

SWYAHGA NEWSLETTER WINTER/SPRING 1994/95 JAN. 12, 1995

BUSINESS: MEMBERSHIP/USHGA CHAPTER REQUIREMENTS/DUES. The club is current on USHGA details as of 12-20. I submitted the following roster of current dues paying members. If your name is not on here, or if you see that someone else's name does not appear, let me know. **Generally only those persons currently paid up receive the newsletter.**

Chapter # C0138 Name: Southwest Va. Hang Gliding Association

Officers: Pres. - Jim Palmieri V. Pres. - R. Newberry Treas./Secret. - J. Lane

USHGA #	NAME	ADDRESS	Dues
30030	AKER, DAVE C.	Rt. 1 Box 1545, Rocky Mt. Va. 24151	o.k.
29612	ASHWORTH, DALE	P.O. Box 2205, Christiansburg, Va. 24068	ok
42550	BACHMAN, ROBERT	7276 Fox Grape Road, Roanoke, Va. 24018*	ok
		(is Moving to Kitty Hawk Kites, Nags Head in January 95)	
12418	BAKER, WAYNE	611 Russel Street, Beckley, W.Va. 12418	ok
32995	COBB, RICHARD	623 W. Foster Av. State College, PA 16801	ok
43125	CONNER, STEVE	3316 Vicker Switch Road, Christiansburg, Va.	ok
55164	CUNNINGHAM, JACK	401 Willow Oak Dr. Roanoke, Va. 24104	ok
53199	FOGLESONG, BOB	Rt. 1, Box 120, Ceres, VA. 24318	ok
31896	GRAHAM, JOHN	2722 Northview Drive, SW, Roanoke, VA. 24015	ok
41159	LANE, JOHN	5343 Silver Fox Rd. Roanoke, Va. 24014	ok
?	MYRON, KEAN	200 Mayfield Dr. Lynchburg, Va. 24502	
	ok		
21302	NEWBERRY, RANDY	PO Box 65, Bland, Va. 24315	ok
25529	OVERSTREET, CORBIN	7308 Old Mtn. Rd. NE, Roanoke, Va. 24019	ok
56899	PALMIERI, JIM	6511 Deepwoods Dr. Roanoke, Va. 24014	ok
56459	PALMIERI, MAGGIE	6511 Deepwoods Dr. Roanoke, Va. 24014	ok
59963	REED, ROBIN	PO Box 3073, Radford, Va. 24143	ok
31895	ROBERTSON, JIM	PO Box 20435, Roanoke, Va. 24018-0044	ok
46066	ROGERS, CRAIG	1509 Hoyt Street, Blacksburg, Va. 24060	ok
24924	SAYER, WAYNE	1511 Harding Road, Blacksburg, Va. 24060	ok
24924	SIMONDS, BOB	2540 Welcome Road, Blacksburg, Va. 24060	ok
48813	TIDWELL, PAUL	502 Progress St. Apt. #1 Blacksburg, VA. 24060	ok
28881	VENTH, MICHAEL	Rt. 8, PO box 39 Riner, Va. 24149	ok

Not current on dues; Ambrosi, Ballister, Bender, Booth, Callahan, Craig, Davis, Dunford, Hansford, Hinton, Horine, Howell, James, Leaman, Lewis-Charlie, Willson, Pendry, Zronek. Dues are \$5.00; make checks payable to Southwest Va. HGA. Send to Lane, 5343 Silver Fox Road.

ATTACHMENTS OF INTEREST: SUMMARIES ON THE WALLABY FLIGHT PARK.

Several local pilots have experienced this site. Much has been written about it. Now see what the nuts and bolts details are like. Lets try to stir up a group roadtrip in March, because the weather will likely produce 7,000 cloudbases and max. lift with marginal hassle factor. Christmas is a crowded time there. If you have any interest in a roadtrip group in March, contact Lane and give likely dates you can go. Figure 4 days minimum and 5-7 days better; 2 days for travel; rest for flying. **TUMBLING ARTICLE** - See enclosed. Good summary of the experience and what you can do to minimize the possibilities. **PARACHUTE ARTICLE** - Good reference item. Look it over. **CAPITAL HANG GLIDING SITE GUIDE.** Enclosed. Many of the sites are either closed, or restricted. The enclosed is for general info; note Revision sheet enclosed.

SITE NEWS: OPENING EFFORTS: R. NEWBERRY is working on getting a 2,000

foot south to southeast site opened on the VA/NC border where I-77 passes through. Takes light days, nice rounded rock crest, good soaring potential for those sunny days. GREG MICK is working on getting name recognition with the Jefferson National Forest folks. Lane and Mick attended a 2 hour meeting with an official last December to see about site locations. The region runs from the north tip in Amherst County all the way down into Clinch Mountain and jumping over into the Big Stone Gap area adjacent to where Randy is working on the new site opening. **PETERS MOUNTAIN RAMP REPAIR.** Snow squalls, 20 degree weather and 30 mph winds met the repair crew.

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Plywood sheets were applied after the ramp was reinforced. Sheeting is incomplete, but the launch is flyable. Randy Newberry shelled out over \$300 for supplies. We owe him from the kitty. He says wait until dues are pumped into our till which stands at \$240 now. If you have not paid your dues, get them in now, we need to cover this expense as soon as we can. Randy goes the extra 5 miles for the benefit of a lot of pilots. Say thank you when you get the chance. Courtesy never cost a dime. **MONTVALE-THINK UP WHEN IT BLOWS W TO WNW.** A salute and nod of appreciation goes to Rob Bachman and Glenn Craig. Bachman's launch repair efforts up there have produced a nice launch which is single handed for light/moderate days. Jan. 8; conditions were 5-10 mph WNW; no cumis, stability in the air. Low but useable thermals. (topping out 2,000 AGL) and ridge lift with sunshine, marginal lift in high sheet overcast. Three pilots flew, one sled, one 31 min flight, one 91 min flight; max alt. gain over launch 750 feet. Comment; this site has far more potential in a W to WNW than generally thought. Slot launches were clean and turbulence free, unlike the typical lurking monster situation common with the SW winds.

Conclusion; This should be viewed as a West site and easily flyable in WNW. SW is not the direction of choice unless light SW winds and demonstrating obvious instability with soaring birds and/or cumis. On a light to moderate West day, the site of choice equal to Big Walker for new mountain pilots polishing skills. A robust West day with XC potential could give a long run up the Shenandoah Valley. Look at the map. Think about it. - JEL, III. **TOBACCO ROW MOUNTAIN.**

NW - This is a flyable West Wind site for pilots comfortable with scratching the ridge, but if even WNW, the direction is good enough to ridge soar. Never attempt a pure West day there unless the new field directly in front on launch is your primary landing field. We say Bo Frazier in a Sensor get drilled by strong West head wind and land out in an emergency field because he had no chance to reach the old "Mae West" field near the King farm house. Take crew with you on days over 10 mph if you have a problem self launching, since the ramp can be a problem. We are considering dropping the upper side of the ramp to ground level and extending it back to give a near ground same plane launch platform. Mick, Lane, Ambrosi Crews and Myron will likely make up the work team. **CAHAS MTN.** - The Garst family did not sell the lower lands; the contract fell through. The cornfield is open for landing; we will lose it when the corn is planted around April. The launch has a new half built ramp on it and will be finished in the next several weeks. The ramp construction crew is Lane and Palmieri. **We need help**, since all lumber and beams are hauled up on foot from the last switchback, and the strain is tough on Lane, whose virulence suffers a lack of robust Italian genes.

ANNOUNCEMENTS: **JIM PALMIERI ON STAFF AT USHGA MAG.** Jim has been appointed to the staff of the USHGA magazine and will feature a regular column in the rag. Got a view? Got an idea? Run it through Jim and see if it flies in the mag. **RANDY NEWBERRY** is rumored to be preparing to tie the knot. Reportedly couldn't go flying last weekend in preparation for betrothal.

SAFETY COMMENTS: PERSONAL OPINION/JEL, III: DUTCH ROLL AND GREG LEMIEUX - After much study, I have concluded that Greg's death could have been avoided if he had fully appreciated the Dutch Roll oscillation tendency of the Super Sport. I spoke with Bill Bennett recently, who has the glider. He repaired it, inspected it, flew it; Dennis and Claire Pagen also flew it; two other H-4 pilots flew it. It is sound and intact from a design standpoint; nonetheless, a PacAir pilot who flew it thought the glider was way too squirrely for him; slipping and yawing was perceived to be the problem. So the glider itself, as a design matter, appears to exhibit these features. I am convinced newer gliders ought to have highlighted and boldfaced in their manuals specific warnings about Dutch Roll. A discussion with Bo Frazier about all this some months ago reinforced my conclusion. A similar fatality occurred in Switzerland; Didier Favast died Aug. 5, 1994 test flying a high performance glider. Video caught the Dutch Roll effects. My bet is that a close study of U.S. fatality reports would probably cause Dutch Roll to be involved in many fatal landing accidents involving pilots less experienced with Dutch Roll. I believe the greatest hazard a low time pilot or a pilot stepping into a higher performance glider has to look for is Dutch Roll; Dutch Roll greatly restricts the use of figure 8 landing approaches, which are often the preference of pilots using easier and more forgivable handling lower performance gliders. We must watch over the newer pilots, and help them practice recognition of the Dutch Roll phenomenon so they can learn at altitude how to escape the problem. The problem stems from manufacturers incorporating higher performance characteristics in so-called intermediate gliders. A creeping

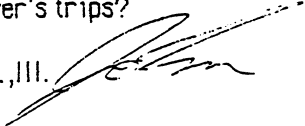
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handling gap is created, and the new pilot gets caught in the gap if he or she doe not practice Dutch Roll exit.

MISCELLANEOUS: RADIO/USHGA FREQ. If you have a VHF-FM transceiver that is business band, you can have the USHGA crystals installed at Radio Shack. Crystals were \$10.00 @ and you need one each for send and receive; installation is \$30 per radio; this much better than many of the radio shops quoting to me. **DROGUE CHUTE:** anyone having the need to shorten approaches into restricted landing fields, or if prone to overshoot, this is the price of two downtubes. Contact The Hang Gliding Center P.O. Box 1049, Lakeside, CA. 92040 Tel. 619-561-1009. Cost. \$94 plus \$4 sh. & hand.

IN CLOSING: Enough lawyer wind, you can't soar on it. If you have any stories you want to share with the membership on flights or roadtrips, or anything else, send it to me or Jim. How about an update on mega flights like the Tidwell/Newberry Saltville flight, or some of Wayne Sayer's trips?

JEL, III.



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