

# Skyline



Holiday 2003 (Volume 42, No. 4)

Capital Hang Gliding & Paragliding Association



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*Forecasting for Flying*

*"Peace on Earth"*

*Pre-Flight ~ by Ralph Sickinger***Looking back, looking forward...**

So, it's the holiday season, and many people consider this a time to reflect on the past year. Well, to be perfectly honest, I'll be glad to leave 2003 behind. This year saw the worst flying season that I can remember, the loss of two of our friends, and one of our favorite land-owners. On the other hand, we also gained two new pilots-to-be, and I offer my congratulations to the new parents! Still, instead of looking back, I thought it might be more interesting to look ahead. So, after gazing into my crystal snowball, I thought I'd share some of what's to come...

**December 20, 2003** - All hang gliding activity is cancelled by order of her supreme majesty, mistress of the skies, Lauren Tjaden, due to excessive hang-overs resulting from the Shelton's Christmas party the night before.

**January 1, 2004** - Happy New Year! I'm sure there will be a few die-hards out flying. This will be followed by the first X-C of the year on January 2nd.

**April 10, 2004** - The first nice flying weekend of the year. Cast of thousands shows up at Woodstock. Everybody flies; most people get up and stay up for at least an hour. Afterwards, a dozen pilots meet for dinner in Strassburg.

**July 17, 2004** - Hang Glider pilot Christopher McKee is missing today, after flying cross country from Woodstock, Virginia. A sheep farmer found McKee's glider and harness in one of the sheep grazing fields. Rescuers are still searching for the missing pilot, but hope of finding him is beginning to fade.



**July 21, 2004** - The hang glider pilot missing since Saturday turned up earlier today, apparently dazed, but unhurt. Tourists visiting from Kansas found the pilot wandering around with no clothes on, and a huge smile on his face. Responding to reporters asking him about his ordeal he said only "A gentleman doesn't kiss and tell."

**January 22, 2005** - Several pilots flew at Woodstock today, despite tempera-

tures in the low twenties. Kevin Carter hiked in 7 gliders, then flew in wave and landed at High Rock. After landing, he then jogged back to Woodstock to retrieve his car.

**April 12, 2005** - The Baltimore-Washington Hang Gliding & Paragliding Association (formerly the CHGPA & MHGA) voted to change its name today after absorbing the Pennsylvania, Central-Virginia, and West-Virginia Mountaineers Hang Gliding clubs. The club will now be called the "Mid-Atlantic Hang Gliding & Paragliding Association (MAHGPA)".

**June 24, 2006** - Cast of thousands flew at the Pulpit today. Lauren Tjaden and a number of students spent the day at Kirshner's Knob.

**August 2, 2006** - Joe Gregor finally negotiates an agreement with the U.S. Secret Service, officially re-opening High Rock on a permanent basis! Ralph Sickinger finally goes X-C for the second time, and manages to go 5.2 miles!

**May 20, 2007** - Chris McKee finally decides to give up foot launching hang gliders, deciding instead to focus on

*(See PRE-FLIGHT, on page 14)*

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**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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## Prez Sez ~ by Lauren Tjaden

### The Sky Goddess Sez:

It's hard to believe the year is almost gone. It seems it was only a few weeks ago when the snow from last winter melted. Actually, it *was* only a few weeks ago, come to think of it. Duty and responsibility aren't fun words, but nevertheless, they are what I want to talk about in this last column of 2003. (*I will continue the thread of promoting the sport in the next newsletter.*)

The club will need some new officers in short order, and you might consider taking one of these posts. With the meetings reduced to only four annually the duties of officers have been reduced significantly. If you don't want to fill a post, then think about contributing to the newsletter, or giving a presentation at one of the meetings. Volunteer to help at the kite festival, or at one of our other functions.

Mentoring new pilots is tremendously important. You could become an observer if you have the experience. I'm sure you have your own ideas, but think about what you can do. We are a very small community, and each of us is needed. If nothing else, carry brochures in your car and give them to people who express interest in learning to hang glide or paraglide. Each of us represents our sport. You are an ambassador, whether

you like it or not. Try to make a good impression.

One of the most important duties each of us have is to fly safely. This means leaving a margin for error, which means



flying in conditions and at sites with equipment that you can reasonably expect to handle. If you have a weakness – launching, landing, setting up approaches – work on them. If you launch poorly and are brave enough to keep leaping off of mountains anyhow, this is not something to be proud of. Give it time. It will bite you. Your misfortune will affect your friends, family, and other pilots.

Ask more experienced pilots for advice, and listen to what they tell you. Measure it carefully. While you need to always ultimately make decisions for yourself, other, better pilots can assist you in avoiding mistakes. Get help. Pilots tend to have big egos, and often find it hard to do this. Too bad. Suck it up, help is

out there. If you see a pilot making mistakes consistently, talk to them about it. This should be done kindly and privately. Don't even think about the listserv.

If you have trouble handling a particular glider or harness, consider buying different, easier equipment. Many of the new gliders, even the ones with superior performance, are far easier to land than their predecessors. Even if you have to put it on your credit card, this may end up being a cheaper option than repairing your glider – or yourself. After all, the glider is just aluminum and Dacron. You are more difficult to replace. Stay as current as possible. Perhaps pilots who have a great deal of experience can fly rarely and still be competent, but most of us aren't in that category.

Duty, responsibility. It sounds like I intend to suck all of the fun out of hang gliding and paragliding, huh? But this is the opposite of the truth. I want you to soar cross country, to see the mountains from angles that few humans experience. To always marvel at the impossibility of what we do, that these tiny, simple wings can take us so far and so high. To laugh around campfires with your best friends and finally, to die in your sleep in your own bed when you are 120 years old, after a good day of specking out.

Signing off for 2003,

~ Lauren



*Editor's Note: Lauren wrote the letter below when she sent me her stats for the landing contest. I thought it was worth sharing.*

Thanks for being gracious. Really, the reason that I didn't submit my results is that I was kinda embarrassed because I didn't do better. Here are my results. I had 49 landings that counted (*not pattern tows, training hills, multiple flights, etc.*). I had 36 landings where no part of the control frame touched, no part of the glider. I had 13 that were bad. That means I had only 73% good.

Of the 13 bad landings, 6 of the bad ones I only lightly touched a wing or the control frame -- which isn't great, but I feel they weren't terrible, either. For me personally, that means I had 88% OK landings (*not that I don't intend to try to keep improving, and trying hard*).

The remaining 7 bad landings were mild beaks or full-fledged roll-ins, both totally unacceptable. A couple of those were due to approach problems as opposed to actual landing problems (*Fisher Road being the most glaring example*). A couple I had a bit of a tailwind. I know I should still be able to pull off a good landing in a tail but I don't seem to be that accurate yet. The last remaining few I just blew it -- wimped out on the flare in conditions that were too weak, or didn't catch that I was being dumped quickly enough. Once I got distracted looking at a puddle (*yup, I ended up wiping my stomach through it*). Feel free to publish any or all of this letter.

Thanks again,

~Lauren

# CHGPA Meeting Notes

~ by Lauren Tjaden

I jotted down some notes from the November 19<sup>th</sup> CHGPA meeting so members who couldn't make it will stay up to date on what happened there. Besides flying and new ratings reports, we discussed the landing contest that Ralph Sickinger generously organized (*results should be in this newsletter*). The driving contest he organized was cancelled due to lack of interest.

Nathan and Sarah Duvall, who own Kircher's Knob, requested donations to help pay for fuel and labor for mowing. The only reason they maintain the hill is for our benefit, since it isn't pastured or used for crops. The club voted to send them a \$100.00.

The members also voted unanimously to decrease the number of meetings to four annually. The chosen months were January, April, July and October, with additional meetings to be added as needed to organize our fly in, etc.

Matthew Graham and Allen Sparks promised to look into improving the Pulpit for use as a paragliding site. We also discussed a possible work party there for the weekend of December 13<sup>th</sup> and 14<sup>th</sup>.

Christy Huddle and John Middleton attended the Montgomery county meeting and discussed the possibility of using the Oaks landfill site as a training hill. Apparently the county was not completely adverse to the idea, though the site would need work. For instance, John reported that a fence sits at the bottom of the hill.

Bruce Satatis resigned as president of the MHGA. His home was significantly damaged in Hurricane Isabel and he no longer has the time for the extra duties of the club. This will mean that we'll need new management for the High Rock fly in and party. We discussed electing a social chairman exclusively for this duty.

Brian Van Hull is arranging Christmas gifts to be given to the landowners of our sites. I agreed to write a letter of thanks to all owners, and the club voted to send each owner one of Ralph's calendars, too.

Cragin Shelton agreed to host the annual Christmas party, to be held on Friday, December 19<sup>th</sup>. (*I expect all of you to attend!*)

In an effort to promote the sport, I suggested that a flyer or business card be created so that all members could carry them and pass them out to spectators that expressed interest. I suggested each flyer or card should have the names of our foot launch instructors and those who operate our towparks. I was told (*and shown*) flyers that had already been created. However, they needed updating so that the information on them is correct. The club agreed to print out new ones. It would be important to me personally if you could all carry a few of these and promote our sport however possible.

Finally, Kolie Lombard gave a fantastic presentation on how to use the Internet to interpret soaring forecasts, and also an analysis of his wave flight at Woodstock. This was particularly interesting due to the computer generated video recreation of his glider thermalling and banking exactly as it did in the actual flight.

Hopefully you will all be able to attend the meeting in January. We will try to make it as educational and interesting for you as possible. And please, if you have any presentation that you would like to conduct, call me! I welcome your ideas and offers.

Happy flying,

~ Lauren Tjaden

*Congratulations to*

**Hank Hengst**

**Winner - 2003 CHGPA Landing Contest**

**Score: 97.5%**

*Record: 18-0, 10 of them on a WW Talon (Topless)*

# Rich Flies Ritchie's Knob

~ by Rich Alexander

November 23, 2003. Christy and I arrive at Fisher Road at 11:30. On the way there Christy has given me some pointers on where to find lift. She says once I am off to head across the gap that's to the right of launch, to the higher point of the ridge and, if there are thermals, I am likely to find one near the rock slide at the far end of the high point (*back side*).

I start setting up the Super Sport which Christy has so kindly loaned me, when Dave and some others want to do a shuttle. I take this opportunity to have Dave (*thanks!!*) show me the two landing fields. Dave and Mark C tell me the various approach options for the main LZ. On the way out Dave stops to show me the smaller secondary with the wire and poles on the west end. (*I say to myself, No way am I landing here.*)

Back at launch it is looking nice, blowing in around 10-12 SE (*slight left cross at launch*), and people are in a hurry to get off. All who launch are above the ridge in obviously soarable conditions. Pete Lehmann kindly agrees to throw me off (*at Christy's request who says I never listen to her anyway*). Once on launch with the streamers blowing in, I am off. After a moment of fumbling around getting my feet into the pod I make a hard right and work downwind where I find enough lift to get me up onto the ridge.

Once up I can see other gliders at similar altitudes strung out into the distance. Remembering some more advice from Christy, I head back into the crosswind to gauge my return trip. Wow, this Super Sport is cool, my Falcon wouldn't have been able to move into the wind like that. I head back downwind feeling fairly confident that I can cover some distance and make it back.

There are thermals coming through the low spots which I stop to work as best I can as I make my way down the ridge. I am able to get about 200' over launch. Off in the distance at what I take to be the gap Christy had talked about, two pilots are riding up in a thermal. I join them, try to catch the lift, get too close to one of the other guys, get discouraged and decide I will just head back. This gap, it turns out, isn't the gap Christy was talking about, but the end of the ridge, (*Ritchie's Knob I might add*).

About that time I see a yellow LightSpeed headed my way. It's Christy, and as she passes I hear "Follow Me!" so I turn around and go back thinking she wants to help show me how to catch the lift. Once back over that section I am not able to get up in it, and now find myself slightly below ridge level. At that point I've had enough and am out of there!

Working back into the wind, I manage to get above the ridge and eventually find a decent little thermal which gets me to 150 or 200' over. Just as I am starting to relax and think that all is going to be just fine, I hit some truly nasty sinking air. The glider is everywhere and I have to pull in and steer hard to turn it back where I want to go. It is major pucker time as I drop from 100' over to way below and out front, in about 15 seconds.

As I leave the sink I push out to gain back what I can from my high speed and then start drifting back towards the ridge hoping for some lift. That sweet little beeping from the Aircotec is never so welcome a sound. I limp along like that, catching a few seconds of lift from time to time for another half mile or so, and then I think I see the poles and lines in the secondary LZ. Glancing up, way up, towards launch, I confirm that it is that field. I figure it is a choice between making it

for sure to the small field with the lines across one end, or pushing my used up luck, and going to the main LZ further upwind. I thank Dave for taking the time to give me this option (*in a learned fashion*) as I head around to the downwind side of the first field and dive in over the wires. I land with a late flair on my knees, which is probably the correct position given my gratefulness for making it safely back to earth.

Later when I drive down to pick up Christy, I see that Ritchie's Knob is directly upwind of us, and while Christy is lecturing me on listening to the Observer, I'm thinking, gosh darn, I could have flown an overloaded Eagle upwind and made this huge lovely field. Maybe I should listen to her after all. Christy makes me promise to have my radio working before I fly again.

## Christy's addendum

When Rich arrives to pick me up, I tell him that he's had the flight of the day. He replies, "well, that explains why Pete shook my hand and congratulated me."

Although I think it was cool that he made it back to the LZ, I have to give him a little grief for not listening to me. After all, it's one thing to not listen to me as his girlfriend. It's a whole different matter when he doesn't listen to me as his Observer. Just for the record, this was his first mountain flight on the Super Sport. His previous experience in the mountains was on his Falcon 170: 2 sleds from Fairgrounds launch, one 3.5 hours soaring flight at Little Italy NY, and one 1 hour flight at Woodstock. On the Super Sport, he had had 2 sleds at Ridgely, the first after pinning off a wild tow to 800 feet and the second after reaching the full 2,500 feet. Both were followed by good landings. He also took 2 training hill flights on it the weekend before the Fisher Road flight.

# Making the CHGPA Calendar

~ by Ralph Sickinger

As I write this, I'm sitting here thinking about the 2004 CHGPA Calendars; I just finished the project, and finally sent the files off for printing. Considering how little I actually made it out to our flying sites this year, I think they actually turned out quite well. I'd like to thank everyone for their kind words and suggestions during this project. Putting the calendar together is a really difficult project. It's not as simple as just pulling any 12 pictures from my collection. To begin with, the calendar is a very personal form of expression for me; when I first started this project, my goal was to create a special gift for my Dad and some friends of mine. You see, my Dad is a photographer, as was his father before him, so there's sort of a legacy to live up to; he also gave my digital camera for my birthday last year. The calendar was [and is] a way for me to show him some of what I've done with his gift, as well as giving him something to think of me by. So I want it to be perfect. I also want it to be a reflection of *my* work, which is why I generally don't use other people's pictures. I did make two exceptions though... I wanted to use a picture of myself for the month of March, because I want to be in the calendar too, and that's when my birthday is. I also used a photo of David Tymms that I didn't take,

because I thought it was important to commemorate the first-ever PG flight from the Pulpit. However, both photos were taken by "guest" photographers using my camera. Another important criteria is that each photo "match" the

## *I want the pictures to be Unique, Interesting, and Visually appealing.*

month in which it is displayed. I just don't believe in displaying pictures of pilots in short sleeve t-shirts and shorts in the middle of January. Likewise, I won't put a picture with snow in it in the month of July. And last, I want the pictures to be unique, interesting, and visually appealing. I have lots of great pictures, but so many of them are taken from the same view point (*launching*), that if I used too many of those shots, the calendar would become monotonous and boring. Having said that, I wanted to address two of the most frequently asked questions...

### **Why aren't more women featured in the calendar?**

I don't mean to neglect the women in our fine sport, it's simply a matter of numbers; I pick the best pictures for any

given month, regardless of the sex of the pilot. I take many more pictures of men than I do of women, so the odds of any given photo being a male pilot are pretty significant. As an example, I took photos of 35 pilots at the Pulpit Fly-in (580 pictures), but only 3 of them were of women. The pictures of Karma weren't anything special (*nothing against Karma herself, she's just too low on the horizon and the light is*

*flat*). The auto-focus failed when Karen took off, so her photos are all blurry. There's a good one of Christy (*dscn3703*), but it's just not as dramatic as the one of Rance Rupp that I eventually chose for June. Similarly, I have almost identical launch photos of Hang and Karma Hengst at High Rock... almost. When I look at the photos side by side, I think that the picture of Hank is just a little more striking. Another issue is that quite often, unless you really know a person's glider, there's really no way to tell if a particular photo is of a man or a woman. Take the February picture, for instance: how do you know that the pilot in the photo is Paul Tjaden, and not Lauren Tjaden? I can only tell because the underside of the right wing tip is black; on Lauren's glider it would be red. I honestly don't know who the pilots are in the May and October pho-



A Picture of Christy...



vs. A Picture of Rance (June)



**Paul or Lauren? (February)**

tos. Ultimately, the most important thing is to pick good pictures, regardless of who the pilot is.

**Why are there so many pictures of gliders sitting by themselves?**

Unlike last year, I had 3 pictures this year of gliders sitting by themselves. Two of them are January and December, our Winter months, so I'll start with those first. Most of you know that I don't like to fly when it's cold out, so I tend not to have very many Winter photos to pick from. Last year I made an exception to the "cold weather" rule, and made it out to the Pulpit in December. It was a beautiful Sunday afternoon with fresh snow on the ground; unfortunately, it turned out not to be flyable (*not enough wind I think*). But all of the gliders were set up and waiting to fly, and the florescent colors against a snowy backdrop made for a very striking picture. I also feel a certain sense of anticipation when I look at those gliders: an anxiousness to be off the ground and up in the sky instead; it's the same way that I feel at the beginning of the year, when I know that the flying season is not far off. In a similar vein, the No-



**Gliders in the Snow (January)**



**The End of A Good Flying Day (November)**

vember photo was taken late in the day, at the end of a good flying day. There's a sense of peace and quiet satisfaction in that picture; it makes me feel good, because it reminds me of many a fine day at Ridgely, and the quiet time spent with friends at the end of those days. I think it's also very appropriate to have an "end-of-the-day" photo representing the end of the flying season. And then there's December. To me, this



**One of my Favorite Winter Photos (December)**

month is all about the Christmas season, and the glider in front of the ice-covered trees is so peaceful that I just can't think of a more appropriate photo.

And speaking of the Holidays...

I'd like to congratulate the McGowans and the Snows on the birth of their respective children; I'm sure that this will be a very special Christmas for all of them! I'd also like to wish everyone a very Merry Christmas, and all the best for a Happy New Year! May God smile on us, and bless us with a better flying season in 2004.



# Forecasting For Flying

~ by Kolie Lombard

I have decided to write this article in an attempt to answer some of the frequent questions I get regarding my weather sources on the Internet. The purpose is to give you a quick-reference guide to obtain a basic soaring forecast from the Internet. The first section of the article discusses wind and thermal forecasting. Table 1 lists the sources on the Internet, along with some instructions (...my "recipes"). At the end of the article you'll find a forecasting timeline in Table 2, which gives you an idea of what to look for at different times ahead of flight. This is by no means a comprehensive treatment of the subject matter. It reflects just one of many approaches to the topic – mine.

## Winds

The first objective is to find the forecasted wind speed and direction so that you can determine which site to go to. You'll need coordinates for this. See Table 1 for instructions on how to get

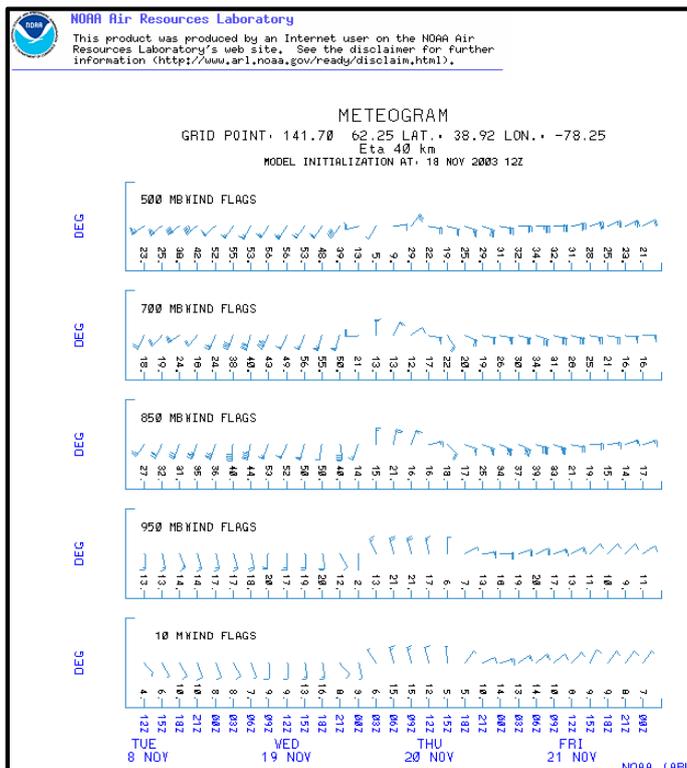


Figure 2: Winds

vides a very good picture of the wind speed and direction at different altitudes over time for the selected location. Figure 2 shows the winds over a 3½ day period. As you get closer to the day of flight you can adjust the starting time and forecast duration to show just the 6 hours covering your planned flight.

Another useful view of the winds is to look at the wind flags over a certain area for a specific altitude and time, i.e. if you want to know whether the winds are going to be consistent over the whole length of the Massanutten ridge.

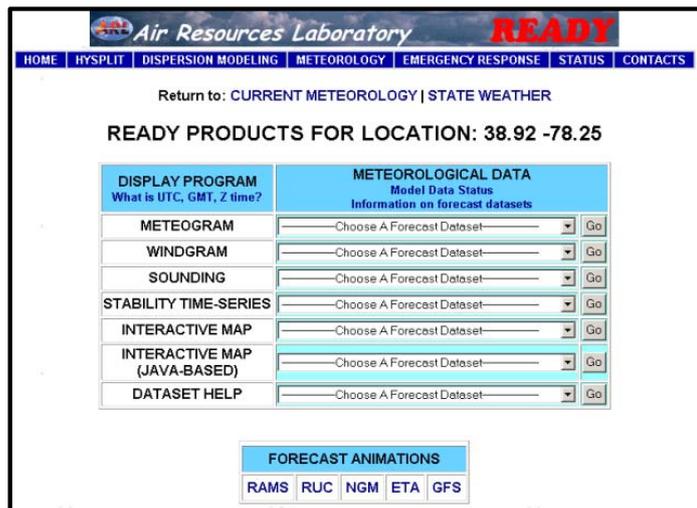


Figure 1: NOAA READY website

these. My main source of information is the NOAA READY website. (See Figure 1.)

I use three products on this site, i.e. *Meteorgram*, *Sounding*, and *Interactive Map (Java-based)*. In all cases I use the *ETA 40 km* data set.

Table 1 describes the procedure to get the wind profiles for a specific location. The resulting diagram is shown in Figure 2.

This diagram pro-

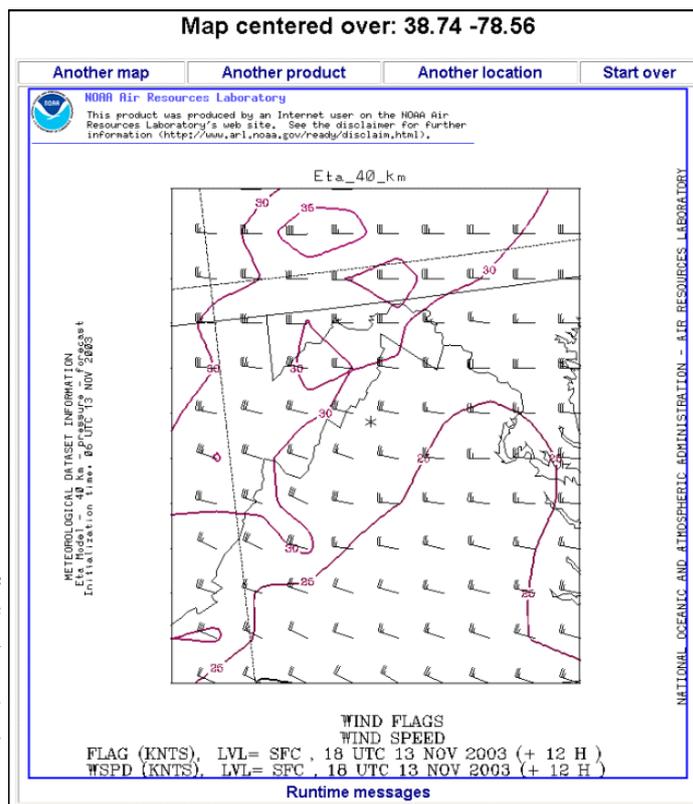


Figure 3: Wind plan view

Table 1 describes the procedure to get the wind plan view data for an area, which looks like the diagram in Figure 3.

**Thermals**

To determine thermal activity I start with the NOAA READY site (see Figure 1). Tip: you don't have to enter the coordinates again if you go back to the *Products* page shown in Figure 1. Select the *Sounding* product and use the *ETA 40 km* data set. Again, Table 1 describes the procedure to get the sounding for a location. The resulting diagram looks like this: This diagram gives you a good indication of the forecasted thermal activity for your selected location and time. If you want more specific information you need a program like RAOB (see [www.raob.com](http://www.raob.com)). It allows you to enter the expected maximum surface temperature for the given day and then plots and lists the Thermal Index (TI) for you. It is then very easy to see at which altitude the value will drop below -3°C. The graphical output from RAOB is shown in Figure 5.

That's it. Now you know about 90% of what's needed for a basic soaring forecast. A future article will address the

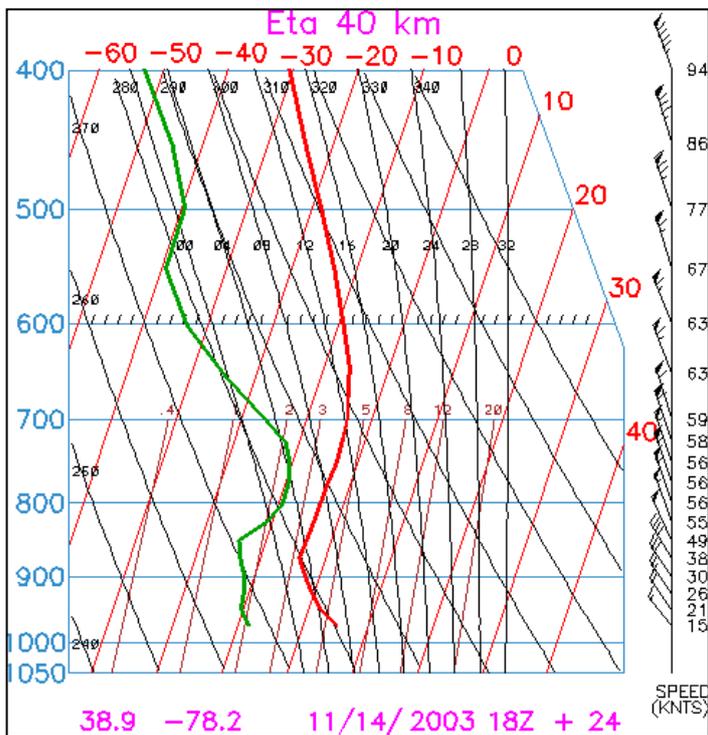


Figure 4: Sounding

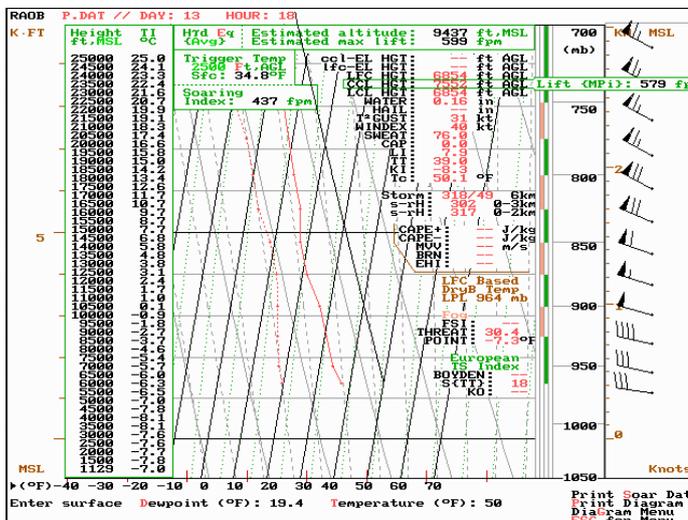


Figure 5: RAOB output

details in Figure 5. More importantly, it will also explain how you can interpret the sounding in Figure 4 to get a good feel for forecasted thermal activity without the RAOB program.

**Time considerations**

You may wonder how many days in advance you can get this data. The answer is two or 3½ days, depending on what time of the day you access the site. My experience is that the 3½ day data is usually available from around noon for six hours, and then again from around midnight for six hours.

For the rest of the time you can get forecasts only two days out.

**Zulu time**

You will notice that the time is often shown as 18z on many weather products. The z stands for Zulu time. To convert to local East Coast time subtract 5 hours in the winter and 4 hours in the summer.

**Other useful graphical weather products**

*Fronts* – Good soaring conditions can almost always be found behind passing fronts.

*Pressure* – You can

get a good idea of frontal locations and wind directions and speed by looking at the isobars.

*Temperatures* – Very relevant in hang gliding.

*Relative humidity/Lifted index* – These parameters are very useful for predicting cloud cover and over-development.

*Precipitation* – I always use these to predict cloud cover over my flying area.

*Satellite images* – The satellite images provide good feedback on forecasts.

*FSL* – This is a fabulous learning tool. Spend lots of time here if you want to quickly learn how those Skew-T plots work and how they relate to thermals. This is also the best tactical tool to predict conditions in the morning before flight.

**Internet sources**

Table 1 provides a list of links with instructions. Again – this is just one of many possible approaches to soarcasting.

**Forecasting timeline**

Table 2 provides a timeline for (my version of) forecasting soaring conditions. No, I don't do all of these for every soaring day. I have just included them for the sake of completeness.

**Conclusion**

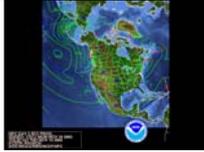
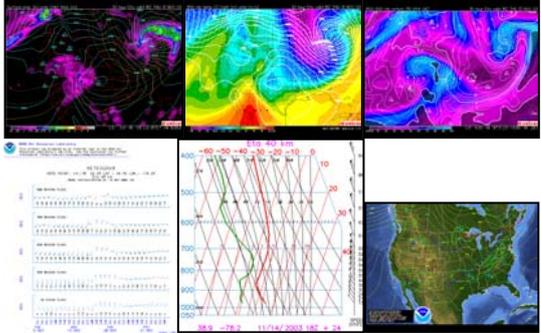
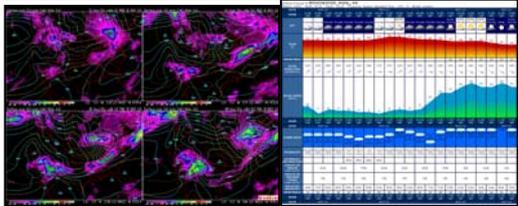
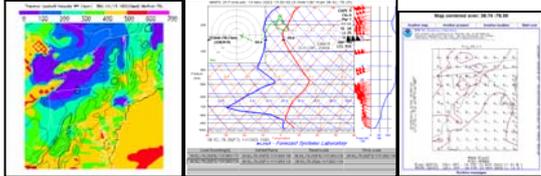
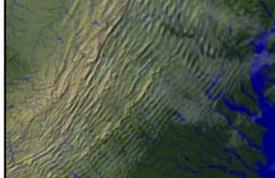
I hope this information will help you all to optimize your soaring experience. Be warned that it takes time and dedication to become good at it. Predicting soaring conditions can be very rewarding when the flight reports come in, especially when you're the one making the report. I'm getting better at it after trying for a couple of years now, and I believe anybody can become good at it with only a few regular minutes on the Internet per week. Warning – it can be addictive!

Happy soaring!

Table 1: Summary of Internet sources for soaring weather forecasting

What	Where (links)	Instructions & tips
General conditions, e.g. sunshine or rain Maximum surface temperatures Current surface conditions (location of fronts)	<a href="http://www.weather.com">www.weather.com</a>	Enter the zip code or name of city in the <i>Local Forecast</i> box->Enjoy the annoying pop-up ads->Under <i>Local Forecasts</i> you can look at both the <i>10-Day Forecast</i> and the <i>Hourly Forecast</i> Some of the forecast maps are very useful
	<a href="http://www.wunderground.com">www.wunderground.com</a>	Same as above except click on <i>Detail</i> in the <i>5 Day Forecast</i> panel Features->US visible Satellite for cloud cover
	<a href="http://www.usairnet.com">www.usairnet.com</a>	Weather->Launch Code->Select Region->Select a Location->Get a Forecast
Coordinates	<a href="http://www.topozone.com">www.topozone.com</a> <a href="http://www.airnav.com/airports">www.airnav.com/airports</a> <a href="http://www.wayhoo.com">www.wayhoo.com</a>	The format is decimal degrees, e.g. 38.92,-78.25. Note that west is negative.
Wind profiles	<a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a>	Enter Latitude, e.g. 38.92, and Longitude, e.g. -78.25->Continue->Meteogram->Eta 40 km-> Starting date/time->Forecast duration from starting time (hours):->Choose from below->Select Wind Flag-som starting time (hours): .g. >fule for in left column->Select levels in right column, e.g. SFC, 950, 900, 850, 700->Enter access code->Get Meteogram
Wind plan view	<a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a>	Backup to the <i>Products</i> page or Enter Latitude, e.g. 38.92, and Longitude, e.g. -78.25->Continue-> INTERACTIVE MAP (JAVA-BASED)->Eta 40 km->Select area on map-> Choose a date/time:->enter Wind Flags on line one->Enter a level, e.g. 900 mb-> Enter access code->Get plot
Soundings	<a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a>	Backup to the <i>Products</i> page or Enter Latitude, e.g. 38.92, and Longitude, e.g. -78.25->Continue->Sounding->Eta 40 km-> Time to plot->Only to 400 mb-> Enter access code->Get Sounding->Sounding text and any error messages.->Save as text file to be used in RAOB etc.
Fronts (6 days)	<a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a>	National Maps->Day 6 Fronts etc.
Winds, pressure, temperatures, relative humidity, stability, precipitation	<a href="http://www.weather.unisys.com">www.weather.unisys.com</a>	Forecasts->Eta Model-> Surface Plots->select time->SL Pressure/Precip Plots->850 mb Plots->700 mb Plots->500 mb Plots->Rel Hum/Lift Index Plots etc.
Thermal maps	<a href="http://www.drjack.net/BLIPMAP/NE/index.html">www.drjack.net/BLIPMAP/NE/index.html</a>	Thermal Updraft Velocity (W*)->Latest->Continue Height of Boundary Layer Top (TI=0 height)->Latest->Continue
Tactical winds and profiles	<a href="http://www-frd.fsl.noaa.gov/mab/soundings/java">www-frd.fsl.noaa.gov/mab/soundings/java</a>	Not earlier than 8AM local time on the day of flight: Number of hours:->8->Site:->Enter coordinates, e.g. 38.92,-78.25->Java-based Plots Click on times at bottom to see different plots Move mouse over map to see values Drag on map to zoom in on 0-20 deg C/1000-700mb, click on <i>Reset Scale</i> to un-zoom Move mouse to surface (e.g. 700ft) level and maximum temperature (e.g. 60deg F) and click. Observe lifted parcel behavior. The shaded red area is what produces thermal lift. Repeat as necessary.

Table 2: Forecasting timeline

Time	Description	Samples
7-10 days	10-Day Forecast at <a href="http://www.weather.com">www.weather.com</a>	
4-6 days	10-Day Forecast on <a href="http://www.weather.com">www.weather.com</a> Fronts and systems on <a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a>	
3 days	10-Day Forecast on <a href="http://www.weather.com">www.weather.com</a> Fronts and systems on <a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a> Winds, pressure, temperatures, relative humidity, stability, precipitation on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> Wind profiles and soundings on <a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a> Detail in the 5 Day Forecast panel on <a href="http://www.wunderground.com">www.wunderground.com</a>	
2 days	10-Day Forecast on <a href="http://www.weather.com">www.weather.com</a> Fronts and systems on <a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a> Winds, pressure, temperatures, relative humidity, stability, precipitation on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> Wind profiles and soundings on <a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a> 4-panel precipitation on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> Meteogram on <a href="http://www.usairnet.com">www.usairnet.com</a>	
1 day	Hourly Forecast on <a href="http://www.weather.com">www.weather.com</a> Detail in the 5 Day Forecast panel on <a href="http://www.wunderground.com">www.wunderground.com</a> Fronts and systems on <a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a> Winds, pressure, temperatures, relative humidity, stability, precipitation on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> Wind profiles and soundings <a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a> 4-panel precipitation on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> Meteogram on <a href="http://www.usairnet.com">www.usairnet.com</a> Surface conditions on <a href="http://www.weather.com">www.weather.com</a> Animations on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a>	
Morning	Surface conditions on <a href="http://www.weather.com">www.weather.com</a> Blipmap on <a href="http://www.drjack.net/BLIPMAP/NE/index.html">www.drjack.net/BLIPMAP/NE/index.html</a> FSL on <a href="http://www-frd.fsl.noaa.gov/mab/soundings/java">www-frd.fsl.noaa.gov/mab/soundings/java</a> Wind profiles and plan views on <a href="http://www.arl.noaa.gov/ready/cmet.html">http://www.arl.noaa.gov/ready/cmet.html</a>	
Reports	Satellite pictures on <a href="http://www.weather.unisys.com">www.weather.unisys.com</a> <a href="http://www.usairnet.com">www.usairnet.com</a> <a href="http://www.wunderground.com">www.wunderground.com</a>	

# 2003 CHGPA Christmas Party!

**Friday, December 19th, 7:00pm**

**Hosted by Craig and Kay Shelton**

There will be a starter set of libations provided. Bring yummy stuff to share, liquid, solid, or both.  
(*There won't be a keg this year - too much was left over last year.*)

Our house is kid friendly. Be prepared for exceedingly friendly large dogs.  
We'll do our best to limit their participation.

## How to Find us:

Located about three miles outside the Capital Beltway, I-95, in the Franconia area of Fairfax County.  
Closest exits off of the Beltway are Telegraph Road and Van Dorn Street.  
(*Don't use Eisenhower Avenue Exit - it takes you round-about.*)

## From Maryland or North side of DC:

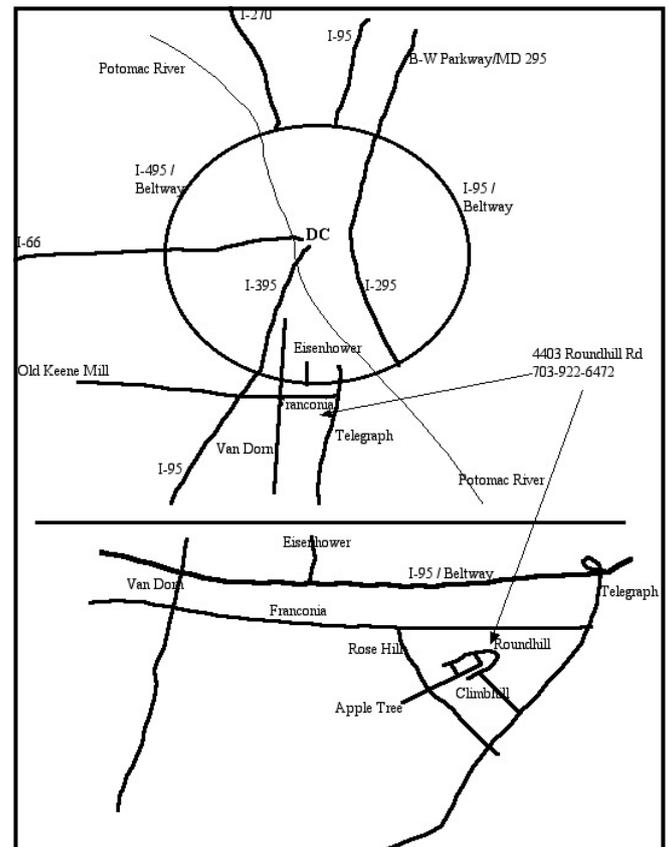
- Take Capital Beltway Inner Loop, I-95 South, into Virginia, crossing the Wilson Bridge
- Exit on Telegraph Road Exit SOUTH from I-95 (second Virginia exit)
- Continue south on Telegraph past several gas stations.
- At the traffic light at Franconia Road, continue straight on Telegraph ~ 2 miles.
- Right on Climhill Road. (*Climhill is only to the right. If you get to a traffic light at Rose Hill Drive, you missed Climhill by 1/2 mile. Turn right onto Rose Hill Drive and then turn RIGHT on Apple Tree Drive. See below in the Van Dorn Exit directions*)
- Climhill is only one block long. At the T-intersection, turn RIGHT onto Roundhill Road.
- follow Roundhill as it curves up to the left. 4403 Roundhill will be 1/4 mile, on your right, 2d house before you go under the high tension power lines.

## From Northern Virginia and DC, other than Springfield Area:

- Take Beltway I-495/I-95 east to Van Dorn exit.
- Right onto Van Dorn South.
- by 2d traffic light get into left lane. of Van Dorn.
- left onto Franconia Road (at Edison High School)
- ~3/4 mile (go past the High school, McDonald's and Post Office)
- Right on Rose Hill Drive at the 2d McDonald's
- Left on Apple Tree Drive (1st intersection after Rose Hill School)
- Left on Blossom
- Right on Roundhill Road
- 4403 is on left, 2d house after passing under the high tension power lines

## From West Springfield Area:

- Take Old Keene Mill Road east, past Springfield Mall.
- Old Keene Mill becomes Franconia Road.
- Continue past Van Dorn Street & Edison High School
- ~3/4 mile (go past the High school, McDonald's and Post Office)
- Right on Rose Hill Drive at the 2d McDonald's
- Left on Apple Tree Drive (1st intersectoin after Rose Hill School)
- Left on Blossom
- Right on Roundhill Road
- 4403 is on left, 2d house after passing under the high tension power lines



# Memories of 2003



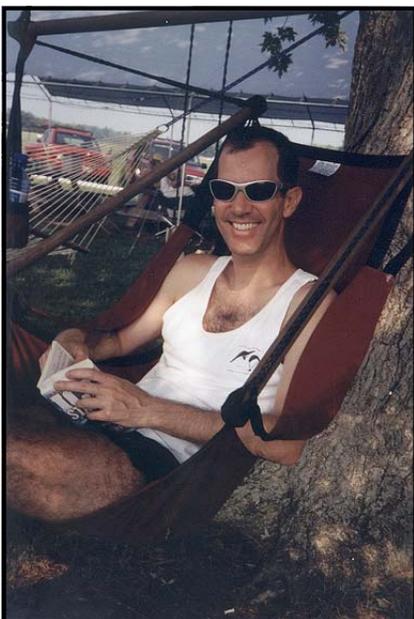
Farewell to Chad



First PG Flight at the Pulpit



One of Lauren's more exciting landings...



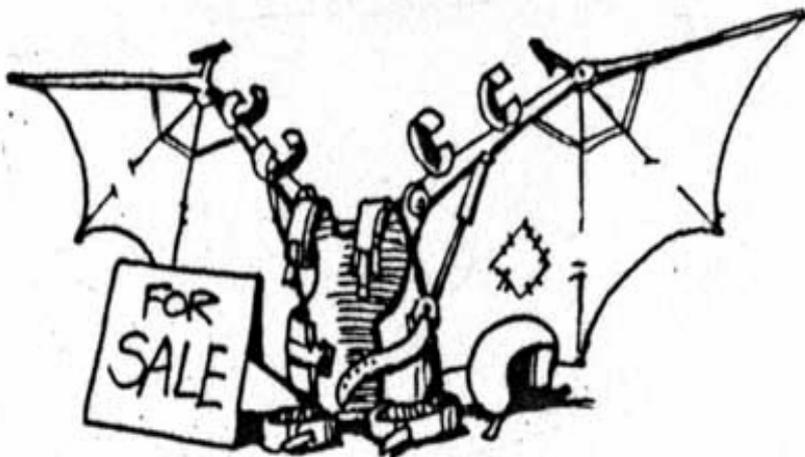
Hanging out at Ridgely



Playing Hookie at High Rock



First PG X-C from the Pulpit



## Wing Things

### Wills Wings Falcon 195

Magenta/blue/white, 2-3 years old, 12-15 hours in past year, good condition, dealer inspected, \$1895.

High Energy sports kneehanger harness, one year old, "nearly new", fits tall skinny pilot (6'1"/170 - with winter clothes), loops for truck towing, blue, \$250.

Contact: Hugh McElrath 301.669.3383 e: mcelrah@aol.com

### 147 WW ULTRASPORT

and Z-3 harness with 20 gore PDA chute, new lengthened bridle and paraswivel all in very good condition. low approx. 50 hrs. on glider. asking \$1700.00 for all.

Contact: randyb@snip.net or 610.948.3823 (Valley Forge, PA)

### UP TRX

Very good to excellent condition. Being sold by a father who recently lost his son (non-flying incident). \$1000. or best offer. Direct sale by owner.

Contact: Rich Hays (Maryland School of Hang Gliding) 410.527.0975

### 144 Klassic

100 hours, very good condition, winglets, XC and stock bag, spare stuff.

### 14M Combat 2

Last year's hottest comp ship, mylar sail, excellent condition, looking to trade up to the current hot 13M AEROS glider. Will deal with motivated pilots.

Contact: Mitch Shipley 814.861.4072 e: mns10@psu.edu

(PRE-FLIGHT, continued from page 2)

"aero-bagging": aero-towed Paragliding.



**October 8, 2007** - Hank Hengst's perfect landing streak ended today when he "blew" his landing at the end of an X-C. Apparently, he was hit by a sudden and severe wind gust while on approach. This caused one wing to rise, inverting the glider. Hank pushed out hard, effectively flying a "split-S" before landing downwind. On running out the landing, the left corner of the control frame from touched the ground for one-half second, causing the landing to be rated as a "bad" landing. (Technically.)

**June 18, 2008** - The MAHGPA list server crashed today, after an online discussion got out of hand. Apparently, someone asked about using Wuffo's to observe Hang-IIs self-launching off of High Rock with stripped wires and no wheels. Bacil Dickert responded first, then Marc Fink responded with *his* opinion, other pilots had to respond, and things just escalated from there...

**February 4, 2010** - The Mid-Atlantic Hang Gliding & Paragliding Association voted to change its name today after absorbing hang gliding clubs

(Continued next page)

To place or change an ad, send e-mail to: [skyline@chgpa.org](mailto:skyline@chgpa.org)

*(PRE-FLIGHT, continued from previous page)*

from North Carolina, South Carolina, and Georgia. The club will now be called the "Mid-Atlantic & South Eastern Hang Gliding & Paragliding Association (MASEHGPA)".

**May 17, 2011** - Hank Hengst wins the 4th Annual "Ridgely Races" Speed-gliding competition at Highland Aerosports, finally unseating the ever-dominant Kevin Carter, who has won the last three years in a row.

**March 4, 2014** - The Mid-Atlantic & South-Eastern Hang Gliding and Paragliding Association voted to change it's name (again), after absorbing the hang gliding clubs from New York, Vermont, Maine, and Florida. The club will now be called the "East Coast Hang Gliding and Paragliding Association (ECHGA)". Lauren Tjaden, president of the club, commented "It's very exciting to be associated with such a large group of wonderful people!"

**July 18, 2015** - Ralph Sickinger finally retires his aging Falcon, and buys a new glider: a brand new Wills Wing Falcon III 170.

**September 29, 2018** - McConnellsburg, PA: The FIFIs took gold once again in the team X-C competition at the 36th annual Pulpit HG Fest, led by young Phoebe Snow, who flew from the Pulpit to Virginia Beach. Second Place went to the "Old Timers", led by Hang Hengst and Paul Tjaden. Third Place went to the Falconeros, led once again by Pete Lehmann, Brian Vant-Hull, and Ralph Sickinger.

**May 3, 2021** - Steve Kinsley took a bunch of Hang-IIs to Woodstock today. Everyone launched successfully and got up, most getting 500-1000 feet over, and flying for 1 to 1 1/2 hours.

**November 5, 2024** - Supported by the lobbying efforts of the ECH-GPA, Matthew Graham (I'm going to run the country) is elected President of the United States. His first act in office is to open P-40 to Hang Gliding and Paragliding flight, making OTB X-C flights from High Rock possible.

**May 22, 2025** - The 1000-mile barrier has finally been broken! Billy "The Kid" McGowan set a new hang gliding X-C record on Monday when he flew 1037 miles from Zapata, Texas on his Pacific Wills Air-Wing Mark XVIII Super-laminar glider. On a day when most other pilots were limited to a mere 800 miles, young Billy managed to stay up and keep gliding. When asked how he did it, Billy answered "Mosquito farts rise, and you can stay up if you hook them just right. And one thing that Texas has plenty of this time of year, is mosquitos!". Billy's record setting flight took him 9 hours and 47 minutes.

**December 25, 2032** - Merry Christmas! May God bless all of you and your families! ~ Ralph Sickinger, Skyline Editor

## Schools, Dealers and Flight Parks

### Blue Sky Flight Park

(Steve Wendt)

540.432.6557 or 804.241.4324

www.blueskyhg.com

e: blueskyhg@yahoo.com

Minutes from Richmond, home of Blue Sky hang gliding school and Manquin AT. Quality instruction, sewing and repairs. Scooter tow, truck tow, aerotow and foot launch lessons. Dealer for Wills Wing, Moyes, US Aeros, Mosquito and Doodlebug powered harnesses. A full line of custom accessories are available. Camp, golf and fly. Paragliding towing also available.

### Highland Aerosports Flight Park

(Sunny Venesky & Adam Elchin)

410.634.2700

www.aerosports.net

Offers tandem instruction, solo aerotows, and equipment sales and service for Aeros, Airwave, Moyes, Wills Wing, High Energy, Flytec, Brauniger and more. For more information, please visit our website.

### Kitty Hawk Kites

1.800.334.4777

www.kittyhawk.com

Teaching the world to fly since 1974. Certified instruction from the sand dunes to tandem towing. Full service flight park featuring towing behind a Dragonfly aerotug. Dealer for all major manufacturers and a full service shop. Lesson packages and camps available. Open year round. Lessons daily.

### Maryland School of Hang Gliding Inc.

(Richard Hays)

410.527.0975

www.mshg.com

e: mshgflyer@hotmail.com

Certified instruction: 25 years experience. Richard Hays is a USHGA advanced rated Instructor-Examiner. Specializing in foot launch flight utilizing Wills Wing Falcons and radios for instruction. Authorized dealer for Moyes, Wills Wing, Airwave, High Energy Sports. New and used gliders in stock. Balt./Wash. Oldest Wills Wing dealer. Seven training sites within one hour drive of Baltimore.

### Silver Wings

(John Middleton)

www.silverwingshanggliding.com

703.533.1965

Authorized dealer for Wills Wing, PacAir, UP, and Seedwings. He represents Ball, Sentek, Litek, High Energy, BRS, Blackhawk and many other hang gliding equipment manufacturers. New and used gliders in stock. Demo flights available. Quality, responsible service.



15914B Shady Grove Road #-197  
Gaithersburg, MD 20877-1315

*Capital Hang Gliding and  
Paragliding Association*



**Next CHGPA meeting will be held:**

**January 24, 2004**

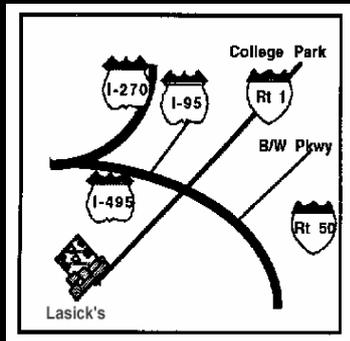
Meetings are held downstairs at: Lasick's Beef House

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



**Holiday '03**



*Ralph Sickinger over the Pulpit ~ Photo by Susanna Clapsaddle*