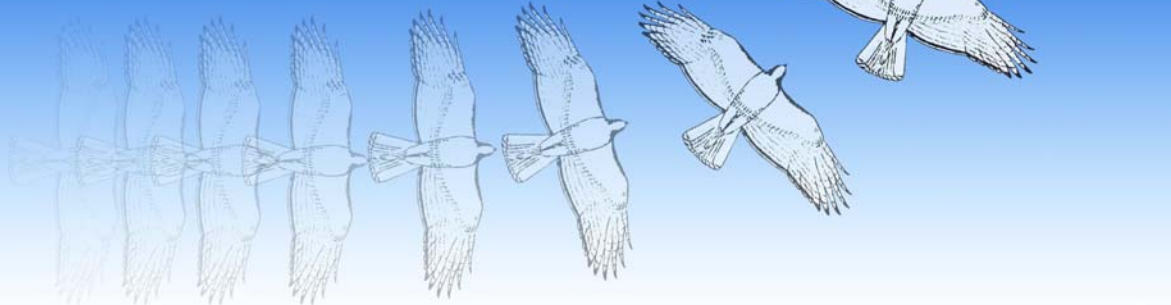


# Arizona Hang Glider Association

## THE THERMAL FLYER



October, 2006



Check us out @  
[www.ahga.org](http://www.ahga.org)

**Next meeting:**  
**Saturday,**  
**November 11th at**  
**7:30 pm**  
@ Oatman  
Mountain Fly-in  
South side of  
Oatman Mountain in  
the LZ. West of  
Gila Bend, Arizona

Arizona Hang Glider Association  
P.O. Box 39013  
Phoenix, AZ 85069

### CRATER Days Fly-in

Due to the fact there was not to be a Demo Days this year at the Craters and The Dixon White Memorial Fly-in was postponed for a year. At the September meeting it was decided to have an impromptu Craters Fly-in just for the fun of it. The Summer Monsoons had been hard on the Crater roads and new Pilot Jeff Johnson from Flagstaff came through and got the roads repaired the week before the event. Then the weather was not to cooperate so everyone, well almost everyone decided to cancel their weekend plans.

I Myself had planned a weekend of flying



Soaring over Sheaba Crater Oct. 14, 2006

and my brother was coming to town at the last minute. He said lets go camping rain or shine. So we headed north to the Craters. We arrived at Merriam at 2:30pm on Friday afternoon to a dull overcast sky. Just then a glider appeared over the hill. It turned out to be Orin from Tucson. He got

a decent extended slesder so I decided to teach my brother from the flat lands how to drive a 4 wheel drive truck down a steep cinder pile. My wife warned him this would happen. Carlos was working off the bench with a new student. Getting a few feet off the ground. The wind was very light out of the South East. We climbed to the top of Merriam to find a very light breeze from the east.



**Craters continued from page 1**

So I setup and got a sled ride before darkness set in. We got Carlos rounded up and guided him to camp. If any of you don't know the flyers camp is 8 miles west of the Craters at mile marker 433.



When we got there Alan Housel, Randy Buel, his daughter, her boy friend, Orin and Family were setup or setting up camp. The rain held off until about midnight and it must have rained between 6 to 8 times for short periods though out the night. We rose to a partly cloudy sky. Cloud base was about 400 above our heads. As we finished breakfast the clouds got thick and dark and it started to pour. It continued raining for at least an hour when everyone seemed to part their own direction. We drove into Flagstaff where it continued to pour. We had some lunch and just as we finished the clouds were breaking up. We decided to drive back out to Merriam and see what was going on. When we got there the sun was breaking through and the wind was 18 gusting to 23 mph out of the South West. Shiraz had shown up and Randy was setting up his glider on the bench at Sheba.



I thought I would wait a little bit to see what the wind and rain were going to do. There were Hawks soaring all over the Craters area. Mostly using the ridge lift as a hunting perch. An RC pilot was soaring the top of Sheba Crater as well. Randy launched first and immediately climbed into the wind, working the lift to the top of Sheba. Orin in the mean time had driven up and was setting up his glider. He launched next only to follow Randy's climb. Shiraz then launched as the New

Mexico contingent arrived. Mel and his son began setting up a WW Sport 2. And the Russian Pilots were also setting up gliders. By the time I had finished setting up my glider the Russians and the New Mexicans (Sounds like an old black and White movie) were ready to launch. The Russian woman (I'm sorry I don't know your names) was launching. She and her comrades went to far out front of the lift band and sank out to land. It was my turn. I took two steps forward to find myself climbing into the sky. Love that feeling. I stayed in close as I did not want to sink out. I wanted to soar the bench. As I worked it back and forth I was climbing to the top of Sheba. The Air was smooth and the lift band went far out in front of the bench. I could sit up over Sheba and control my forward and back motion by putting the VG on or Off. That's the reason you go to the Craters, to catch that smooth fall air. I watched a hawk below me dive to the ground. It sat there for a minute and flew off. I couldn't tell if it caught something. That's a cool perspective to see a hawk dive from above him. I was forced to come down by darkness, so we all took our turn descending out to the LZ and packing it up for the day. We had a great fire and plenty of fireside flying going on until about 11:45pm. We knocked the fire down and settled in to a clear cool night. Great sleeping weather. This is a perfect reason to not listen to the weather reports. It was not supposed to clear for another 12 hours. We left early Sunday morning to get my bother on an afternoon flight headed for Chicago.



Shiraz and Alan went back out to the Craters to find Chandler, Glen and Joan had driven up from Phoenix for the day. I think they all got decent flights. So the moral of the story is if you stay home you are not going to fly. If you do go you might get wet or skunked and maybe you just might get to fly. A Special thanks goes out to Jeff Johnson, Kevin Kennedy and the Gannon tractor operator. It ended

up costing us 250 dollars to fix the roads. And they did it in about a half day. So if your one of the people pledging money send it to the AHGA PO box and Merle is going to send a check to Jeff Johnson. Thanks all, lets do it again.

**President Speaks ~ Alan Housel**



Allen thinking about what he is going to say for the next Thermal Flyer.



**October Meeting Minutes:**

The meeting came to order at 7:45pm at El Toritos Restaurant in Phoenix, Arizona on Tuesday October 10, 2006. The meeting was called to order at 8:00pm

There were eleven pilots in attendance.

**New Faces:** Glenn Roberts is a H-3 pilot who has flown South Mountain and the Craters.

### Old Business:

1. Treasure Report \$7,500 in the bank, we usually run at \$7,000. We have set \$1,000 for Oatman.
2. There is a PG tour company advertising South Mountain as a site on their list. We had a discussion on the requirements for visiting pilots. USHGA membership and sign in at the gate is mandatory. Carlos M was made the new South Mountain flight director and will coordinate with this company to make sure they are in compliance.
3. Scott C raises awareness that a “loophole” may be in the fact that the N ramp at Oatman is considered a “Handycapped” access ramp.

### New Business:

1. Mingus PG Ramp plans? Now is the time. > Morgan Stein. Windows to be installed in the toilet, gravel to be spread and a fee box put in place.
2. Crators fly in next weekend is on and two port a pottys will be in place by the club at about \$180.
3. A Fly-In at Oatman will be held on November 11-12.
4. **The November AHGA meeting will be held at the Oatman Fly-In on the evening of November 11.**

### Site News:

Mingus: Flights by the E-Team. It is to cold to camp now.

Crators: Jeff Johnson #2 has done road work, the club thanks him.

South Mountain: Carlos is doing legal clearing of the LZ.

Shaw Butte: No news.

Yarnell: No news.

Humbolt: Road is closed for repairs. It should be opened up by November 1<sup>st</sup>.

### Turkey Award Nominations:

1. Shiraz for Mingus bailout landing,
2. Shawn Morris for pounding at Mingus.

### Turkey Award to Shawn.

### Eagle Award Nominations:

1. Carlos for a 20 mi PG XC from South Mountain.

2. Mark & Chris for good flights at Mingus.
3. Joan Smith for good PG flights at Mingus.

### Eagle Award to Carlos

### Pilot of the Month Award: Jeff Johnson of FlagStaff, Arizona for his road work organization at the Craters.

Raffle was a 50/50 and was won by Kris Thomson and \$31 was donated back to the club

Meeting Adjourned at 9:30pm

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### WEB WORDS from EdB

Hey there campers! Having been elected to the most bodacious position of AHGA Webmaster I figure I better let you know what’s happening online. Most everything you remember from ‘back in the day’ is coming back. Gill – our former web dude – gave me all the backup files after the domain name transferred, so whatever was there can – and will - come back. The thing that I’m changing is the code that makes the web pages be what they are. Gill did his coding the old-fashioned way: by hand. Way cool, and obviously put out a strong product, but “in for a penny in for a pound” applies and I can’t wrap my brain around everything he did for us.

So the way it goes now is using open source software with (mostly) publicly available mods and plugins and add-ons. The reason is so that the next person filling these shoes will have an easier time taking over, and then putting his/her fingerprint on the show. Anyway I’m using b2evolution (<http://b2evolution.net>) to drive the web and – like before – phpbb (<http://www.phpbb.com>) to drive the forums. It’s the forums I want to talk about this month.

<http://ahga.org/forum/index.php> is our forums. If you’re not a member of the forums you should be, so click the link for “join our forums” and sign up. I have the stupid “read the hidden letters” and the equally stupid “are you human” question things turned on even though they don’t stop the spammers. What stops the spammers is me deleting them when they don’t confirm and post something, so register and confirm (you’ll get an email link that you need to click on) and then post something. The “Introduce yourself” forum is there so you can post without

saying anything about something in particular, so that’s a good place to say ‘hi!’. After that send a private message to ‘forumadmin’ letting me know you’re an AHGA member and I’ll turn on your login name for accessing the members only sections.

One day, being an online type of guy, I’d like to see us use the web to supplement our physical meetings, but that day is a long way off. First we need to have members participate online and help shape both the forums and the web into whatever it is we want it to be.

So there you have it! webworker@ahga.org is the best way to contact me if you’re having problems with or have a comment on any aspect of our web.

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### Announcements:

We need your address to update our records. Ed will be putting a new form on the website to help rebuild and update our records of all the AHGA pilots. Please fill out this form and submit it, as it will help us get special members only emails out to you. And help the club locate some missing pilots. Ed will be putting out a link on the forum in the next few days.

### Bill Kennelly’s New Sport 2 155



Photo By Gordon

### Bruce Jones New Sport 2 175



Photo By Gordon

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Reprint from 8-29-2006

## EAA Ultralight Hall of Fame to Induct This Fall.

### Volmer Jensen and Bob Lovejoy



**Volmer Jensen**, (1909-1998) EAA 146198, aircraft and ultralight designer, is best known to EAAers as the designer of the Volmer VJ-22 Sportsman, the first amphibian offered in plans form to homebuilders. But he was also a light-aviation pioneer who was hang-gliding all the way back in the mid-1920s at the age of 16 in Southern California. Decades later, after specializing in homebuilt aircraft, Jensen was instrumental in helping ignite the ultralight movement in the late 1960s and early 1970s.

Appalled by the number of fatal accidents occurring in ultralights at the time, Jensen was motivated by a desire to provide aerodynamically and structurally safer machines for newcomers to the sport.

His most popular designs were the VJ-23 Swingwing and later, the VJ-24 Sunfun. Both machines incorporated conventional control surfaces in an effort to make the sport safer.

Two interesting points about Volmer Jensen: During World War II, no civilian flying was permitted near the nation's coastlines, so he reverted to his youth and began flying hang gliders. That resulted in the VJ-11b, which had three axis controls. After the way he designed the VJ-21, a two-place side-by-side 75 hp pusher that resembled a powered sailplane.

Another less-known bit of history: Jensen helped create and build the 12-foot model of the Starship Enterprise used in the original Star Trek television series. He

was inducted into the Homebuilder Hall of Fame in 1996.

**Bob Lovejoy**, EAA 79097, original creator of the Quicksilver, will be posthumously inducted into the EAA Ultralight Hall of Fame at the EAA Aviation Center October 27.

### Bob Lovejoy

During the 1970s, Dick Eipper made thousands of hang gliders including the Flexi III, the Cumulus V, and Bob Lovejoy's Quicksilver rigid wing glider. While most hang gliders were tailless, delta-wing-shaped aircraft, Lovejoy's Quicksilver was different. Its wings were a more conventional "Hershey bar" shape, and it had a conventional tail. The simple control system was based on supplemental weight shift.

In its day, the Quicksilver hang glider developed a huge following among so-called "rigid wing" enthusiasts (as opposed to a delta or "flex wing" hang glider). Quicksilver buyers liked the greater performance; others felt more secure with its tail.



When interest in Eipper Formance's Quicksilver began to erode in the face of new flex-wing hang glider designs, the company decided to add power to the Quicksilver. Unlike many of its contemporaries, the Quicksilver was designed from the outset to have a tail, and so it was a natural conversion into a relatively conventional looking ultralight.

That design became so popular it outsold Cessna, Piper, and Beechcraft combined and has since earned the moniker, "The Cessna of the Ultralight Industry." It was due to the original design of Bob Lovejoy's Quicksilver hang glider.

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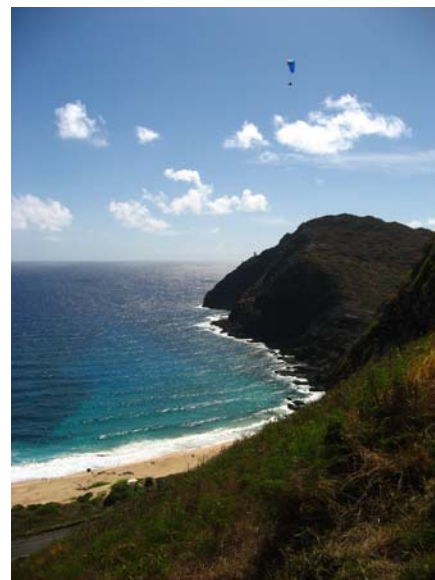
## Paragliding Paradise

### Chandler Papas goes to Hawaii



Off to Oahu Hawaii for work again, only this time it's for a month so I'm bringing my wing. First day off headed to "Kahana" thanks to the helpful locals I met through wind lines. Short but steep hike up to the most incredible view I've ever seen off of a launch. Winds were light and when I hiked back up launched and landed again I think the locals thought I was nuts. As most, they're not into hiking for a sledder but for some reason I still enjoy the hiking, especially when the views are like this.

Went for a swim at the beach/LZ and hoped for better winds tomorrow.



Next day, got what I hoped for. Met a few locals at "Makapu", got the site, launch, and LZ protocol then hiked 12 minutes up to the top launch called "Tomato Patch". Now I've been really liberal calling this a launch, It's steep as hell and there's five posts in the ground with a clothes line stretching across the top of "launch". You snake/lay your wing across the line yet not on top of the

posts, get as ready as you can and run like hell backwards down the hill to get your wing out of the compression and into the wind. It's really a test of ones faith in ones skills. I got off clean but swore to try the other launches next. This was the first time I'd ever flown in coastal air, I really thought something was wrong for the first thirty seconds or so. Unbelievably smooth. It didn't last too long though.



I have a strong feeling Hawaiian trade winds are a bit more dynamic than a lot of other coastal sites. The flying was incredible, there were days I was a mile out over the ocean and still slowly going up. You can go out, practice maneuvers, come back, go up, go out, practice maneuvers,.....all day long! So I flew while people landed and I wondered what was wrong with them and new people came, flew and landed, and I just stayed up there. You could see the wind on the water coming for miles. Some days HG's and PG's galore. At Makapu the cliff line ranges from 500 to 1400K and a couple days cloudbase was under 2K.



One of the many lessons I brought home from Hawaii was those little tiny cumulus clouds, are not so tiny and little when you are inside them.



My second launch was off of "Crazy mans" launch. Yes, that's really the name, and rightfully so. It's fifty or so feet above the sometimes crowded beach, you have to scratch the cliffs and power lines to get up and if you land on the beach you owe the lifeguards a six pack. I got off clean but swore I'd try a different launch. The third launch called "Tomato juice" is the one I think I'll stick with. Still got it's challenges but it's the best option in most flyable conditions is my opinion. But hey, I'm no local.

Ended up launching one of their two thermal sites "KOKO Crater" at two in the afternoon and getting blasted up. Had a hard time staying in front so chose to speed bar to safety.

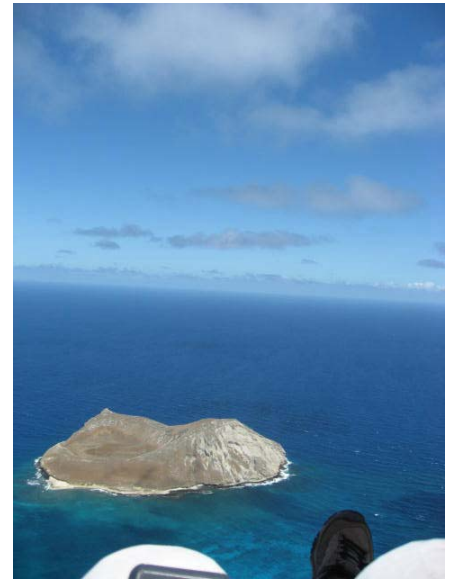
- **Plane ticket to Hawaii.....**  
**paid for by employer**
- **Hotel, car,gas, food.....**  
**paid for by employer**
- **8 days of flying three different sites**  
**12 hours of airtime.....priceless.**

• Chandler Papas •

Greg Berger's Phantom



Photo By Gordon




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### Classified Ads

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#### For Sale

**Aeros Combat, built for Paris Williams**, flown at 1 competition. Full Race Glider \$2000 dollars off list: **\$4295.00**,  
Contact Greg Berger: 928-771-9609

Never used **drogue chute** for sale. \$55.00 Call SKYWALKER at 480-250-5223

**Vision Pulse**, perfect condition. Smaller 14 size. Like new \$500.00  
Contact Greg Berger: 928-771-9609

New Quantum 330 Parachute with Paraswivel for HG - \$500.00 - List price is 625.00 with the swivel.  
Call Mark Knight @ 480-251-1515

Discus 14 Demo Glider: Red, Yellow and White. Good condition. \$3500.00  
Contact Greg Berger: 928-771-9609

**Glider Rack**, custom steele tube front glider rack. It will hold 3 gliders. Needs to be primed and painted bare steele. \$40 bucks. That's what the steele cost.

Pics at [www.knight3.net/frontrack.html](http://www.knight3.net/frontrack.html)  
Mark, 480-251-1515 [mark@knight3.net](mailto:mark@knight3.net)

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**How long ago did you repack your reserve chute?**

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**Events:**

**Oatman Fly-in: November 11-12**  
**MK**

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