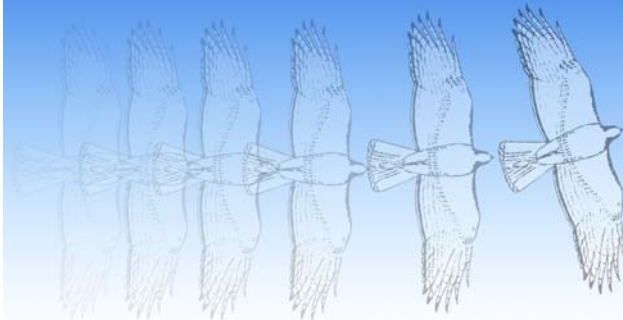


Arizona Hang Glider Association

THE THERMAL FLYER



February, 2007



Check us out @
www.ahga.org

Next meeting:
March 13, 2007
@ El Toritos, East
side of Metro Center
Mall. Phoenix,
Arizona

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



Events:

March 10th 2007

Parachute Clinic

Presented by:

ERAU Hang Gliding Club

With:

Betty Pfeiffer of High Energy Sports

Saturday March 10th

9:00am to 5:00pm

Embry Riddle Aeronautical University – Prescott Campus

Includes:

Lunch – Videos – Lectures – Practice Deployments

Repacks – Harness Inspection

Mail the Registration form by March 5th with \$45 payment to:

ERAU Hang Gliding Club

The form can be Downloaded a registration form at:

<http://knight3.net/para.html>

and a map to ERAU Eagle gym can be download at:

<http://knight3.net/eraumap.pdf>

Events:

March 17th and 18th 2007

Oatman Mountain Fly-in

Presented by:

Arizona Hang Glider association

Oatman Mountain near Gila Bend, Arizona

For directions go to the sites link on the AHGA.org website

A word from the VP ~ Adam



The Arizona Hang Gliding Association is changing! I think we will all agree that the club is not what it was ten years ago yet the club continues to evolve as it matures with the sports it serves. Speaking of maturing, hang gliding is growing up! 2006 was the first year where we had no fatalities hang gliding in the United States. 2006 is the year in which I return to the AHGA after a ten-year hiatus.

I'm 46 years old and I bought my first hang glider from Scott Campbell's father at his dedicated Hang Gliding shop at the base of Shaw Butte in 1978. At that time, on any weekday you could find a gaggle of gliders on the drive up and soon after, up above the hill. The sport was young, the wings were not refined, and many pilots lost their lives. It is important to learn from history and carry forth the knowledge no matter how hard it is learned whether it is designing a wing or understanding safe practices.

We went through many stages to get to where we are now just as a person does going through life. As we grow older and mature, we learn from our mistakes and carry forth our successes. Ten years ago, I walked away from flying knowing that I would not return. Children and the death of a close friend in the sport finishing me off yet I don't want this to be about death, it is about life and living it as soaring pilot, forget the choice of wing, this is about soaring.

The Arizona Hang Gliding Association is one of the oldest chapters in the United States. Paragliding is not hang gliding although the two have converged to make our "governing body" the United States Hang Gliding and Paragliding Association. We share

thermals, knowledge of gliding yet make no mistake, the two are different and when we are flying a chosen wing, we must focus on the attributes and weakness knowing what works making successful flights in each wing.

Brad Lindsey taught me to paraglide in 1987. We were pioneers teaching ourselves to fly and it was a blast but nothing like it is today. Over the years I continued to "dabble" (as SCOTT C so eloquently put it) in paragliding but hang gliding was always my own personal choice for everyday flying yet paragliding has always been an intense interest.



A couple of years ago, I returned to soaring by purchasing all new paragliding gear. A couple of members, Jerry Dalen and Jeff Johnson, loaned me a Falcon and a harness. Shiraz brought me to the craters where I observed a gaggle of paraglider pilots having so much fun in the light conditions. They smiled and laughed while I stuffed battens and made my return sled ride flight.

On another trip to the craters, I remember asking Tanner "how the airbag" kept inflated, referring to the harness cushioning. His answer about pumping up the wing was remarkable! And latter, as he flapped his arms and scolded me about "dust devils" was quite funny too. That day, I balled up in my paraglider when I blew a launch, laughing to myself, they probably laughing at me. I walked back up the hill as they drove down, spread my wing and flew off by myself.

That small cell of paraglider pilots was integral to my return to soaring and to hang gliding, funny how things work out.

South Mountain was quickly chosen as my home site (it is the new Shaw Butte)

and I found myself quickly in the thermals above it in my paraglider. But there was my problem again, not able to commit enough of my time to be able to know the flight envelope I was entering in my paraglider. I needed to attend a maneuvers course (actually several courses) so I chose to concentrate my piloting and limited time to a wing that I could fly at any time of the day during anytime of the year in almost all conditions.

So now I am back and I will serve the association well and without prejudice. I have a good working knowledge of both sports and have experienced hang gliding at both high and low points.

The Internet is an important aspect of my gliding and often I share my interests at the ozreport. My username is "hangwind" and there we discuss a worldwide range of topics all based on the interests of soaring pilots. My knowledge of Internet based forums is kept having built and maintained many communities online in my leave of absence. So I urge you to use the AHGA forum as well as the ozreport to share your love of the sport, to keep up on day-to-day events locally and worldwide.



If you choose to get to know me, you will understand that I value each and every one of you no matter whether I personally like what you say or do. We need each other in the litigious society we live in so that we do not lose the sites we enjoy. That is what is important, to fly. From our newest paraglider pilot to Dustin Martin and everyone in between, please find that I want to help you fly free here in Arizona and beyond...

**Adam Trahan, Vice President of
AHGA 2006 ~ 2007**



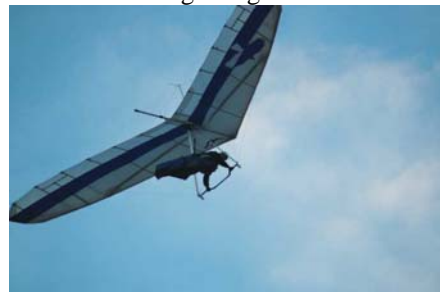
Cottonwood to Craters in a day – Mark Knight



With the winter doldrums looming I wanted to get back into the air for some flying of more than just a sled ride. I was trying to accumulate airtime. I had just received my H3 earlier in the week and was getting tired of nothing but sleds. I had soared at Shieba Crater last fall and done some nice aero towing but a mountain launch with a long extended flight was what I was looking for. And as the week continued it looked like the weather was going to continue to not cooperate and ground most of us in the Valley of the Sun. Adam Trahan had recently called and said his Fusion was now ready for his maiden flight and if I wanted to go to the Craters he would help with gas if I drove. Late Friday night the word went out that a local Cottonwood Pilot was trying to have us evicted from the Cottonwood Airport. So when Saturday morning arrived we decided a day at the Craters would be in order with a stop in Cottonwood to see what the local pilots had to say about us fun loving bunch of Hang Glider pilots. The meeting was moving along when we got there and it looks like Len Clements had headed the city council off at the pass. Our presence was noted and after about a half hour Adam and I headed north to the Craters.

Within another hour or so we arrived at the Craters. When we got to the LZ Shawn Jarrell and Kunio Yoshimura were talking and folding up a glider. Shawn had come up to help Kunio get back into HG. Welcome back Kunio. We are all happy to see another join us in the sky. Even more important, Kunio has a really nice truck also. ☺ The wind was blowing pretty strong and steady from the Southwest. My handheld windwatch airspeed indicator was showing 15 gusting to 18mph. As many of you know, southwest to me says Shieba bench. Shawn and Adam said no, go to the top. Kunio said it was

bowing 35 up there at 9:00am that morning. He had gotten a 2 hour and 37 minute flight. Now that's a nice way to come back! I thought 35! I wasn't going up there for 35mph. Shawn said "Its smooth, you'll be fine". So we hopped in my truck and went to the top of Sheiba Crater. When we got to the top it was blowing pretty good. My windwatch was saying 22 gusting to 25-26mph. We parked on the northwest side to create a wind block and started to setting up. Setup actually went very smoothly. It wasn't gusting to bad or the truck was doing the job. Adam was finished first and was ready to go. Shawn had come up to assist and drive my truck back down. I stayed over by my glider. I was not about to let it tumble down the hill. From my vantage point Adam had a very clean launch. He proceeded to climb out and ride the ridge back and forth. Shawn came back over and helped me move my glider to the Southwest side. While just holding the glider getting ready I almost went airborne. I think Shawn enjoyed that. I did a good hang Check and Shawn suggested getting low on the control frame and lean forward. He said I had the glider and it seamed pretty steady so I yelled "Clear!" Shawn was clear of the wires and I moved about a foot forward and started climbing out. It was very steady and non eventful. I remember looking down at Shawn and noticed him getting smaller and smaller. That was cool. I proceeded to work the ridge back and forth and climbed about 600 over launch. I got as high as 800 once but it got notably rougher so I went back down to 600. As I worked my way back and forth I had several times with a few hawks riding along with me.



Adam had gone out farther in front and began to setup for his landing and so I continued to work the ridge and practice coordinating turns and shifting the glider back and forth. I would go out a little in front of the bench and then let out the VG and the glider would climb and go backwards back up to over

launch. With that much wind it's never very hard to find the energy. I also noticed the different areas on the hill that produced lift or rough air depending on how the air was passing over it. After about 45 minutes the wind seemed to be calming down. I swa a truck speeding down the dirt road out in front and the dust looked very smooth and non-turbulent. So I desided it would be a good time to go land. As I worked my way down and setup for my landing the lift stopped and I began to sink fast. I pulled in the bar to get good speed for landing and as I got about 10 feet off the ground I suddenly started getting a lot of lift again. As I set my feet down Adam was there to grab the nose wires. That was appreciated, especially since Scott Campbell was standing there with camera in hand ready to get a shot of me screwing the landing. What a ride.



We proceeded to break down the gliders and have a beer and shoot the bull while standing around. We then headed back home fairly early and we were back at the Cottonwood exit off I-17 before it got dark.

We got off to a late start, but had a good day. Adam was able to fly his new glider and what looked like to me was a very good flight. I think he was pleased. Thanks to all that helped from Adam, Shawn and I now had a high wind flight for the log book.

MJK



Cottonwood to Craters in a day – Adam Trahan

I just got off the phone with Mark, it's been a couple of weeks since we flew that day at Sheba but one thing sticks in my mind, Mark isn't a virgin anymore. Flying wind at Merrium and Sheba cinder cones is a blast in many ways, literally. It is definitely not for the feint at heart or the timid soul. There are waves to be explored, lessons to learn and remember, we all will learn them one way or another. My flight went from apprehension to relaxing to exploratory and then on to the psychological.

I have a rule that I follow without breaking, it's the three strikes rule. New glider, one strike, new harness, two strikes, new site, three strikes and I'm out. I was flying a new to me glider and a custom new harness but the site was old and familiar. The zipper on my harness came unzipped just as I was about to start probing upwind. I don't know if I had started the zipper even at the top or just blew it out by stretching out but it didn't matter, from the waist up, I had one small buckle supporting me and it was un-nerving. It was my first flight in a double surface glider in ten years and the first in a topless glider. I just concentrated on relaxing (again) and it all turned out well...

The club gave me the turkey for flying with my fly unzipped, go figure.

With all that experience of my own and just as important, watching the mistakes of others, I made a great challenge to myself, took a potentially bad time and made good on it. I have seen so many people get caught in the wrap, landing on the side of the hill because they couldn't penetrate out. The experience of coming up on a pilot stuck to the ground in their harness, they can't get out because they are holding the nose down or one who is just barely penetrating out front but is shrinking from view, all of those things make up a high wind day at the cinders and this one was playful, there were no teeth in this wind and it was good.

Anyway, it's great to look back on because I did not break any of my own rules or learned history all over (again).

I think there is a standing wave out front of Sheba. The conditions have to be right in order for the spike amplitude to set up shop but it will have to wait for another day for me.

I look forward to many more windy flights at the cinders.

Thanks for taking me Mark, it was a blast. ~ AT

February 13, 2007 Arizona Hang Glider Association Meeting Minutes

El Toritos Restaurant, Phoenix, Arizona

President Alan Housel brought the meeting to order at 7:40pm

New Faces:

Luke Akins, returning Hang Glider Pilot flew some in the past with Dustin.
Bill Martin, Paraglider Pilot
Mark Johnson, pilot that has taken a tandem flight with Bill Holmes and a day of ground handling with Greg Berger.



Mark Johnson goes for a tadem ride with Bill Holmes in Coolidge Az.

Alan wasted no time in jumping right into the fire and said lets talk about the Cottonwood Airport landing issue that was brought to attention last Friday night by Len Clements.

To start; There are a few pilots at the cottonwood airport that have raised a concern over Hang Gliders landing at the airport in the Grass between the Runway and taxiway. We have heard that they would like to get Hang Gliders removed from this airport.

It looks like Len did us all a great service in heading off the pilots and city council of Cottonwood by informing

them with information of our history and our safety record at the Airport.

The Questions were:

Where can we land?
How much time do we have?
How are the surrounding developments going up near the airport going to affect us?

Options:

Sky Divers LZ – the Sky Divers are no longer at the airport.
Improve the Bailout LZ – Old City Dump. Work with the city to get an area south of the Airport.

Several members discussed it openly and passionately. I think by the end we all agreed that our time at the Cottonwood Airport is probably limited. We need to start working on a location now so that as the Airport and city expands we have a plan that the city is aware of and working with us on it.

One suggestion was that the area southeast of the current hangers or the Skydivers LZ is slated for more hangers. And as you are aware this area is higher than the current hangers. There will need to be a removal of the dirt to get it down to the existing level. We should work with the city and have them put that fill dirt in the bailout LZ and make it level.

It was suggested that we come up with a protocol and all pilots start to use it when landing at cottonwood. Lens report on the forum has many great ideas like radios and phone in Hang Gliders are in the Air and will be landing in cottonwood that day. A sign in sheet at Mingus Launch so we that we can get an actual count of flights. We need to give our input to Hal Hayden. He is currently the Flight director for Mingus.

New Business:

Humbolt Mountain LZ road is open, and streamers are up in the LZ. You need to buy a day pass if you're parked in the LZ. You can get them at the Cave creek Circle K, Big Five Sporting goods, and the Tonto National Forest website has a list of locations. You can buy them ahead of time and scratch off the date of use. So buy a few and put them in your glove box.

Alan suggested a few of us join the SAHGA club. \$25.00 and shows good support. A few of them have joined our club, so lets do the same. They are also doing a road repair at Miller Canyon and need labor help. If you ever fly Miller Canyon, you might want to check the SAHGA.com website and find out when the repair is and go help. Maybe we can get a work party together and go down and help out.

We are going to have to start paying for Mingus Camp and Launch to the tune of \$2000 to \$4000 dollars a year. So we need to start raising more money for the club. Jerry Dalen suggested raising the Dues to \$50.00 per year, and was met with sticks and stones. We will miss Jerry but the meetings will be much more peaceful atmosphere from now on. Kidding aside. It was also suggested that we have a Mingus flyers fee. Example \$5.00 per day or an Annual fee of maybe \$50.00. Just to go to a campground will cost you \$18.00 a night, so that seems reasonable. And the people who use it pay for it. Any visitors need to pay a use fee or a temporary member fee to fly Mingus. ALL VISITORS!

We need to start organizing for the Labor Day Fly-in at Mingus. If you want to be on the committee you need to come forward now. I have already talked to Marshall Poole and I think he plans on being involved again and cooking also.

Events: Oatman Fly-in March 17th - 18th 2007

Awards:

Driver of the Month; Nicole Thompson (Kris Thompson's WIFE!) got driver of the month. Sean Gerral was suggested for driving to the craters on a perfect day and not flying.

Turkey – Adam Trahan for blowing his zipper on his first flight on a new harness.

Eagle – Mark Knight, for getting a Tow flight in Coolidge, Spot landing for H3 and his first high wind soaring flight at the craters in a week.

Eagle - Bill Kennelly for flying the heck out of his new Sport 2.

Pilot of the Month: Len Clemons for his work and dedication on the Cottonwood Airport LZ issue.

Meeting was adjourned at 9:02pm

Site Reports:

South Mountain Visitor membership:

Jim Eskildsen has asked that we put it up for vote at the March meeting for a temporary membership card at South Mountain.

Below is his post copied from the forum 3-06-2007

All club P3's should have with them in their cars when at launch, Temporary club membership cards, membership applications (maybe application and temp card on one sheet, tear off temp card?) and park release forms. If we encounter a visiting pilot who is not a club member, we ask to see his/her USHPA card, if current and P2 or higher, the club P3 member can issue a temporary membership card on the spot and have the pilot sign the park release. Our visiting pilot is now "legal" with our agreement for permission to fly the site. That was simple wasn't it? We will ask the visiting pilot to go to our website later and "make a donation" to the club. If they stiff us, we have their address and USHPA #, we can always publicly humiliate them on every PG forum in the country. This also automatically sets up the P3 sponsor for the P2 pilot restrictions.

"The Temp Card" or piece of paper will have places to write in the visiting pilots name, the P3 sponsor's name, date of issue and how long valid. It would be too messy to track temp member numbers, visiting pilots signing in at the gate should put "temp" in the column for AHGA #.

I like the idea of labeling them as a "Snow Bird Pass". of course include our website, so the pilot can make their donation later.

Of course you webb guys can set this up

to be done in advance on the website as well, correct?

I add this to be proposed for a vote at the next meeting

Jim Eskildsen

Chandler sent more pictures from his XC flight in Hawaii.

