



SWVHGA

Southwest Virginia Hang Gliding Association

SPRING 1995 NEWSLETTER

PRESIDENT
James R. Palmieri
VICE PRESIDENT
Randy Newberry
SECRETARY/TREASURER
John E. Lane III

5343 SILVER F
772-3374

DUES AND ACCOUNTS: I finally got the account transferred out from Conner, so I can transact on the Club account. **MAKE DUES CHECKS OUT TO "SWVAHGA"- Acc. #40905462. Do not make them out to John Lane.** Let us count the expiration date for dues to be December 31 for each year. We need to put matters on a calendar basis. Anyone coming in on a part year basis ought to be able to pay pro-rated to the calendar expiration date. **(VR*)**. **(VR*)VOTE REQUIRED TO APPROVE**-let's vote on this next time. Expiration dates will dictate who gets the full newsletters. Expired memberships may get reminder cards. Postage and copies can get very expensive, so the materials we send out cannot be squandered. See the revised rundown on the updated membership NAT (name addr. tel.)sheet. Here is the rundown: Dues are \$20.00. **Those showing not paid to date- Aker-Ambrosi-Ashworth-Ball-Booth-Callahan-Clarkson-Foglesong-Hinton-Overstreet-Pendry-Reed-Sayer-Simons-Venth.** Total List of Membership with x-no pay; c-currently paid; na- not apply. **IF YOU SEE ANY ERRORS, PLEASE CONTACT ME BY MAIL OR CALL TO CORRECT THE LIST; IF YOU WANT TO BE DELETED FROM THE LIST CONTACT ME A.S.A.P.**

- | | | | | |
|--------------------|--|------------------------------|---|----|
| Aker, Dave | Rt 1 Box 1545, Rocky Mt. VA. 24151 | 703-483-2119 | h | x |
| Ambrosi, Mrak | Rt. 1, Box 585, Evington, Va. 24550 | 804- | | x |
| Ashworth, Dale | PO Box 2205, Christiansburg, VA. 24068 | | | x |
| Bachman, Rob, | ???-c/o KHK PO Box 1839, Nags Head, NC. 27959 | 1-800-334-4777 | | c |
| Baker, Wayne, | 611 Russell Street, Beckley, WV. 25801 | 304-252-6098 | | c |
| Ball, Larry | MHGA 40 Oaks Tel. Court, Mineral Wells, WV. 26180 | | | x |
| Booth, Steve | 1004 Montgomery Str. Blacksburg, VA. 24060 | 703-951-9639 | | x |
| Callahan, Mark | PO Box 3073, Radford, Va. 24143- | see Reed | | x |
| Clarkson, Wayne | Rt. 1, Box 6, Gap Mills, WV. 24941 | # 304-772-3228 | | x |
| Cobb, Richard | 623 West Foster Av. State College, PA. 16801 | #814-867-8529 | | na |
| Conner, Steve | 3316 Vicker Switch Rd. Christiansburg, VA. 24073 | H/703-382-7199 | | |
| | work 703-953-1239 | | | c |
| Craig, Glenn | Rt. 1 Box 251, Montvale, Ba. 24122 | #703-947-5360 | | na |
| Crews, Ken | 791A Leesville Rd, Lynchburg, VA. 24502 | #804-239-ECCO | | c |
| Cunningham, Jack | 401 Willow Oak Dr. Roanoke, VA. 24014 | #703-345-8565 | | c |
| Foglesong, Bob | Rt. 1 Box 12C Ceres, VA. 24318 | #703-682-4465 | | x |
| Frazier, Bo | 16 Berta Dr. Tijeras, NM 87059 | | | na |
| Graham, John | 2722 Northview Dr. SW Roanoke, VA.24015 | 703-989-1737 | | c |
| Hinton, Larry | Pinkerton Chevrolet Roanoke | 703-562-1337-work | | x |
| Mick, Greg | PO Box 4372, Lynchburg, VA. 24502 | #804-237-5699 | | c |
| Myron, Keon | 200 Mayfield Dr., Lynchburg, Va. 24502 | # home 804-239-7169 | | c |
| Newberry, Randy | PO Box 65, Bland, VA. 24315 | # 703-688-3703 | | c |
| Overstreet, Corbin | 7308 Old Mtn. Rd. NE, Roanoke, Va. 24019 | #703-563-2600 | | ?x |
| Palmieri, Jim | 6511 Deepwoods Dr. Roanoke, VA. 24014 | #703-772-4262/ Lab 989-2167 | | c |
| Palmieri, Marg. | same/no lab | | | ? |
| Pendry, Rodney | Divemasters Inc. Mar. Env. Tech. 15 Pumpshire Road, Toms River, NJ 08753 | | | |
| | #908-270-200 800- 237-4021 Fax 908-270-0472 | | | x |
| Reed, Robin | PO Box 3073, Radford, Va. 24143- | see Callahan send one letter | | x |
| Rogers, Craig | 207 Cork Dr. Blacksburg, VA. 24060 | # 703-961-3687 | | c |
| Robertson, Jimmy | PO Box 20435, Roanoke, VA. 24018-0044 | #703-989-3272 | | c |
| Sayer, Wayne | 1511 Harding Rd., Blacksburg, VA. 24060 | #703-552-0446 | | x |
| Simonds, Bob | 2540 Welcome Rd. Blacksburg, VA. 24060 | H#703-951-1317/Wk 231-7456 | | x |
| Tidwell, Paul | 502 Progress St. Apt. #1 Blacksburg, VA. 24060 | | | |
| | H#703-552-9856 fax 231-9100 | | | c |
| Venth, Michael | Rt. 8, PO Box 39, Riner, BA. 24149 | 703-982-8707 | | x |

OTHER NAMES OF NOTE:

Bland, Steve	Sky's The Limit Towing PO 12453 Durham, NC 27709-2453 Hm # 919-846-7006 Wk 919-991-4013	na
Middleton, Melanie	PO Box 133, Lexington, VA. 24450 #464-9432 or 463-8690	x
Frampton, Ken and Burton, Lynlee	1401 Hudson St. Durham, NC. 27705 #919-220-1273?	na
Crump, Tommy	PO Box 460 Chesterfield, Va. 23831 #804-541-0010	na
Stoll, Fred	h# 513-9894-9007/ Wk 703-552-3757	na

SITE NEWS:

PETERS MOUNTAIN: Still needs finishing up on the plywood installation, though what is on it now will do well enough for a launch; Randy has been partially repaid for spotting the Club the \$350 to reconstruct the ramp. Some of the club members said the money should not have gone that way, but think about it; it faces north to northwest, has a huge landing field within a 4 to 1 glide, and has a miles long ridge face. It is worth the ramp rebuild. Our future in part depends on this site. Any local new pilots need a huge ramp and 4 to 1 glide to the LZ nearby.

CAHAS MOUNTAIN--: The ramp on Cahas Mountain has finally been flight tested by Steve Conner, about 5 minutes after it was finished in mid March. Palmieri and Lane and Son of Lane provided the materials and most of the labor, with Conner on hand the last day to oversee final details since it would be his hiney to run off the ramp first. Conner launched, specked out and communed with the local Cahas Mtn hiking Church Lady via Lane's radio. The shape and face of this mountain relative to the sun are natural collectors. To the others who have not yet sampled the delights of this fine mountain, remember the protocol about getting the key first at the Garst apple processing plant, etc. . **Also, do not plan on self launching unless the conditions are absolutely below 5 mph at all times- recall the exposed power line immediately above the approach and launch area no more than 20 feet overhead.**

This site is destined to produce huge XC and speck out flights. **Caution-** Look at the FAA sectional; commercial jetliner traffic comes directly overhead in from Greensboro usually 3-5 K high; but outgoing jets have passed over with less than 2,000 above the top. Call the Woodrum Tower to tell them you are flying there. Do not go up without being sure of the landing field situation. At last look, nothing had been planted. The local caretakers held out grim news-- the entire 1200 acres is up for sale in a partition suit, and the loss of this site may be imminent. Get in as much flying as you can. Review the earlier map and flight discussion I drafted or contact me for another one. The slot has been enlarged by Texas Chainsaw Jim Palmieri, now being big enough for a WalMart. **NOTE OF CONSIDERABLE GRATITUDE.** A large debt of gratitude goes to Jack Cunningham for taking a great deal of time and effort to smooth the way with the Garst family and obtain access not only to the launch site but the existing landing field. Others assisted in the effort, among whom is Rob Bachman now in Nags Head; but from what I can tell, we fly there because of Jack Cunningham's diligence and consummate people skills. Take the time to drop him a line. Jack is basically out of flying now, since knee and low back problems proved too troublesome for the rigors of this often physically demanding form of flight. He is selfless and generous and demonstrates the considerable abilities necessary to open a new site.

TOBACCO ROW MOUNTAIN, N.W. The launch is cleaned out and enlarged. The ramp is serviceable but could stand some work. The set up area is clean. The corn field directly in front of launch is now closed. The grassy field immediately to the right and not belonging to Lee King is limited access to pilots who have examined it closely and with prior contact with Greg Mick (804-237-5699) since he obtained permission to use this field from the landowner. **Do not attempt to enter this field without Mick knowing it and you must examine it first up close; fences, power lines, trees and slope are factors to note, though all can be dealt with safely if planned out in advance.** Otherwise, contacting Lee King directly for permission may work, **though my advice is always call Greg Mick; he is on top of details about this site on a near-daily basis.** The site recently produced some eyepopping flights, with Nelson Lewis flying to Appomattox March 25; Greg Mick flying to Appomattox March 31, and nationally ranked 23/100 Wayne Sayer sailing out over Appomattox to Buckingham +-35 miles at altitudes over

6,500' on April 1. Meanwhile **on March 31 and April 1 Ken Crews, Lynchburg Hang 2** demonstrated superb thermalling abilities in rising over 2,000 and flying all over the valley before landing in the designated LZ; **new Hang 3 from Charlottesville (a real Owens Valley Hang 3- with a HPAT) Johnathan Davis**, showed fine form in thermalling and soaring April 1; meanwhile Lane boated out 3,400 over launch 3-31 and plopped down over the back next to the lacrosse game at Sweet Briar College trying to be like Greg Mick and suddenly thinking better of it, then the next day flew a commuter flight of 30 minutes with a 3,350 gain over launch and close encounter (less than 1,000 ft) with a single engine retractable gear powered aircraft coming from northeast to southwest at about 5,500 msl (Be advised.), before landing in the designated LZ. I want another reflector dingle ball. Kean Myron, Lynchburg Hang 2 has enjoyed a couple of lengthy soaring flights at Tobacco Row recently as well, though I have no details. **A NOTE OF APPRECIATION TO GREG MICK.** Mick is overseeing the progress of both Myron and Crews in the Lynchburg area, and stays in contact with the CVHGA younger pilots to see that they experience the site under his supervision. He has also developed a strong relationship with the King family, both Lee and his son Ronny. Mick also secured the landing field we now use next to the crop-closed corn field directly in front of launch. In spite of his rather bristly nature at times, no doubt a personality rebound from occasionally partaking of the sinful Ho-Ho and Twinkie, Greg Mick has proven though his actions to be the BIG KAHUNA at Tobacco Row. Take a moment some time to thank him; he spends a lot of time on matters that benefit us all; you too, Wayne.

BIG WALKER MOUNTAIN: Launch and LZ are the same; big air flights are happening there; heard Randy, Paul, Steve, flew the ridge to I-77 (12 miles) and back one day, then other mega XC over the back flights through March, culminating in a Conner -Sayer duo flight with both coming down miles over the back, Sayer hitting the ground first, then Conner snagging a ratty thermal at 300 feet and climbing back out to cloudbase, though not without squelching out the howling of Sayer on the radio that he wanted his old HPAT back- the one Conner was flying!!. This is the burden of 23/100 national ranking; Wayne has to face the upstarts and seasoned guys who are just tuning into their newly bought "previously owned" high performance gliders. Other news is sparse— I beg for first hand account stories, but the skygod pilots are too busy flying to write and share the experiences. If you guys give me print, I'll include it in the next newsletter. The others, whether they fly or not, like to read these tales, so share the pleasure.

Do it. NOTE OF APPRECIATION: Randy Newberry has done it all basically in getting that site going and keeping access to launch and landing open. He also shelled out the money for the Peters Ramp repair and waited until the Club could pay him; which is still partially outstanding. Kudos to the Blacksburg Gang Conner and Tidwell and whoever else for chainsawing out the set up areas that were tough to negotiate before. Take an example and try to think what you can do to help the Association prosper. Be prepared to help where you can.

MOUNTAIN EMPIRE AIRPORT: When was this? Sometime in March. Steve Bland and his significant other came up to tow Randy Newberry, Jim Palmieri, Wayne Sayer, Steve Conner, J. Lane- on his first platform tow- on his Sport (I only oscillated a little bit); Wayne Baker flew in his plane, but declined to take Lane's bag lady glider of 8 years vintage up for a spin- no pun intended. Bland, due to club regulations, was not able to take Kean Myron for a tow, because of Myron's lack of certification or substantial experience in towing. Bland only allowed Lane to fly because he had pop start tow experience (9 years in Rogallos and a handful of Booth and Crump flights more recently). **A huge thank you goes to Robin Reed and Kean Myron**, neither of whom got to fly tandem; instead, they served all afternoon on the driving/towing crew; Kean served on trolley and winch pressure valve duty; he performed flawlessly after brief practice; Robin Reed learned to drive the vehicle -which required a flat out haul butt acceleration from 0 to 60 mph for about 3,000 feet during which time the pilot had to release at indicated airspeed of 30- 35 mph as the truck accelerated to 60—even to the point of being able to deliver a 3 second window to release (on my flight) between 30-35 mph, rather than the 1 1/2 second normal window during acceleration); then she slowed down and let Kean increase winch line tension to raise the glider on the last leg before running out of runway at 5,000 feet. Note— this is different from the steady speed tow pressure technique we experienced at the lake towing.

Tow fees were very reasonable- \$5@ for a pull with altitudes that day reaching about 1,000 to 1,400 feet. Stable conditions prevented prolonged soaring. The crowd was stunned and shocked to witness one of the few stand up landings Lane has performed in the last decade. We need to associate this team again; they reputedly have only 4 members in the tow club in Raleigh, so we need to invite them in for a tow and mountain weekend with camping etc. sometime and somewhere. We do need a 5,000 ft strip however. Mick, how about New London?

MONTVALE/MCFALLS RIDGE: Crying out to be used. Glenn Craig, who owns the launch and landing fields, said he flew a couple of weeks ago. Though opinions vary, I have concluded the site is best in a due west, and Glenn said he has flown it in a light to moderate Northwest. Southwest has repeatedly proven treacherous and extremely sinking in more than 5 mph systemic winds; the valley tends to draw the wind straight through the valley channel and this causes the lower winds to be even more cross. But on a West Day, the cumi's the limit.

OTHER ITEMS: **ENCLOSURE- WHUFFO FAQ'S:** El Presidente, Jim Palmieri has pulled a FAQ (freq. asked questions) list together from the Internet thanks to Bob Mackey and you will find same enclosed. These are the questions whuffos ask most often. It is useful to have the answers down pat rather than just stand there looking up in the sky with quivering lip and tears of joy streaming from your eyes-- whuffos sometimes misunderstand. **STEEL CARABINERS:** Just when I thought all the Neanderthals died out in the South of France about 35,000 years ago, and the use of aluminum carabiners with them, along comes Greg Mick with one and says he sees no advantage to steel ones. Well, read the magazine about the incident at Wallaby Ranch and then recall the incident some years back at Lookout. I have donated a Stubai SS 12,000 ~~to~~ ^{to} biner to the welfare of Mick's sorry hide, if not for his further education. Anyone caught flying with an aluminum carabiner ought to be caned- or deprived of their weekly supply of Twinkies and Ho-Ho's. **WOODSTOCK ACCIDENT-WHAT IT MEANS TO YOU.** An experienced H-3 Chris Miller, of the Capitol Hang Gliding Club, recently crashed after launching in 15-30 mph and gusting conditions at Woodstock, that local tow pilot and instructor Steve Wendt, and skygod Nelson Lewis and other expert pilots did not bother to even load a glider on a car for. The man is not expected to live--massive head injuries, etc. He was assisted at launch by an instructor named Eric Logan. Details I have been trying to glean indicate that the instructor's role in not discouraging the pilot from flying may be a factor. The past reputation of this instructor has been under attack; I have filed a formal request with Bill Bennett to investigate and impose sanctions against this instructor. Bill is conducting the investigation including a survey of other instructors familiar with Logan's instructor qualifications or lack thereof. I filed the complaint because in my humble opinion, the USHGA must distance itself from peopled like this. We all have an obligation to speak up to younger pilots who look to anyone with a Hang 4 as an authority, and we have the obligation both ways, to offer opinions on when it looks o.k. for the pilot, and when he or she should not fly. The pilot is the ultimate judge, but we all have the duty to speak up and voice an opinion. Think about it. If you disagree, send in a letter and I will print it. **JOHN GRAHAM AND JIMMY ROBERTSON:** On vacation this very week, and coming out of hibernation, John Graham is ready to fly again. Jimmy Robertson is in a similar mode. Give them a call. **BILL BENNETT/ LAND TOW GUY** - (should we have a Tow Guy Party?) PO BOX 544 Funkstown Md. 21734 # 717-597-1753 wants to set up a tow event down here sometime in June, around the 24th. I talked to him yesterday. I have since learned I have to be at a wedding in South Dakota that very day. **Michael Venth**, contact Bill Bennett as soon as possible; Bill says you have a passle of airline pilot students who want to fly tandem. Anyone having Venth's address and phone updates, contact me. **WEDDING BELLS RESOUND THROUGH THE HOLLOW OF BLAND:** Randy Newberry and his bride from across the Atlantic and the Urals, Kristina R. Gromova were married February 4, 1995 in the company of an assortment of very respectable citizens of Bland and Wytheville -- and a lot of hang gliding people too; Kristina was radiant in her strapless white chiffon ensemble with a train Amtrack would give billions for; and Randy was for a rare moment a tuxedoed, shining glory of hatless wonder, since the church padre has rules against such things and because Forrest Gump says never wear a hat unless in

the privacy of your own home. Snows and bitter cold through the entire affair gave the event an appropriately Russian flavor. Earlier in the evening Larry Ball, a West Virginia pilot proceeded to tell a colorful joke in front of Lane's wife, Kathy, not realizing that she was a veteran of the haunts of Washington D.C. and Georgetown, until he got an earful of double entendres that sent him blushing and groping for the dictionary of ribald terminology. All in good fun, eh, Larry? The reception was held in a log cabin restaurant with real nails in the floors and wooden beams running low within reach of the shoulder dancing women at the reception. Kristina gave a video taping in Russian for the folks back home no doubt explaining that shoulder dancing in America is a way the wives and significant others of hang gliding pilots help them build up their shoulder and neck muscles for strenuous multi hour flying. One of the guests provided an impromptu reading of some especially BAD poetry written especially for the occasion, which sent waves of nausea through even the most grizzled turbulence trained pilots, who lurched en mass for the men's room to yawn in technicolor. Rumor has it even attending Professor of Cuminology, Dennis Pagen, was so affected. The wedding couple honeymooned in Orlando- (read this as "Wallaby Flight Ranch") and surrounding areas. **UMPTEENTH ANNUAL BROWNIE POINT SWVAHGA LAKE LANE'S PLACE- SMITH MOUNTAIN LAKE- TOWING IS A POSSIBILITY.** The party dates as of now are July 15 and 16 --- THE MAIN PARTY DAY IS SATURDAY, JULY 15 FOR ALL CLUB MEMBERS, AND SIGNIFICANT OTHERS. Anyone towing or along with a person towing is welcome on Sunday as well, but we will not be equipped to handle the size crowd we will see on Saturday. Raindate on the Main Day of Saturday will be Sunday for all comers. Friday night is open for about 4 or 5 if they are coming in from way far out and have no qualms about camping out on couches.

That is all. Send in your dues if you have an x by your name. If there is an error, call me and we will get it straight. Send in any interesting flights from local sites. Send in any helpful advice to younger pilots on how to soar particular sites. Don't be hoggish with secret pockets of lift, the old timers didn't hold back when you needed it. If you disagree with anything in here, speak up, send it in and I'll print it.

Written For Randall Grayson Newberry's Wedding to Kristina Rudikovna
Gromova February 4, 1995, Bland, Va.

Well, listen my friends, now ya'll do come near,
A yarn on young Randy is what you'll hear.
A swan song of love with his passion for flying,
Forgive me a bit if I start to lying.

The whole story started on one day years past,
With Randy and Rodney good friends long and fast,
When Rodney taught Randy to glide off a slope,
Some thought this was great, some said: "There's no hope!"

Well, years have gone by and our "Wolfie" has soared,
He's climbed to the clouds on his trusty winged horse,
Adrift on cold airwaves for many a mile,
And given the locals for something to smile.

"He's local!" Yell some, "And Crazy!" say others.
But deep down inside to them he's a brother,
He loves his long mountains, their views from the sky,
Where hawks with their red tails go passing him by,
Where eagles shine golden by sunset's late glow,
And clouds near above him flame orange- what a show!

Well, spirits will wander, so Randy's did seek,
Some new, greener valleys, with mountains snow-peaked.
His soul yearned to travel to see distant lands,
So after he'd done all his work near to hand,
He took off for Russia--"Ambassador Ran".

So what when he got there his glider did not,
So what if the plumbing gave cold but no hot,
The glider they loaned him was heavy enough,
For winds in Carpathia buoyant but rough.

He flew with the best and the greatest names too,
While touring he met a young woman who grew,
To laugh at his jokes-- but his accent was ---new!
She finally deciphered his Bland County drawl,
They felt a swift passion in Russia's late fall.

So somewhere in flying and courting did he,
Say "Kris, the U.S.'s is where you ought to be,
How about a quick visa for travel to here,
To sample my homeland, Bland County's good cheer."

Well, lo and beh, old did Kris come at last,
And Randy's flight buddies were flabber-aghast,
Cause Randy gives anchor to most of our ships,
His standard of flying lends something to grip,
When thermals get ugly, when winds groan and howl,
We think to ourselves, "What would Randy do now?"

Yea, we feared that the bells of a wedding would toll,
For Randy's retirement from hang gliding's rolls,
But these fears are hokum, or so we've been told,
So welcome, Kristina, and just be consoled,
We won't grab your Randy and spirit him off,
To fly over mountains for hours aloft,
No, we wouldn't think of so awful a deed,
When Randy himself will still answer his need,
To climb in a "thermal"- for you who don't know,
That's air going up to where clouds look like snow.