pilots for competition flying in our third and final week at La Victoria. ¶/ Our first stop was Jabon, where we took off from an orphanage. We launched at 4300 ASL and usually had to work for everything we got. It never blew more than 5 mph on top and the thermals rarely topped 300 fpm, so we learned to max every beep

of the vario. Even though we reached cloudbase almost every day, we didn't do much XC here. The best direction (down wind) was into no-man's land. I found out the hard way, not to land near town after being overwhelmed by 200 screaming kids. As I circled over the field, they circled beneath me, stomping down sugar cane. They were a lot of fun though, and we got to know some of them by name. Next stop was Merida, high in the Andes. The scenery on the trip was gorgeous. It was hard not to stop every 10 min. and take pictures, but we pushed on in order to get an evening flight at the ridge soaring site near town. We shared the sky and supper later on with 30+ paragliders. We all landed safely in a small briar patch tucked away in a canyon and listened to the paragliders land after dark as we tore down. ¶/The next day we flew their thermal site on the opposite side of the valley. I don't believe any of us had ever experiences that much turbulence. Dennis said it was far worse than the Owens. As we thermalled, clouds would form under us, or worse, around us. Luckily our LZ was a mushy green field beside a lake, which made landing in a 30 mph head wind fairly smooth. The locals kissed the ground too, saying that it wasn't a typical day. After one more day at Jabon on our way back, we arrived at La Victoria, the premier flying site of Venezuela. It blew cross and down for 2 days so we spent one day at the beach. On the third day (Saturday) as locals arrived we learned that it always blows cross and down. ¶/ It was my first big competition and I almost didn't enter, but I'm glad I did. It was some of the most exciting flying I've ever done. You haven't lived until you go into the clouds with 10 other pilots. With a map taped to our downtubes, we'd launch with 30 other gliders usually all at once, and race off into the meanest looking landscape this guy has ever seen. Five minutes later I'd be alone and lost. Where in hell they went, I don't know. After a couple of days I got to know the towns, ridges and thermal sources. One flight was real exciting, when Claire's glider tumbled and broke. She was cool as a cucumber talking to us on the way down, under canopy, a black eye and a missing leading edge the worst damage. Two days later she was flying again in a borrowed glider. Wayne did real well, making goal 3 times and was as high as 6th place at one time. He ended up 10th overall. I opted for a trip to Angel Falls and didn't fly the last 2 days, finishing 15th. I almost drown (another long story) so I should have stayed. ¶/ All in all, it was a great trip. We flew some outrageous sites with world class pilots from all over the globe, was some beautiful scenery (especially the women) and made a lot of new friends. It's definitely the way to beat the Ice Storm Blues. R.N.

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What Randy does not tell you in his story is that while he was down in Venezuela, he was lollygagging next to a cold, swift mountain river; nearby was a Dumb-no, Imbecilic- Father who was trying to cross the river with his children--so the man's 9 year old son started to drown in the swift current-- Randy jumped in--[anybody here know how little Randy swims??- recall the lake parties?] Anyway, Randy swam out into the river, grabbed the child, but now, Randy's tiring out rapidly in the cold river, holding up the kid and Randy at one point going under and looking up to see sky through the water and not being able to get back up and thinking "So this is how it is to....." The fact is a kid would be dead had Randy not ignored his own safety--he acted heroically and saved a life. JEL,III.

Send comments, news and corrections to me at the Roanoke address. My Altavista address is now history.

Excelsior,  John E. Lane, III-- Secretary *SWVA AIG A*