



# Thermal Flyer

Volume 1, Issue 3

Oct 2008

## Miller Canyon Flyin 2008

*SAHGA's Winter meet*

**by: Scott Tomlinson**

Driving down Saturday afternoon, I expected to have missed most of the serious fun, but was keen to meet some locals and then hopefully fly on Sunday. I picked up local HG Jason as I turned into Carr Canyon Rd around 5pm and learned the promising conditions forecast hadn't yet translated into any xc. The hunt was still on then for honor and trophies. I was even more surprised when we reached the campgrounds that no PGs had launched, although I couldn't find out why as none were around to brief me.

I set up Zach's tent (thanks mate) and headed to the main campfire to settle in for an evening of tall tales and beer recycling. King Allan, Jerry and Bad Randy rounded out the visitors at camp and together with local HG Randy and his wife, and a few others (apologies for not naming everyone) we had the perfect small group for keeping everyone in the same conversation. Keeping with honored tradition, what's spoken around the ancient ring of fire stays with the ashes, but it's always an enlightening experience.

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## Editor Corner

*The Participation Issue*

**by Steven Snyder**

The Editor Job in any organization for a newsletter is to gather what is news worthy and put out to the Newsletter on a consistent basis, and I intend to keep that tradition alive here in the AHGA. My Observations in Arizona's pilot shouldn't be much different that any where else in the US, but I think they are going to prove to Very much different. First my vision for the newsletter was to have one each of the board members and Instructors profiled in each issue along with two Pilot Introductions so that all the newer pilots had some idea of who they were flying with, that is turning out to be harder than I want to pursue since everybody wants to know and no one is willing to participate. Along with these issues we have an ongoing issue with safety that has been brought to light due to our most recent loss, I totally believe it is Every pilots responsibility to look out for his brothers in flight but the ultimate responsibility is on the P.I.C. I also believe that whatever system is available that will increase the enjoyment of these sports should be adopted and enforced by everyone on any launch.

As long as the "Good old boy network" is alive and well here in Arizona I am very afraid that none of the needed changes in attitude and procedures will take place and we will continue to see very little change for the better and that very much bothers me as a pilot here. The participation in this Newsletter isn't necessary because I can flood you with my beliefs and attitude for as long as you can stand it. I sincerely hope that isn't the case for very long but if you have ever received an email from me, you know how I believe people, especially pilots are."99.999% of all the people (pilots) on this planet never follow through on reality, what makes you believe they will ever follow through on a dream.

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## Electronics in Flight

by Steven Snyder



Many styles and manufacturers of Varios exist in our hobby from the basic Mini Vario clear out to the Flytech 6030 ranging from 139 -1300+ dollars all these instruments do specific jobs that a paraglider or hang glider pilot depend on. This month spotlight is on a middle of the road vario that I happen to use,

### IQ-Motor A Overview

The world's first flight instrument specially designed for powered paragliders, paramotors, powered hang gliders and microlight trikes! The integrated display of engine RPM and cylinder head temperature and the innovative Altitude Guidance Mode (AGM = optical altitude guidance) make powered flying even safer and a lot more fun! Displayed engine data can be programmed with individually adjustable alarm thresholds. If a value is exceeded the IQ-Motor display field starts to flash. The IQ-Motor is also perfect for flying without an engine. Just switch over to "Free Flight Mode" and the IQ-Motor becomes a fully-featured instrument for thermalling with two altimeters, averager vario, analogue and digital vario. I purchased my unit used and found it very servicable and easy to use. The only drawback I have is that the software is only useable from a windows 2000 platform and below the newer software isn't useable with this unit.

Technical Article By Joseph Gibbons

## Flight Instruments What's necessary?

The difference between Hang Gliders and Paragliders is clearly visible in the Instruments needed, Paragliders use Specific tools to gage their Increase and decrease in altitude and ground speed but most pilots don't find the need for actual airspeed indicators where the Hang Glider pilot find actual airspeed indicator as a necessary part of the instrument package for flight. Both Pilots have the Vario, Radio and working cell phones as an basic needs package but a lot of the Hang Glider pilot find the GPS as an essential tool for plotting their Cross Country adventures. PG pilots wear warm clothing while the Hang glider pilots use multiple layers and thermal Protection along with their Cocoons and Oxygen systems for their High flying wings.

So how do you list and catagorize the Flight Instrument package for each type of flight? Well first and foremost is the basics for both ( Radio, Cell Phone, Variometer ) then choose which type of wing and add the appropriate extras if you will. Paraglider: GPS if you are doing XC, Wind meter for judging and measuring launch windows. There are many extras like a camera mounted somewhere you can add from there. Hang Gliders: Air Speed indicator for the vario is almost universal in AZ, GPS and Camera mounts are on most wings I have seen so you can make a list and each pilot has to decide what type and how much do I want to bring on this flight.

## 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:

TIME:

DATE:

#### 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).

## FLYING FUBAR EXPLAINED

We have all had days like this, but this was one of the best examples I can recall in my own experiences. Since I had a descent flight yesterday what made me believe that today wasn't going to be better than that? I woke up early enough to get down to spot my truck at the LZ around 8:30 – 9ish as per usual, but by 10 am I called Pilot 1 and found out I had misinterpreted the signals. Well so what get up to launch and wonder how to make the return trip, OK, we have all been here before. By 11 am when I get to launch the easterly is strong and the cycles are spiratic. For some unknown reason my inner voice said “not today” nothing good is out here. By lunch time I had convinced one of the Tandem pilots to give away for a church group a tandem flight or two for an auction and some PR, I was also asked if I wanted to take over a local position of peril I deferred to others on site but would take it if he was sincere? About 1 pm I decided that since three of the locals had flown I would be nice and get them and drive them back to launch, Damn it was a hot day for that walk.

By 2pm I received a call from pilot 2 about conditions for a glass off flight, and was told that vehicles were going to be left at the LZ. Since Nine my driver was hungry and so was I let's get down to the LZ and grab a bite on the way, we can catch a lift and get one flight in today at least. 3:15 comes around and no one meets me so I called pilot 3 and found I had misunderstood again, the wife of 3 was going to drive after his launch and everyone else was heading up to launch by now as well. Im I volunteered to stay at launch and help out a pilot with some landing approach issues he is having, Nine my driver wasn't feeling very well so I called it a day called the glass off crew and made my apologies and started home to give both of us a break from this day.

I think you can see why my definition of “ Fouled up beyond all recognition” fits this day to a tee, haven't we all had days like this???

## PILOT PROFILE

None for this issue!

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### *MFG Sponsors*

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

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## AHGA MEETING NOTES FOR OCTOBER 2008

8:00 p.m. President Allen Housel calls meeting to order with a request for new faces.

Bruce Herman who hasn't flown a hang glider since 1979 was ready to start flying again.

Walter McCullough wants to start flying paragliders.

Treasurer's report: We have paid back the loans from individuals for the PG launch at Mingus thanks to several generous donators. The club also has a \$1700 balance which will be used up quickly in the coming months for site insurance and chapter renewal. We intend to set up a schedule to repay the foundation for half of the \$8000 grant we received to complete the campground work and the PG launch.

New Business: Mark Warfel suggested the club should invest in a windtalker for Shaw Butte. He would be willing to pay for it up front.

Jorge moved to make Mingus a P3 only site. Much discussion ensued with a motion by Jerry D to have the PG community analyze the current skill requirements for a month and report back to the board before making a ruling.

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## October meeting continued

It was determined the club would remove the concrete ramp at Oatman North side and return the site to a natural state. This will allow us to not incur any costs to the BLM for site rental. Jerry Dalen proposed a Fly-in for Oatman for the date of November 8<sup>th</sup>. Donations to go to Kunio's daughter's college fund. Duration, spot landing, XC task.

Safety Concern by PG Dustin. It has been observed some PG pilots are flying too high at South Mountain. Please, for your safety and the safety of others do NOT venture above the ceiling. (5000 ft. MSL) Carlos is working on an informational sign to be installed at the Gila Overlook at South Mountain. Miller Canyon Fly-in was a great time for the AHGA pilots who made the trip.

Driver of the Month: Allen Housel for driving at Miller Canyon and Randy Smith for driving at South Mtn. Randy gets the nod.

Pilot of the Month: No nominees

Eagle nominees: Scott for his flight at Miller Canyon and Bad Randy for his XC flight at Miller Canyon.

Turkey nominees: Dan Schroeder nominated the entire AHGA for not embracing his checklist system years ago and thus allowing pilots to keep launching un-hooked.

9:40 p.m. Meeting adjourned.

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## LATE BREAKING NEWS: BY STEVEN SNYDER

October is here and the flying season is well under way with pilots showing up at South Mountain midweek and on the weekend in gages, Lets have a great and safe season this year, Febuary will be here before we all know it and thingfs will slow down for the Spring as usual . The interesting dilema facing some of us this year is 1.5 hours to get to the top of SM or do we drive to Mingus this week??? heck of a dilema don't you agree.

## VISITING PILOT PROFILE



Name? Steve Auld

Age? 55

Where born? Bournemouth, Dorset, England. (Mind, Bournemouth was in Hampshire when I was born - they shifted the borders in 1974).

Marital Status? Happily divorced - leaves me free to go flying without worrying about any 'other half'.

Where do you live now? In Bournemouth. This is actually the first time in my life I have lived here - with my Father being in the Navy when I was growing up, we moved a lot.

Occupation? I do a bit of painting and decorating when needs must...

Previous occupations? I started in the Merchant Navy, progressed to being a butcher and a string of jobs including working in pubs, working on farms and various others and then as a motor mechanic through the 70's... And then I discovered computers in the early 80's...

How and when did you start flying? In 1995 I saw paragliders flying along the cliffs here at Bournemouth - by June the following year I had qualified as a Club Pilot (P1). I learnt at Purple Haze flying centre, based along the coast in Sussex, not far from Brighton, flying on the South Downs - nice rounded grass covered hills.

Which pilots most influenced you? Well, shortly after I joined my local club, the Wessex HGPGC, I met Richard Westgate who is twice the world record holder for tandem paraglider distance flying and he also once held the tandem paraglider height record. He helped when it comes to having the right attitude for XC flying. And also a guy called Dave Moores has to be mentioned - he is the mad lunatic who everyone needs in their lives now and then... He happens to be mine... To give you an idea, his last stunt resulted in him saying 'It was a 6 second top to bottom'... He was talking about the 150ft jump from the building site crane to the beach here... Yup, he's one of those mad BASE jumpers.... But when I was about one year into paragliding, I went flying paragliders with Dave a lot - and learnt an awful lot from him...

Where and what was your most memorable flying experience? Well, one of my favourite places in the world has to be Nepal, nestling in the Himalaya mountains, between India and China. It has some nice flyable hills just outside the main town of Pokhara, all in view of the epic 26,000ft+ Annapurna region mountains. And thermalling up thousands of feet in the company of some of the local Gryffon vultures is one of those unforgettable moments of your life. Having a ten foot wing span bird that is roughly German Shepherd sized flying on the vortex of your wing, literally 3 feet off your wingtip, for several rotations in a thermal is something you will never forget - especially when you look up at the bird and he looks down at you as if to say, 'Thanks for the extra lift...'

What is your favourite flying site in Britain? (Home country - so change to USA for you guys)... That is an easy one - it is Bell Hill, an 840ft AMSL hill in north part of Dorset, outside Blandford Forum. >From top to bottom, the hill is only about 350 feet - but it is a nice soarable bowl and works well in a north westerly wind. And catching a thermal, I have been up to 5,300ft from there and it is from there that I have done my best XC flight, 26miles to Swanage...(You have to stop at Swanage else keep going 100miles across the sea to France)...

Who do you most admire in the sport? Jocky Sanderson opened my eyes a lot when I went on an SIV course with him... And he summed up the whole paragliding/flying/thing in one simple sentence... The BEST pilot is the one having the MOST fun... And it's true...

What trait do you most deplore in yourself? Laziness - school reports always said 'Could do better if he tried harder'... That's cos I basically did the minimum to keep out of trouble.

When not flying, what do you do for recreation? My other love, apart from paragliders, is motorbikes. I have had various bikes over the years - the real classic one many years ago was a Laverda Jota. Nowadays I ride a Yamaha Fazer 600. I also keep two corn snakes...by now they have to be the two most famous corn snakes on the planet. The website about them gets more than 100,000 visitors per year - see <http://www.snakepictures.co.uk>

What is your favourite piece of music? Pink Floyd - Wish You Were Here. (The album, not just that one track).

What is your favourite book? Tom Clancy - The Sum of All Fears... The way he describes, nano-second by nano-second, how a nuke explodes is really neat...

