



# Thermal Flyer

Volume 1, Issue 1

August 2008

## Mingus Mountain Flying Site upgrades

*World Class Flight Park envisioned.*

**by: Steven M Snyder**

Since 1995 when the Concrete HG ramp and the Campground improvements were initiated there has been an ongoing push to improve this site, in the last year or so a major improvement plan has been in place and seems to be coming to its final completion. With the projected final date being just before the upcoming 2008 Labor Day Fly in.

With Morgan Stein and Sam Schipper pulling together the plans and the materials, the end of a long and hard road seems to be near, Chris Thompson spearheading Layout work and Chandler helping to coordinate the PG assistance things have been progressing nicely. About the 26<sup>th</sup> of July a large portion of the complete fill material loads will be on the mountain and in the proper place according to the Plans laid out so far.

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## Board Members Profile

*The President who is he?*

**Alan Housel**

**by Steven M Snyder**



Alan Housel has been flying for thirty years plus as a hang glider pilot. He considers himself a private type of guy who is there to allow members with ideas and needs to have a place to come to and present it to the Club. Allen started flying when he 17 or 18 by taking a detour to the Kitty Hawk flying site, he started his lessons the very next day and hasn't stopped yet. His goals are for the Arizona pilot to keep their safety record by flying as safe as possible and to see the number of pilots to steadily increase. Allen plays down the importance of his contributions as president by saying he is only a figure head, but a lot of the movement of this club is because of people like him taking action instead of waiting for someone else.

The mingus project, The Cross Country Contest and the Cottonwood Airport landing areas are the hallmarks of this years president and the board members taking the needed action. When a member has an issue that he or she feels is necessary or wanted they can come to allen and he will present it to the club, but that member has got to be willing to step up to the plate and make what they want to happen. This is allens point of view on the growth of Arizona Pilots with safety and growth in mind get out and make what you want of this club happen for all the pilots here.

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## Instructor Profile



### Chandler Papas

Pilot for 7-8 years before starting to Teach, first Instruction from David Prentise, Dixon White and Chris Santacroche Chandler wants to keep 1-2 students going all the time. My love is teaching acrobatic flying and XC. The best way to master something is to teach it, I want to cultivate respectful pilots with good attitude. Chandler has flown in numerous countries and loves teaching.

I want to create more of a flying community and always keep it entwined with the Hang Glider community, last 4th of July there were 50 - 70 hang gliders fires Barbeque's and breakfast The whole thing. I have had some hang gliding training and would love to continue it someday and become biwingual as well. We need to create more of a community bring the paragliders and the Hang Glider community together.

## Technical Article

### Landings Second part of flight

The difference between Hang Gliders and Paragliders is clearly visible in Landings, Paragliders use what energy they have in them to create a Flair to bleed off the energy and foot land. Hang Gliders keep the energy they need in a final approach that is between 1-3 feet off the ground and finally stall the wing to bleed off the energy.



Both Pilots have a single effect in common to land standing up after a glorious flight. Paragliders have an approach with the wind gradient and into the wind, From 15 to 10 feet in height letting the wing fly from 10 to 5 feet use your brakes to reduce Vertical descent to a stand up level, from 5 to ground extend your arms and finish the flare for a safe stand up landing. Hanggliders Use a longer approach to achieve the same ending

## THE THERMAL FLYER

This monthly magazine is created as a benefit to the general membership. Monthly Reviews of current Electronics and flying gear aimed at the Pilots in the state of Arizona, Introductions of membership and officers of this organization along with Technical discussions of Techniques and dangers of flight.

Web Site: [www.ahga.org](http://www.ahga.org)

Monthly Meeting: 2<sup>nd</sup> Tuesday 7:30 PM El Torito Restaurant  
Metro Center Phoenix, AZ

Mailing Address

P.O. Box 39013

Phoenix, AZ 85069

AHGA Board Members

ALLEN HOUSEL

Merle

Shiraz

Mark

### CALENDAR OF EVENTS

#### SPECIAL EVENT:

PLACE: MINGUS MOUNTAIN FLY INN

TIME: 8AM TILL DARK

DATE: SEP 1,2,3 2008

Reconstruction of North Launch and Camp grounds will create a World Class Flying Park as a Crown Jewel for Arizona Pilots.

#### MEMBERSHIP BENEFITS:

As a member you can have your own @ahga.org email address and/or your own blog on ahga.org.

#### SUPPORT DONATIONS:

Donations for the Mingus Mountain Flying Site Renovation Project and the Miriam Crater, Sheba Crater Flight Parks may be made at [www.ahga.org](http://www.ahga.org).

## PILOT PROFILE



Steven M Snyder P-3

Born In NY I am 55 and have been flying for about a year and one Half now with Phoenix as my home site. Taking on the Editor position for the AHGA group is a pleasure for me since I have been in this position before. I found Paragliding in early 2007 when the "Big Boys and their Toys" show came to the Cardinals new Stadium. I spotted Mo Sheldon and one of his associates walking with para motors to their Booth for the show and followed them for some Information. I met Mo that weekend at McCartney Road and watched a Tow session their, when Mo informed me of the Cost for a Motor system I naturally asked Don't they do this without the motor and Mo then introduced me to Jim Eskidlson my Instructor. Later that very week I hired Jim to teach me and I have been in love with Flight ever since. I sign on to the Forum as satman2953 and respond readily to any posts in my direction. I Intend to learn to Instruct and may find a way to improve the safety and time line for training a student from months to weeks or days.

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### MFG Sponsors

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At the printing date there are NO supporting Manufacturing Sponsors for the AHGA.

## ELECTRONICS IN FLIGHT

### ASCENT VARIO



### Pilot Profile

Bob Herndon

Bob Herndon currently fly Paragliders , started with hangs in 99'. learned paragliding from a friend, Dixon White. I Fly trikes "powered hangliders", powered paragliding I taught Hangliding with Bill Homes, for awhile. Was a tug pilot for him as well. I fell in love with the sport when I met Shawn Jarrel flying over the "Y" I was building and flying RC back then. Saw Shawn buzzing the sky and said,"Man that's it!" I was one of the first bi-lingual pilots along with Bill lemmon and Dustin Martin in Az. Love any form of flying we are all there for the same reasons.....free flight, we are a small percentage lucky enough to walk the earth with our eyes. Flown many sites as well as cross country, with powered paragliding, while living in Mexico and teaching kite surfing there for a few years..I'm happy to return and see how much the community has grown here in Az Flying in any form is a wonderful thing.....See you in the air!

In the an earlier issue of the USHPA magazine I found an ad for a new type of Vario and thought to myself there is a great Niche Market item, a small vario that you can wear on your wrist next to your ear in flight. This unit has 200 flight capacity and its loud enough to hear it 200' above me on launch at South mountain, digital readouts give the pilot a quick reference to all the data you need to know. The only draw back I could find is the software that is now available but after talking to the developers I gave them some of my own observations and they seemed to genuinely cared about the needs of a lowly PG pilot. At a price point of \$300 it seems to have the value for a starter vario that anyone can afford but has some limitations for now that need some serious work to fill in the blanks.

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## LATE BREAKING NEWS: OATMAN FLYING SITE BY JEFF JOHNSON

If one decides to fly there in the summer and the forecast says 102 degrees, you should factor in another 10 degrees because of all the black rock and then add in another 10 degrees if the air is humid and stagnant. Try to keep cool with wet towels and cold water and most of all be **patient!** Because if your driver is complaining and you run off too early you could be driving home under the clouds streets instead of flying under them.

## MINGUS LAUNCH UPGRADE CONTINUED FROM PG 1

Well the 26<sup>th</sup> has come and gone and this weekend was awesome we spent the whole weekend moving tons of earth into position after a lot of excavation to renovate the North Launch. The pads for each of the campsites has been placed and tamped in as a base, I had the privilege of being a safety spotter for the Dump trucks that delivered our fill. About 20-30 Volunteer pilots showed up for the weekend work party both HG and PG alike, showing that cooperation is easy and very productive. Morgan stated that even he was impressed on how much was accomplished in just two days work. Morgans crew will be working through the rest of this week (7/28-8/2) to complete more of the work. At the middle of August the work on the camp grounds and the North Launch will be completed, Just in time for this years Labor Day Fly in at Mingus Mountain. With the work that is going to be completed by mid august the Mingus flight park will be in my estimation a World Class flying site with more capacity for XC training and competitions, Thermal Clinics and Advanced training for all the local Instructors in Arizona.

