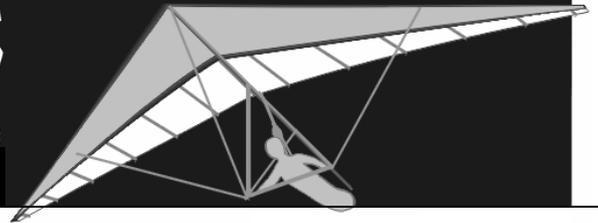


Skyline

<http://www.go-get.com/skylines>

Capitol Hang Gliding and Paragliding Association



FEBRUARY 2002

Capitol Hang Gliding and Paragliding Association

CHGPA represents hang glider pilots from the Washington, DC mid-Atlantic region. We are committed to safety, growth and solidarity of hang gliding. USHGA Chapter #33

15914B Shady Grove Rd. #L-197
Gaithersburg, MD 20877-1315

Telephone: 202.393.2854

On the web: www.mhga.com

Board of Directors:

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VP-Treasurer: Cragin Shelton	703.922.6472
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Skyline Staff:

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Illustrator: Tex Forrest	
Production: Joe McManus	
Web Design: Judy McCarty	

List Server Administration: Dave Green

A Few Words From Our President

By Joe Brauch

Hello All,

Well, I have been installed as your new president and hope to do a good job for you all. I wish to acknowledge that we are now CHGPA. We will work with and for our paragliding interests this year. Our safety meeting is coming up. I will try to have some knowledgeable folk come and speak on a life saving topics. If the newsletter gets to you in time please think of a topic you would like discussed for this meeting. Upcoming event is the parachute repack. Please support this endeavor and clear your mind that your parachute has been repacked.

In the forefront of this years issues is, of course, the re-opening of High Rock. Many members have already contributed time by writing letter to congress. Others have contacts in varying branches of the FAA and Secret Service. Now we may even have a personal friend to George himself. I will try to disseminate any and all relevant information to the club through the newsletter. I also will be available for contact for ideas anyone would wish to bring up at the meetings. I would emphasize that the list server is not the only forum to throw out ideas, get answers, and take action. Please run your club related (i.e. High Rock and Sport Pilot) ideas to the board and we will act accordingly as a club. I will endorse that every member send a letter to his or her appropriate Congressperson concerning the extended P-40 around High Rock.

Of yearlong concern will be the Sport Pilot NPRM. I believe that we have a fantastic contact in Joe Gregor and we will rely on his recommendations if there is anything we can and should do as a club. I wish to thank him now for his time and effort already expended on this issue.

I am looking forward to a flyable new year with many boo-wah thermals and much less rotor surfing. As a leader of the club I will always promote safe flying. Always ask yourself "will I be having fun" before you get ready to fly, especially in the strong spring conditions which are not far away. (yeah) There is no harm backing off launch.

I will also be trying to find ways to coordinate flying days. I would like a way to gather and post, when and where people are flying. I know the listserver is invaluable and maybe we can tweak it a little. I would like a way to incorporate new pilots and new 2's to the mountains to help them along for those good flying days. Also, a way to ensure that people off-line and away from home

(Continued on page 2)

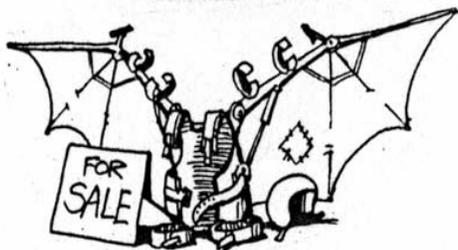
Pre-Flight



Hi there! I suppose I should begin by introducing myself; I'm Ralph Sickinger, aka "R2". (Ok, also known as "Streamer Boy", but that's a long story...)

So here I am trying to pretend that I know something about publishing a newsletter, and wondering how I wound up in this predicament. Actually, I **know** how I got here - I volunteered; but it was really just a defensive reflex to keep from getting nominated for President! I'm still disap-

(Continued on page 5)



Wing Things



SuperSport 143,

orange, white and green, still crisp, \$900. Call Christy at 304-535-2759 hm or 240-777-2592 wk or email huddlecc@aol.com

147 Xtralite

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K2 AIRWAVE 142

Good condition Hang 3 glider. Climbs well. Blue LE; blue,yellow, white undersurface. \$650 OBO Extra downtube. Fred & Raean Permenter 410 357-4144 rae_fred@hotmail.com

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Or john.dullahan@tcs.wap.org

Moyes Xtralite 164—green/blue \$1400.

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PacAir Formula 154

Gold/black Best offer.

Reflex helmet XL \$75

Kneehanger harness w/parachute pouch \$50.

If interested in any of the above, call Dave Proctor at (301)725-1560 before 9PM.

PacAir Formula 154

Good condition, blue and teal with pink leading edge, includes spare leading edges and downtubes. \$800 OBO
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Klassic 145

Orange with black+white Chex. Winglets with Strobes, Tail Fin, Low Hours, Great Shape.
See: www.blueskyhg.com \$1900
Call Tex: 703.492.9908

(Continued from page 1)

may be able to get flying information. Repeater contacts weekend mornings and maybe a designated site repeater might be a good possibility.

Finally, I would like to thank the outgoing Board for all of their work last year, This year's board is; myself as President, Cragin Shelton as VP-Treasurer, Nigel Dewdney as Secretary, Chris McKee as Flight Director, and Matthew Graham as Director-at-Large. Again, please forward any information of concern or topic you would like discussed to me and I will do my best to have it worked on and out. And do not forget to submit stories to our new Skyline Editor, Ralph Sickinger.

Thanks,
Joe



Weblinks you might find useful:

Wayne Elseth: If you ever wanted to be able to listen to air traffic control, your walkman, a video recorder, and your cell phone at the same time, this one is for you:

<http://www.flightcell.co.uk/specs.htm>

A collection of weather checking links can be found at Cragin Shelton's site:

<http://users.starpower.net/cragins/>

Mark Cavanaugh compiled a High Rock information page:

<http://www.mhga.com/SiteInfo/hrock.p40.notams.html>

And your Waivers for Spring flying can be found at:

<http://www.mhga.com/Waivers/waivers.html>

Our neighbors have a new website:

www.hynercub.com

Sport AT 167

\$700.00 Virtually brand new. One pilot, about 3 hours total airtime. Sat in a garage for 9 years! Mint condition..aside from dust. Interested? Call Richard Hays at: 410-527-0975 or email: mshgflyer@hotmail.com

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Standard red,white and blue. Low hours, custom fin, extra control frame, pneumatic wheels. \$2900, Bruce at 410.335.7901

To place or change an ad, e-mail Ralph Sickinger at:
ralph@sickinger.net

Why You Should Come to the Parachute Repack

By Brian Vant-Hull

First of all, I'm guessing some of you don't even know the color of your parachute. The last thing you need when you throw the thing for real is to find yourself distracted by that canary yellow ("Wait! That ain't right...I thought it was supposed to be army green..." SMACK!), while all the time you should be concentrating on landing in one piece. You could perhaps satisfy your curiosity without actually performing a repack, as the same objective can be accomplished with little more complication and effort than looking up a girl's dress; though the risks are admittedly somewhat different.

We can send our parachutes away to be repacked and inspected professionally for about the same price as it costs to rent a room suitable for repacking. This is truly the best way to do it, but it takes two weeks. Okay, let's have a show of hands from everyone who has sent their chute away to be repacked in the last year. Uh....a little higher, please; that count can't be right. No, I mean it: raise your hands! How embarrassing. Now how many of you would actually come to a repack where you can hang out, maybe practice throwing your chute, and hopefully learn something about packing it?

No, it's not superior to the professional service; but given the psychology of the thing, scheduled on the calendar so one has no choice about putting it off another week, at least it's not subject to procrastination.

But is it safe? With the caveat that everyone still sends their chute back every couple years to be inspected, I'd say it is. The calculus of probabilities balancing the risks of doing a poor repack versus an unfluffed parachute sticking together on deployment is rather subtle. If you're worried about not having a highly experienced person doing it for you, just hear me out.

Last year we had 3 experienced packers. Most pilots who came took advantage of the opportunity to learn how to pack their own chutes with little hints and nudges from the experts. The fact is, it's not very difficult, and with the experience and written guidelines from last year I feel quite good about it, and believe many others do as well. Wouldn't you feel better knowing how to pack the thing yourself? And in case you're

(Continued on page 7)

Mountain Landing Contest

By Chris McKee

As my first official act as Flight Director and all around promoter of safety, I would like to institute a MOUNTAIN LANDING CONTEST. The contest will be limited to Mountain Sites only as Aerotow Parks do not present as much of a challenge. This contest will hopefully motivate members to focus on safe landings and ultimately improvements in flight technique.

EXCEPTION: If you launch from an Aerotow and land XC away from the park, you may use the landing to count towards the contest.

(Official Rules on page 6)

Public Relations Days:

We have two opportunities for public relations days for hang gliding this coming March. We'll be looking for volunteers for both days.

Sunday, March 3 - Vienna Wireless Society's Winterfest - National Capital Area Ham Radio Fair. Annapolis Campus, Northern Virginia Community College
<http://winterfest.home.att.net>

This is a chance to give some support to the HAM community, and let a lot of them know about our niche usage in their world. Coordinator for this event is Cragin Shelton, cragins@starpower.net, 703-922-6472. We hope to have one glider on display outside the building, plus a display table in the lobby. We'll use many of the same materials as for the Kite Festival, but add information about ham radio use in hang gliding. Also, Vienna Wireless will be holding ham exams there at 9:00 a.m. on Saturday, March 2.

Saturday, March 23 - Smithsonian Kite Festival. Washington Monument Grounds, The Mall.

<http://kitefestival.org/>

We have had a display there for several years, and have always had a good time. This year our coordinator will be Brian Vant-Hull. Joe Gregor is in training for a marathon that same weekend, so he must step down as Kite Day organizer for the clubs. Contact Brian if you can work the festival at brianvh@umd5.umd.edu, 301-434-1146. For both days we'll need folks to help carry stuff in and set up, as well as tables, gliders, and pilots who like to talk about what we do!



CHGPA Photo Album



Ralph Sickinger at the Pulpit — Photo by Stephen Hengen

*I know where I was when this was taken (don't ask!)
Where was Steve standing when he **took** this??*

CORRECTIONS

In the last issue, we mentioned the Technician Class Study Guide program, which is intended to help pilots get their Amateur Radio license. The web address that was listed is incorrect however. If you are interested in downloading the program, go to:

<http://www.sickinger.net/ham>

The current version of this program is v1.02.

Please send any articles, photos or information for the newsletter to:

ralph@sickinger.net



Lauren Tjaden makes her first mountain launch!

*Now we know the real story behind
Lauren's first flight!*

The Skyline can use your pictures!

You can either email them to
ralph@sickinger.net

Or you can send photos to:
Ralph Sickinger
15735 Erwin Ct, Bowie, MD 20716
Send a self-addressed stamped envelope, if you
want the picture back.



(Pre-Flight—Continued from page 1)

pointed that my candidate lost, but you can be sure that I'll be voting "Kim for President" in '03!

But, I digress... I'm pretending to be an editor/publisher, and since most publications include a foreword or editor's column, I've decided to do the same. Which means that you get to look forward to reading all about whatever is on my mind, ev-er-y sing-le month... *(Hey, if you don't like it, you are MORE than welcome to have this job for yourself!)*

So, the burning question on my mind this month is: Who is the brain-trust that decides where to put things in vending machines? I mean, how smart is it to put the really fragile products (like potato chips) on the **very** top shelf, so that they can plummet a full five feet to the dispensing tray, where YOU get to collect a bag full of crumbs?? Inquiring minds want to know! Meanwhile, a Snickers bar, which could survive a fall from the top of a small building, is stocked on the **bottom** shelf, where it lands safely in the tray! Speaking of landing safely, February is our annual safety meeting. *(Did you like how smoothly I did that?)* This month's meeting will be dedicated to discussions of what went wrong last year, and how best to not do it again this year. We'll also talk about what we did right last year, and how to make sure that we keep doing it. One thought along this line is the mountain landing contest sponsored by our Flight Director, Chris "Party On" McKee. *(Boy – doesn't that sound like a conflict-of-interest!)* It's fun to participate in, and really motivates you to practice good landing techniques. *(In case the freedom from injuries and the money saved on bent aluminum isn't motivation enough).*

Anyway, if you only attend one club meeting this year, this one is the one to make.

So, as I finish my first column, happily snacking on a pile of potato chip crumbs, I'm struck by one last thought: maybe they could pack these things with tiny little parachutes so that they would fall more slowly. Of course, then they would have to go around to all of the vending machines periodically to inspect and repack the little potato chip parachutes. So, I'm guessing that it's probably not going to happen. However, we pilots will have the opportunity to inspect and repack our own 'chutes this month. Details provided by Brian Vant-Hull on page 3. *(There I go again... another smooth segue!)*

Hmm. Maybe this editing job isn't so hard after all! Now if I can just get to the printer in time...



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Tex Forrest	703.492.9908	Woodbridge, VA
Richard Hays	410.527.0975	Baltimore, MD
John Middleton	703.533.1965	Arlington, VA
Steve Wendt	540.432.6557	Manquin, VA

Mountain Landing Contest—Official Rules

- Contest will run from March 1st, 2002 until the December 15th, 2002.
- Entry Fee - \$5.00 (other donations accepted to increase prize pot)
- Entry can be at any time during the 10 month period
- Entry must be publicly noted prior to landings being counted, preferably at a CHGPA monthly meeting, but may be made via email list server.
- List serve entry obligates contestant for \$5.00 entry fee whether or not 20 landing requirement is met.
- Minimum of 20 landings to qualify for prize.
- Flights AND Landings MUST be documented in official logbook (not a piece of scratch paper.)
- Largest percentage of "good" landings out of a string of 20 landings wins the contest.
- 20 landings must be consecutive although it may be any string of 20 landings throughout the contest.
- This gives an advantage and a motivation to fly more. (Only an average of two landings a month for the 10 month contest)
- Definition of "good" landing:
- ONLY the soles of a pilot's feet may touch the ground.
- NO part of the glider may touch the ground.
- The landing is finished after the pilot has held the glider in a standing position for five (5) seconds without any part of the glider or pilot (other than feet) touching the ground.
- Run Outs ARE allowed.
- This will be on an HONOR SYSTEM, logbooks must be maintained and landing quality is accepted without corroboration.
- Training Hill landings are NOT allowed
- Exception: Hang One's (H1) participating in contest are allowed to use training hill flights to qualify.
- Prize awarded at CHGPA 2002 Christmas Party.
- Tiebreaker will be decided by longest overall string of good landings
- Logbook verification will be mandatory.

2002 CHGPA MOUNTAIN LANDING CONTEST

ENTRY FORM

\$5.00 Entry Fee

PLEASE NOTE IF ANY ADDRESSES, NUMBERS OR GLIDERS ARE NEW

Pilot Name _____

Address _____

_____ Zip _____

Home phone: _____

Work phone: _____

FAX # _____

E-Mail address _____

USHGA# _____ Rating _____ Total Hours _____

Glider Type _____

Return the completed form with check or cash in the appropriate amount to:

CHGPA Treasurer or Flight Director

(Parachute Repack—Continued from page 3)

worried about making a crucial mistake, let me quote Bill Gargano, designer of the quantum parachute: "you could wad them up like old clothes in a stuff-bag and they'd still deploy. It's just a matter of how many extra seconds it takes." That's assuming they're not stuck together from years without being repacked.

I'm no expert, but it seems like the major danger would come from routing your bridle line incorrectly. But guess what: if you send it off to be repacked, you have to put it in yourself anyway! So in the final analysis: EITHER send it away to be repacked OR come do it yourself. In the absence of deployment practice, the first option is best, but the second is better than nothing at all. And if you practice deployment, the two might balance in virtue.

Besides, we'll have a grill.

Suggested things to do in the few days before coming:

1. Yank your chute, throw it, and let it air out for a few hours (I'd suggest getting together with friends in a park...maybe even suspend yourself from a jungle jim). Try not to lose the bungee retainer loops.
2. Gather any parachute literature and manuals you can find, and read them.

What to Bring:

1. Parachute, helmet and harness (for deployment practice).
2. Any literature you have concerning parachutes, especially your parachute manual.
3. Weights for the parachute packing process. Tube socks filled with beans are excellent: but old phone books work pretty well too.
4. Any food, drinks, or snacks that you want. We will have a grill with some food for a nominal fee. Yes, alcohol is welcome!
5. Money for fees and anything else we might do afterwards.
6. Cassette tapes with music to enhance the packing experience.

What to do when you arrive:

1. Hang yourself up and practice deployment, even if you practiced a few days ago.
2. Stretch out the chute on the tables, and inspect it for wear.
3. Get a buddy and repack the chute.
4. Hang out and party!



Parachute Repack Clinic

Brian Vant-Hull deserves kudos for arranging our Parachute Repack Clinic.

The parachute repack will be on **Saturday February 23**, at the Westminster/Taneytown site, from 5 to 9 pm. Cost: \$10 for the first parachute, \$5 for each additional chute. We will repack our own following printed guidelines and past experience. Any truly experienced people who show up will not be asked to pack anyone else's, only clarify the instructions given and offer suggestions. It's very likely we will have a grill going with food at cost (\$2-\$3 per person).

This site is about an hour's drive from the Pulpit, so you could fly first then come to the repack, though we all highly recommend you throw and air out your chute before repacking it. Still working on a way to do that at the site.

Directions to Galandak's Converted Mill:

General Directions:

Located due north of D.C., due south of Gettysburg, NW of Baltimore. About 15 minutes from the MD 140/MD 97 junction west of Westminster. From this junction follow 97 north 3.1 miles (3 lights) to Stone road at the top of the hill. Turn left and follow stone rd for 6.3 miles. At the Mayberry junction (stop sign) there is a large yellow house on the left, and the large red mill on the right. 3001 E Mayberry rd; 410-848-6213. Park along Stone road on the right before the mill or turn right and park along Mayberry road.

>> From Baltimore: from 695 take 795 and follow signs to Westminster.

>> From D.C.: take 270 to 27 north (Damascus). Continue past 70, all the way through downtown Westminster. Get on 140 west for about 1/2 mile, then turn on 97 north.

>> From the Pulpit: Take PA 16 through Waynesboro. Continue past the MD/PA border where PA 16 becomes MD 140. Pass through Emmitsburg and Taneytown. 3 or 4 miles after Taneytown turn left onto Mayberry; follow the twists and turns of Mayberry (stay on paved road) until you come to the mill (large red building) at the right corner of the intersection of Mayberry and Stone road.

PS: Westminster has a surprisingly active nightlife, if anyone is interested.



Capitol Hang Gliding Association
15914B Shady Grove Road #L-197
Gaithersburg, MD 20877-1315

Next CHGPA meetings will be held:
February 27, 2002
March 27, 2002

Meetings are held downstairs at: Lasick's Beef House

Directions: 0.8 mile inside the beltway on Route 1 South, just past the Super 8 Motel (College Park exit off I-495).

Note: If coming from points north on I-95, at the Capital Beltway stay right at the split and then take the immediate left exit to Route 1 South, College Park.

Lasick's Beef House
9128 Baltimore Blvd.
College Park MD 20740
(301) 441-2040

