



New CHGPA Logo

(by Edward I. Torre)

After months of arduous deliberations, the CHGPA board has finally selected a new logo! A preliminary decision was made at the Joint Board meeting (while the MHGA board members were not actually allowed to vote, their comments and opinions were quite valuable), and the logo was eventually finalized over the next two days following a small blizzard of e-mail and instant messages.

Almost a dozen entries were submitted, but in the end, one entry was universally considered far and

away the best choice to represent our bi-wingual organization. The board hopes that you'll like it as much as they do. If you *don't* like it, then the board would like you to take into account that, at the time of the judging, two guys from Budweiser showed up with a push cart full of FREE BEER, and started handing out as much as we could drink of it! (Which actually only turned out to be about two bottles. For the whole table.)

That not withstanding, the board **did** eventually reach a consensus, and the result will grace our newsletter and website from now on.



The new CHGPA logo.

Ralph Sickinger

Pre-Flight



My, oh my, what a month it's been! Obviously, the most significant event of the past month was the loss of one of our own, Ed Reno. I have to admit that this hit me pretty hard when I found out. I can't say that I was terribly close to Ed, but I knew him, and he was fun to be around. It is thanks to him that I can proudly call myself a "Falcoñero". I guess I've always known intellectually that hang gliding is not without it's hazards, and that it is possible to die in this sport; but Ed's accident brought that fact up close and personal. In the days afterward, I went through a lot of emotions, not the least of which was fear. In the end, my love of flying overcame that fear, and I *have* flown again since then. But I fly with a renewed respect for Mother Nature. It's important though, for me to give credit (and thanks) to the person who helped me through

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High Rock Fly-In

(by Bruce Satatis)

This year will be the 27th Annual HIGH ROCK Fly-in. The date has been tentatively set for Saturday, June 1st and Sunday, June 2nd. As you know, High Rock has been closed due to the TFR placed over Camp David since September 11th. Joe Gregor has been working very hard to obtain a one-time waiver to allow Hang Gliding flights off of High Rock on these dates. Everything is contingent on the waiver. If we are granted a waiver to fly June 1st and 2nd, then the party will be held as scheduled. If the waiver is granted for dates other than June 1st and 2nd, the party will be held on the days allowed by the waiver. If we are shut down completely, the party will be held June 1st and 2nd. As you can see, there are a lot of 'ifs' and

the final decision can not be made until we get word back from Joe on the dates.

An important point I would like to make is this year's fly-in will be very different from those in the past. If your name did not make the list submitted to the Secret Service for advance approval, you will not be able to fly. The event will be very structured with sign-ins and verification and there is reason to believe the Secret Service and the FAA will be present to observe our operations. We are hoping this will pave the way for future flying at High Rock.

The High Rock Party this year is a benefit for Emma Jane Carbaugh. Emma Jane has been fighting cancer for the past year, and flying or not, we would like to let her know how

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much we appreciate the support she has given the hang gliding community through out the past 27 years. Wherever you may fly on June 1st, I hope to see you in the LZ for the cook-out and camping. This year we are charging \$20.00. The proceeds of the cook-out will be presented to Emma Jane. The menu this year will include Sirloin burgers, sweet Italian sausage, hot dogs and sodas, vegetarian burgers,

pasta salads, macaroni salad and chips. And, of course, beer. Feel free to bring a favorite dish or dessert.

Whether, we are given permission to fly or not, we ask that everyone sign Emma Janes log as you leave. As more information becomes available, it will be posted to the listserver.

Bruce Satatis
President MHGA



Highland Aerosports Fly-In

Don't forget about the Ridgely Fly-In at Highland Aerosports, scheduled for June 8th!

From Chad Elchin:

This year's fly-in will be a 1 day event. We'll have the XC and Duration contest on Saturday. I'm not certain what we're going to do with the spot landing or bomb drop this year.

There will be dinner on Saturday night with the awards ceremony. Dinner will include a pig roast, chicken, a vegetarian dish and other cook out type food.

Demos will continue through at least Sunday evening. We should have a full line of gliders here, including the new Shadow as well as the Moyes Lite-Sport.

Capital Hang Gliding and Paragliding Association

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

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Joe Brauch

Prez-Sez



Good flying was to be had this month and I hope most of you had the time to take advantage of some of the varied conditions out there. I have heard of 80-mile flights and first mountain flights. Congratulations to all of you who are really experiencing what this sport is all about.

I hope everyone had time to comment on the Sport Pilot NPRM. Many thanks again to Joe Gregor for his work with this and his efforts to make the High Rock Fly-In a "Flying" success. We are all keeping our fingers crossed. Do not cross the line and think you can get away with aviation at "the rock". There are people that see everything that we do, and we can't afford to be seen as reckless in this matter.

I would like to take a moment to "Remember Ed". We are all sorry for the loss of a fellow pilot. He loved this sport like us all. He will be missed. I hope that his death will not deter someone new to the sport from experiencing all that hang gliding has to offer. We must all remember that this is not a risk-free sport and that the weather has no emotions. Which brings me to my thought of the month:

Decision Making

As pilots without engines we rely on the weather conditions to allow us to fly and stay aloft for many hours. Just as easily the conditions can change and literally bring us fluttering down like a leaf. These are the conditions that we accept as part of our sport. There are many other judgments to be made, before we say "clear". I take a moment and reflect upon my mental condition while setting up or waiting for conditions to improve. I have arrived at launch and felt like I was dragging and chosen to wait for another day. There is always time to take while setting up to review in your head the big picture. I have taken a sled because I was just in the mood to get into the air but I have not done the same because I felt that something was not quite right. We evaluate our equipment very thoroughly each time we fly and I hope that we evaluate the weather and ourselves just as thoroughly.

Like I have said in the past, the one question that seems to come clearest is: "Will I be having fun?" I have had this thought while waiting for winds to calm down, while contemplating a sled, or watching the wind come in cross. The three things needed to fly are the wind the wing and the windividual ready to commit aviation.



Chris McKee

Thinkin' About...



RISK MANAGEMENT 101

WHAT IS RISK?

Ask ten people what they think risk is and you'll get ten different answers. There are many different definitions, and they are all worded in slightly different ways. What is important is that you understand the concepts underlying risk. Risk is the chance of injury or loss. Insight can be gained by listening to how people refer to risk in an everyday context and, particularly, in the aviation environment. What emerges is that there are different ideas about risk, based on personal perceptions. Nonetheless, its underlying concepts remain - a chance that something's going to happen and the consequences if it does.

WHAT IS RISK MANAGEMENT?

Risk management introduces the idea that the likelihood of an event happening can be reduced, or its consequences minimized. In Aviation, the term is frequently used in the context of decision-making about how to handle situations, which affect aviation safety. Effective risk management seeks to maximize the benefits of a risk while minimizing the risk itself. Risk management is the process of identifying risks, assessing their implications, deciding on a course of action,

and evaluating the results. Effective decision-making skills are key to the process.

DECISION MAKING IN HANG GLIDING

In aviation, we deal with decisions every time we go flying. The decisions range from GO/NO-GO concepts to decisions made on final approach. In most forms of aviation, we use a checklist. Unfortunately, most of us do not have a written checklist for hang gliding, although we should each have a mental checklist to follow before and during each flight. One of the first things on your mental checklist should be to **IDENTIFY THE RISKS**. Anytime you chose to leave *terra firma*, there is an inherent risk attributed to it. Part of aviation is knowing what risks you are up against and learning how to deal with them. The second thing on your checklist should be **ASSESSING THE RISKS**. The key is to have set GO/NO-GO criteria already established. A GO/NO-GO criteria is based upon experience, weather, equipment, and personal factors. If the risks assumed exceed your personal GO/NO-GO criteria, then it is much safer to wait for another day. Consult with other pilots, get their inputs as well. Sometimes they are able to give you a perspective that you didn't even think of. A second opinion doesn't just work for hang checks, its valuable throughout the entire flight process. Your EGO should be checked at the door when you step into your flight box. No one is going to think the less of you if you choose to pack it up and call it a day because you don't feel comfortable in a situation. That is part of pilot maturity.

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my grief, and allowed me to heal enough to return to the air: Ed's son Danny. The decision to celebrate Ed's life, instead of mourning his loss at a somber funeral, turned out to be a good one. Trying to keep a memorial "celebration" moving and upbeat, is no easy task; but Danny handled it with a grace and humor that belied his youth. In the end, the event turned out to be very uplifting. Of course, nothing involving hang glider pilots is ever completely normal... starting with when I pulled into the parking lot of the funeral parlor: the back row of the parking lot was one long row of pick-ups, vans, and SUVs; most of them with strange looking racks on the front of them. A few of them with gliders on top. I walked in, worried about not knowing anyone. As it happened, I knew half of the people there. Seeing so many members of the flying community there made me feel better; at least then I knew that I wasn't alone. Soon we all sat down, and Danny introduced himself. He mention that a weepy affair just would not have suited his dad at all, and he invited

people to tell their favorite "Ed" stories, so that we could all remember him, and maybe even laugh a little. Brian Vant-Hull was brave enough to speak first, and told how Ed "invented" the "Falcoñeros". I got up next, and was promptly introduced as "the young man in the back". *(I can't tell you how much better that made me feel!)* Anyway; I had been thinking about Ed since I heard the news, and trying to figure out what I could say about him. And the only thing that came into my mind was this image of Ed, up in heaven: I see all the other angels, floating around (upright), flapping their little wings and carrying their harps around. Meanwhile, Ed's harp lies on a nearby cloud, unused and rusting. Ed has his wings extended, and he is proned out; circling in thermals or ridge soaring out in front of the Pearly Gates. Checking out his wings, he's thinking "Hmmm; double-surface, low-drag, and TOPLESS... COOL!" And he's enjoying every minute of it! The point is, that was Ed's way; unconventional, most certainly, but no matter where he was, or what he was doing, he was *always* enjoying him-

self. I left the celebration with a smile; feeling better about life, about hang gliding, and about my friends in the CHGPA.

The rest of the rest of the month continued to be busy: the board finished selecting a new logo, and Joe Gregor has been trying to move mountains with the FAA, trying to get a waiver approved to allow us to fly at the High Rock fly-in. Of course, if turns out that we can't get the waiver, maybe we can get Joe to just move the actual mountain itself. *(Might be easier...)* Or, we can skip the mountain altogether and go straight to the LZ, where we'll just socialize, have fun, and raise some money for Emma Jane. The following weekend it's out to Ridgely for the Highland Aerosports fly-in. And, while you're reading this, I'm down in Nags Head, enjoying the Kitty Hawk Air Games.

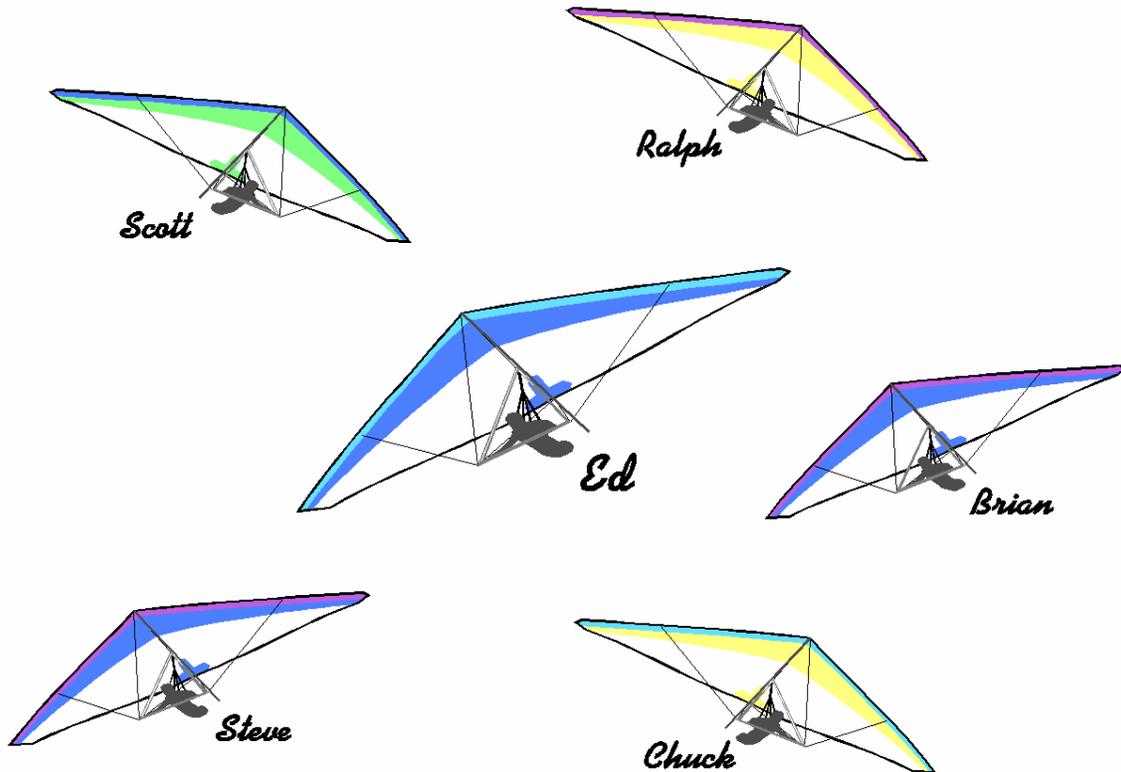
So, do you think that after all of that flying, that we'll finally get our fill?

Naw... me neither. Remember, being a hang glider pilot isn't a disease; it's just a personality disorder.



Remembering Ed Reno

LOS FALCOÑEROS



1998

I am sitting in Ellis's living and looking at a painting I did years ago of Mt St Victoire in Southern France. It depicts a sunny day in the mountains with winds dancing among the peaks and flowers. The painting is a poignant reminder to me of how I remember Ed. He too brought a unique joy to those he knew and danced with among the mountains and flowers. Whenever I think of him I always see his smiling (if somewhat mischievous) face. I grieve at the loss of our comrade, we as a hang gliding community lost a special member--but the world also lost a rare and truly good soul.

Even though I had my differences at times with Ed--he was somebody who I could always talk things out with

and leave as friends. Ed also lived with tremendous personal family stresses, how he remained such a positive person in light of that remains a mystery to me--certainly a testament to how he was a stronger and better person than I. He was a talent with wordcraft--and I looked forward to reading his posts.

As I look at the window the cums go streaking by in the sunshine, dissipating quickly into the blue of sky and heaven. So it is with Ed's passing--a sudden vanishing of something beautiful.

Marc Fink



Dear Ed,

I wish I had gotten to know you better. I learned so many interesting facts about you after you left. I want you to know that I will always remember how you touched my life. You were the first person to arrive at my side when I broke my arm landing. I remember calling on the radio, "I need help." I heard someone radio back, "Ed, get over there." I looked up and saw you running toward me so fast that it looked like you had cartoon feet. When you arrived at my side, I asked, "where is my arm?" You said calmly, after catching your breath, "don't worry it's attached to the back of your head." Believe it or not, that helped! Thanks for calming me when I needed it most.

Your Fellow Pilot,
Kelly Madden

It's hard to describe the sadness I've felt since hearing of Ed's death. I am fortunate to have had that special relationship with Ed born of having "grown up" with him in the sport of hang gliding.

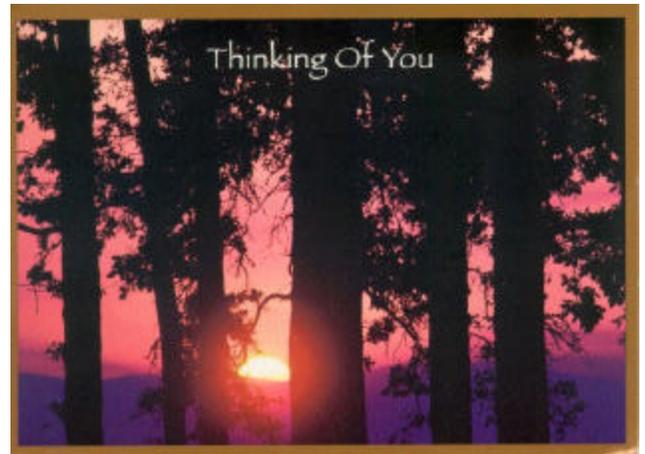
Ed and I spent many hours and probably thousands of miles traveling to and from training hills, mountain sites and flight parks. Much of that "windshield" time was spent in re-living our experiences of recent flights. As if only yesterday, I recall Ed describing his flights in vivid excited detail using his hands as a mock glider!

Ed and I got our H-2's at the same time -- we took our first mountain flights back-to-back -- leaping apprehensively off the Hyner site late one summer afternoon in 1998 with John Middleton watching over us like a mother hen from the launch and Turkey Fred Permenter bringing us into the LZ. We were so excited we could hardly breathe!

Everyone who knows Ed must remember him for his particular brand of humor and imagination. It was Ed who took one look at my brand new turquoise, yellow and white Falcon and immediately christened it "Piña Colada". I think I'm right in attributing to Ed the naming of our little group of Falcon owners the "Falconeros". He even named my old red jeep the "GPS-mobile." (I stayed lost most of the time when I moved to the D.C. area so I mounted a GPS in my car!).

Undoubtedly, each one of my old CHGPA/MHGA friends are special to me, but Ed has a unique niche in my hang gliding memories. No one can doubt two things about Ed -- he loved the sport of hang gliding and he was a totally unforgettable character. But most of all ... he was my friend.

With the fondest of memories,
Chuck Pyle



Thinking of you with warm thoughts today.

I am the LORD thy God... which leadeth thee
by the way that thou shouldest go.
Isa. 48:17

*Belgah Please allow me to express my
condolences to the family and friends of
Edward Anthony Lewis, who made his final*

*Prayers from the heart are with you now
and loving thoughts are, too
with hopes they'll help to bless your day
and bring God's peace to you.*

*flight on Friday. You have my deepest
regrets and prayers.*

Jacqueline P. Chappelle

CHGPA Photo Album



Terry Spencer "slipping the surly bonds" at Woodstock
(Photo by Ralph Sickinger)

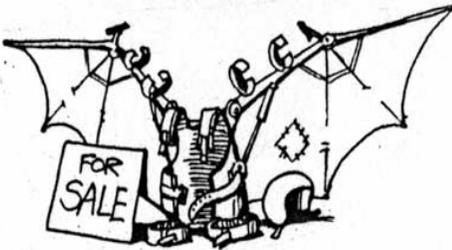
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(Continued from page 3)

The third step in the process, is **MAKING RISK DECISIONS AND CONTROLLING THE RISK.** Choosing to wait until the conditions calm, the winds shift to a better direction, or ultimately knocking it off completely are part of the process of controlling the risk. If you chose to fly, knowing what risks you may encounter and what you will do to handle them in flight is also part of that process. Having a flight plan with built-in contingencies is a big part of hang gliding. While in flight, if you experience changing conditions or in-flight problems, it is better to have thought about them prior to your takeoff so you know what your options are and what you are going to do. A flight plan will make you a much calmer pilot when changes occur. Instead of panic, you can turn your focus to dealing with the problem at hand and most importantly, **FLYING YOUR AIRCRAFT.** The final part of the Risk Management process is **IMPLEMENTING THE CONTROLS.** Not launching because the conditions are too strong, or to cross. Proceeding to the secondary LZ, when you can't penetrate to the primary. Packing your glider up, because you don't feel comfortable. These are all decisions attributed to controlling Risk Management.

Sometimes if things don't feel right, you should step back and ask yourself why. The body has a way of trying to tell us things, and it behooves us to listen. None of us are on a flight schedule when it comes to hang gliding. National Defense does not rely on us to protect them with our hang glider. Mission Completion or Sortie Rates are not statistics that relate to hang gliding. What I am trying to impress on you, is that there is no shame in packing it up for the day because conditions don't meet safe flying criteria or exceed your personal limitations. All of us are involved in the sport of hang gliding as a hobby.

In closing, I give you two quotes to think about. The first is from Wilbur Wright in a letter to his father dated September 1900. He wrote *'In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks.'* The final one I leave you with is from Daedalus to Icarus, after teaching his son to use his new

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wings of wax and feathers. *"Beware, dear son of my heart, lest in thy new-found power thou seekest even the gates of Olympus... These wings may bring thy freedom but may also come thy death."*

**A thank-you
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Raean Permenter
to CHGPA,
for sponsoring her
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With Heartfelt Appreciation



*I am very grateful for the support and
thoughtfulness of the CHGA
Thank You*

With SINCERE THANKS, RAEAN



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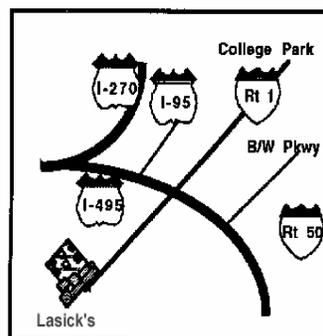
Next CHGPA meetings will be held:
May 22, 2002
June 26, 2002

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.

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Pulpit Ramp at Dusk—Photo by Susanna Clapsaddle