

Sylmar Hang Gliding Association High Times

April 1999

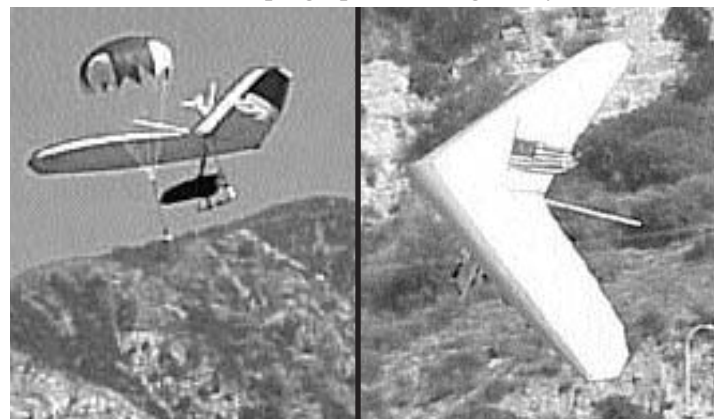
Volume 15 - Issue 3 & 4



A lost picture of the Mesa Training Hill in Santa Barbara, California during the Fall of 1977 has been found. We catch a glimpse of a bunch of Wills Wings SST gliders apparently indicating the wind direction to the pilots on the Easy Risers. I often wondered how pilots in the old days knew which way to land. Looking back, it seems that they were a strange group, but I'm sure that if you were there it would all make sense. Thanks to Wayne Yentis for the picture. The interpretation was provided by me, Fred Weinmann, but what do I know?

Joe drops the ball!

Once again Joe Greblo dropped the ball for the S.I.B.L. season kick off. He even put a flag on the glider. Thanks to Joe for keeping up those neighborly relations.



PLEASE! • PLEASE! • PLEASE!

(No, this is not about the beetles)

All pilots landing in the wash must **STOP** at the base of the walk-up area and **CHECK** for incoming gliders. Don't assume a glider will land on top or in the wash. If you stop at or near the top of the walk-up area your kingpost is high enough to be hit by a glider on final. If a glider is on approach then **STOP and WAIT at the bottom of the wash!!**

Windsports Web Site Update

Windsports has a new web site address. It doesn't get any easier than this:

•
www.windsports.com

•
Check it Out Today!

1998 Wills Wing Ultrasport

White with blue US on left undersurface. Trilam leading edge. Folding speed bar. Side-mounted wheels. Only 40 hours! Excellent condition. Flies great. Paid \$4400, selling for \$3200 Call Sebastian Home(805) 298-3041 Pager(805) 387-3334

•••••

WW Sport 167 - approx. 100 hr Mantis harness w/parachute Afro 800 altimeter, helmet, Hall air speed indicator, speed bar, big wheels. Package deal - \$2000 Call Michael Barlow (818) 353-5548

•••••

Used **Mantis harness** \$200 obo - For pilot 5'8" Grant (714) 261-8839 x111

•••••

Airwave Jive 26 Paraglider Low airtime - \$1900 Call Anderson (310) 207-1386

•••••

HP AT 145 - \$500 White/yellow. Flies great. Call Andy (310) 455-9883 WW Super Sport 163 - \$1500 Call Jeremiah Sobenes (805) 563-1032

169 XS - \$1200 all cloth - white/dark blue 175 GTR - \$600 Mylar leading edge-white/rainbow XC 155 - \$1500 - blue/red XC 155 - \$1000 - red Call Hungary Joe(818) 364-1987

•••••

APCO Paraglider 121-179 lbs pilot hook in XXLow airtime - 1990 (818) 892-9890

•••••

Wills Wing 150 Sport - \$750 With travel tube Call Craig (714) 361-0108

•••••

Wills Wing 155 XC - \$2000 With vertical keel fin and locking transport tube Call Jay (602) 335-1065 (602) 382-2508 jdevorak@mailorder.com

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Truck rack - Fits '89 Nissan Extended Cab. Call Bob (818) 352-4949

•••••

APCO Sentra 30 - \$1800 obo Inter/Sport class Purple/White 180-240 lbs. hook-in Call Stan 7-10 pm (818) 769-5881

Merak 29 paraglider - 320 hr Factory inspection @ 90 hrs Call Russ Richard 800-422-4663 ext. 451

•••••

133 Klassic - \$2300 obo. Purple, pink and white. VG and flaired downtubes. Call Betsy or Rik (520)773-1966 Sorin@Infomagic.com

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Please check the board at the Kagel LZ for additional item.

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Please inform the editor when your equipment is sold so that it may be deleted from this column. Thank You

MASSAGE

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Kathleen Ahern

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Visit the S.H.G.A. Web Site @

<http://www.active-media.com/shga>



SYLMAR

HANG GLIDING ASSOCIATION

- Full of great stuff -

Collectable trading cards
Maps

Pilot bulletin board
Mark Nizer humor
History of our flying site
Waiver information

A picture of Erwin

Plus much much more!

SYLMAR LZ MILITARIZED

By Investigative Reporter Groundhog

Reports first published in the LA Times on Saturday, March 20, 1999 have confirmed local suspicions that the SHGA has become the staging area for North Korean airborne shock troops. As described in the LA Times, South Korean military are now conducting exercises "...aimed at repelling any North Koreans who might sail over the demilitarized zone undetected in hang gliders...The [South Korean Ministry of Defense] officials said gliders could cross the DMZ...at an altitude of between 4,600 and 10,800 feet without being picked up by South Korean radar."

A spokesman for the US forces in Korea declined to comment, but local investigation has identified a high ranking US Air Force test pilot probing Burbank air traffic radar capabilities by attempting to fly his hang glider at the prescribed altitude over Kagel Mountain. It is not known if this pilot has yet been able to exceed 4,600 feet MSL.

There are unsubstantiated suspicions that in cooperation with the South Korean Ministry of Defense the FAA is attempting to improve hang glider detection capabilities. It is known that the owner of a local hang gliding equipment/military surplus store has been assisting the Burbank FAA in this effort. His communications have been under the guise of preventing jet collisions with high flying hang gliders, but it is now known that his efforts have resulted in several gliders being successfully illuminated by newly developed ground-based radar.

Proof that the SHGA is involved in the plot lies in the activities of a Scottish national club member by the name of O'Carlson. An world-renowned expert in the use and applications of radar detection equipment, he has developed close business ties with South Korean military officials. In order to maintain a low profile, O'Carlson may be communicating with the officials through a network of well positioned civilians located in Korea, Thailand and the Philippines.

Training for the potential invasion appears to has been conducted at the El Mirage Dry Lake using a hang glider tow plane operated by a ex-Hungarian national. At this remote site, test flights of hang gliders with simulated loads of assault weapons have been conducted under the cover story of "having fun." It is suspected that the communist North Korea has enlisted the pilot 30 years ago while he was in the Hungarian military, and the long-range North Korean plot appears to only now becoming revealed.

Windy Day Stirs Up Gliders

By Groundhog

Saturday March 13th was windy, with gusts to 25 mph. The conditions were marginal for more than a few of the 45 pilots who launched that day.

Due to the superior skills and good training of every SHGA member, there were few casualties from the strong winds. In fact, all the screwups occurred while setting up rather than the air, because at least four gliders were rolled over by gusts or poor ground handling. Once in the air, combined ridge lift and thermals drove the usual skygods from West Towers to Big T while everyone else enjoyed the buoyant but rough air.

A few Groundhog suggestions: When moving your glider around please keep the upwind wing tip very close to the ground. Also, holding the glider very parallel to the wind might make walking over to the ramp easier! Finally, I was amazed that very few pilots launched from the laminar air at the lower half of the ramp, but instead choose to struggle with the rough air at the top. Try it, you'll like it!

At least one of the setup area rollovers occurred while the pilot was putting on the nose cone. In windy conditions, there are three alternatives to the easy but dangerous way of pulling the nose down and sticking the velcro together on the top of the wing. 1. Wait until setup is complete and install the cone after you rotate the glider into the wind. 2. Ask a friend to hold the tail keel. 3. (my favorite) Use a couple of straight battens to reach over the sail from the back and whack the sucker into place.

SPACE FOR RENT

Ol' George

By Groundhog

I was poised to launch my hang glider from the southwest Mt. Tamalpais site, and looked forward to picking up some lift over the redwood forest on the flight to Stinson Beach. Shifting my position, I felt an uncharacteristic crunching underfoot. I was standing on a pile of small white fragments mixed with gray powder.

"What am I standing on, eh?" I called out to Jim, who was holding my right wire. Jim looked over, then down. "That's old George."

"Huh?" I replied, feeling less comfortable about the launch.

Jim explained: Old George had flown kites for many years on Mt. Tam, but had passed away recently. His last wishes were for his ashes to be scattered with the winds that had used to lift his kites skyward. Unfortunately, two days previously when George's befuddled and elderly buddies had heaved the contents of the urn skyward, there had been no wind. Sadly, old George was left in a heap on the ground, and it was upon this heap that I was standing.

I stepped forward off George and launched. I did not look back, but knew that I had been called. Groundhog was on a mission from God.

The next day I returned to launch armed with a battery powered vacuum cleaner. My objectives were equal parts site maintenance and respect for my elders. After a few minutes of deft vacuuming, George was safely secured in a plastic bag, and the Mt. Tam launch was secure from spiritual distractions.

After I taped the bag of George to a downtube, I took off from the spiritually-clean launch and descended towards Stinson Beach. Over the redwood trees on the hillside George and I parted ways. I was surprised to hear a pattering sound 100 feet below as the heavier fragments from his bones sprinkled upon the upper canopy of the trees. A more appropriate and pleasant finale to George's last episode, I guess.

FREE OWEN'S VALLEY MAP

Flying the Owen's Valley Big Air is hard enough without having to worry about getting lost!

On X-C flights, visiting pilots and chase crews frequently won't know where they are, and hang gliding place names aren't on most maps. Landing out after a hard flight can turn into a real problem when nobody can find you!

After years of flying the Big O, Hungary Joe's Flying Circus has developed a flying map for the Valley. Popular HG locations are in bold letters, so the map can be carried by both the pilot and chase crew to improve communications and reduce navigation problems. The map includes lamination instructions for carrying in flight on the control bar. The free map is available by sending a self addressed stamped envelope to:

Hungary Joe's Flying Circus
25 Whistling Isle
Irvine CA 92614

Dear Pilots:

The organizers of the 1999 Yearlong World Soaring Challenge would like to invite all club members to participate. For a copy of the rules please visit our web page at www.hanggliding.org.

Also, to help generate interest in the contest, we are looking for local sponsorship. The idea that we have is to award pilots prize money for breaking local site records. If your club is already doing something along these lines we would like to be able to post this information to our page.

And, if putting up local prize money does not interest you, then you can still do us a great service by posting your local site records to our page.

Thank you for your time,
John Scott

Takeoffs are optional. Landings are mandatory.

It's better to be down here wishing you were up there, than up there wishing you were down here. Flying is the second greatest thrill known to man. Landing is the first! Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier. Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Good judgment comes from experience and experience comes from bad judgment.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

It's easy to make a small fortune in aviation. You start with a large fortune.

A fool and his money are soon flying more airplane than he can handle.

Keep looking around; there's always something you've missed.

Try to keep the number of your landings equal to the number of your takeoffs.

There are old pilots, and there are bold pilots, but there are no old, bold, pilots!

Things which do you no good in aviation:

Altitude above you.
Runway behind you.
Half a second ago.
The airspeed you don't have.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.

Gravity never loses! The best you can hope for is a draw!

EDITORIAL STUFF

SYLMAR HI TIMES is published monthly to chronicle the events and progress in development of the Sylmar Hang Gliding Association and is published as a service to the members of this association. Neither the editor nor the SHGA make any warranties or representations nor assume any liability concerning the validity of any advice, opinions, or recommendations expressed in this publication. Neither the editor nor the SHGA make any warranties or representations nor assume any liability for any of the items advertised and sold by anyone in this newsletter. Individuals relying upon the published material do so at their own risk. Subscriptions are available free only with full membership in the SHGA. See back cover for membership application. Commercial advertising space is available at the following rates:

Full Page \$50.00
Half Page \$25.00
Quarter Page \$15.00

All advertisements must be camera ready. I can also use text, pict, tiff or eps files for those with computers. Macintosh or Windows file welcome.

Editorial contributions, articles, letters, cartoons, and photographs are welcome, and remain the property of the contributor. They may, with the consent of the contributor, be submitted for publication in other hang gliding or paragliding journals. Editing, art, and layout are performed on an IBM compatible computer. Contributions are accepted on hard copy, floppy disk, voice answering machine, or E-mail. Deadline for contributions and commercial advertising is the 20th day of each preceding month. Mail contributions to:

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c/o Fred Weinmann
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eMail:fred@weinmann.com

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Contributors: Grant Hoag
Wayne Yentis
Cindy Benti,
Joe Greblo
Pat Barton
Erwin
John Scott,
Gark Pickett
and everone else I forgot.

Calendar of Events

- Board Meeting** Thursday, April 8th @ 7:00 pm
Melinda Keily's house
2415 East Mountain Street
Pasadena CA 91104
626-797-1289
- Club Meeting** Thursday, April 15th @ 7:00 pm
19th Hole at the golf course.
- Wilson Days** Ludwig is working on April Days at Wilson. Watch the LZ for dates. For more info. call Ludwig
626-337-6763
- Kagel Party** Saturday, April 17, @ 4:00pm
It's a retirement party for a Hang Gliding supporter, Forest Ranger, Will Shaw. Will has helped keep Mt. Wilson alive for 20 years. Everone is invited for the food and fun after flying.

GPS PROJECT

I would like your help in compiling a list of flying sites and the GPS coordinates for launches and LZ's. If anyone has information, even partial info please eMail it to fred@weinmann.com. Please include the name and any details about the site. I hope to publish this info with maps as trips are planed. Also if you have marked any good XC LZ's send them too.

BOARD OF DIRECTORS

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Kagel L.Z.		(818) 362-9978
Windtalker		(818) 362-9604

And now, for another Poem

(submitted, with the author's permission, by Karl Stice through Grant Hoag)

Hang Gliding Magazine deemed it too sexist, and wouldn't publish it. What a lack of sense of humor; why, it's so tongue-in-cheek, you could call it anti-sexist, if anything. It's about the future that's already here in the hang gliding world, and a possible future in the triking world. After all, trikers are just hang glider pilots with a portable thermal! This poem is by S. Lantz, founder of SecondChantz (reserve 'chutes), who's having loads of fun flying his Millennium, and when not that, loads of fun flying his CageParadigm. I think he wouldn't mind if we published his poem, and hopefully you'll all get a chuckle:

REAL MEN FLY RIGID

I never saw a girl on a rigid wing
Never saw a wimp on one of these things
Flaccid wing flyers just don't understand
To fly a rigid wing takes a real man

Why one asks would anyone do it
The answers are simple, I'll explain it to ya

One is their size: can't transport but one
Another their weight, a good part of a ton
You can set one up in only a day
A completely full tool box is all it takes

Find six people and beg them please
Move it to launch while I pray for a breeze
Please God I have a favor to ask
Would 40 knots be too great a task?

It's so easy to launch I don't understand
Why crowds always gather to give me a hand
Over half my launches have been a success
Why they stand and watch I just can't guess

When the breeze comes up I start my bolter
"Call 911!" I yell over my shoulder

But then in the air where the cumulus tower
I dive and climb for hour on hour
I loop and I roll and can't stop my smile
While the ground passes by, mile after mile
This rigid design is a beautiful thing
A man must be crazy to fly a flexible wing

But it's 10 below zero and I break out in a sweat
Almost forgot, I've got to land this thing yet!
And so on my radio I transmit to the wind
"Call 911, I'm comin' on in!"

I never saw a girl on a rigid wing
Never saw a wimp on one of these things
Flaccid flyers just don't understand
To fly rigid wings takes a real man!~

General Rambling's

(Inspired by Rome)

I talked to Pat Sheedy in Albuquerque. He said to say hello to all! Hard to believe, he's still married and is getting into sailplanes. (he has 15 hours and 2 solo flights).

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Pull the green burr clover, it's taking over!

•••

The gophers are terrorizing the lawn! I gave up on them (it's harder to stop an animal that is smarter than you). Fred Waugh has taken over gopher duty. There is poison bait out there, so don't bring your dogs to the LZ; it causes a slow painful death.

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Don't forget the signal mirror under the ramp. If you see a flashing light from the ramp, find a radio and turn it on! The club frequency is 147.555 Mhz.

•••

All that use radios, remember to ID yourself from time to time. If you don't have a ham license get one.

•••

Hang II ribbon is on the suggestion box and in the tree behind launch, so there's no excuses for not having one.

•••

Fred Weinmann has graciously agreed to take over the newsletter. He needs contributions for the newsletter or it won't be printed!!! If you want a newsletter you must contribute, no if's, ands, or buts about it. His eMail address is fred@weinmann.com. Send anything you have. Info on upcoming events, articles, comments, pictures, etc. Sending electronic files in any format is preferred.

Windtalker Numbers

(Send other windtalker number. We will publish them for all.)

Candlestick Park, CA		415-467-7287
Crestline Peak, CA	CSS	909-338-3362
Ed Levin Pk, CA		408-946-9516
Ft. Funston, CA		415-333-0100
Millerton Lake, CA		209-822-6276
Palos Verdes, CA		310-544-4387
Rancho Seco Lake, CA		209-748-5158
Rio Vista, CA		916-777-7007
San Luis Res, CA		209-826-9019
Santa Barbara, CA		805-963-4422
SkySailingAirport, CA		760-782-9055
Sylmar, CA	SHGA	818-362-9604
Lake Mohave, NV		702-297-1265
Lake Mead, NV		702-294-2400
Albuquerque, NM		505-891-1733
Sandia Pk, NM		505-243-8664

(Phone numbers verified as of April 1999)

A Big Thanks Goes To:

Greg Theroux, for donating \$25 to help defray costs of spreading the wood chips in the LZ. Anyone feeling guilty?

More Weather Links

Gary Pickett sent me these weather web sites. Check them out:

http://tgsv7.nws.noaa.gov/weather/CA_cc_us.html

<http://tgsv7.nws.noaa.gov/weather/current/KVNY.html>

Drag Chutes are Available

The Delta Stop Drag Chute makes landing areas bigger, reduces the time spent zooming across the LZ in ground effect, and makes flaring easier and safer.

The Delta Stop Drag Chute is harness mounted instead of keel mounted so you will have it with you on any glider you choose to fly. It is easy to use and is quickly reset in just 60 seconds.

The Delta Stop Drag Chute is available at Windsports or from Hungary Joe in the LZ.

Only \$125.00 + tax & mounting

Call Windsports for details (818) 988-0111



Volunteer for site monitor duty!!

Call Fred Ballard 661-251-2362. You can monitor in the a.m. and still fly at 3:00.

Thanks to Cindy!

Cindy has worked hard on the newsletter for quite a while now. She has done a great job. I for one always enjoyed getting the newsletter. As for me, I'll get by with a little help from my friends that send in lots of material. Thanks again to Cindy!

S.H.G.A. Welcomes New Pilots

The following pilots are new members of our club. Add them to your directory:

Paul Masura
3885 McGregor Comm
Livermore, CA 94550
510-455-9155

Walt Macor
749 Newberry St.
Livermore, CA 94550
925-455-4942

Eric Peden
4444 Camero Ave.
Los Angeles, CA 90027
H: 323-666-9615
W: 818-553-5133

Wade Graham
3925 Cumberland Ave.
Los Angeles, CA 90027
H: 323-663-5236
W: 213-458-2558

Todd Bloomer
230 N. Sierra Vista Dr. #D
Monterey Park, CA 91756

S.H.G.A. Address Updates

The following pilots have new address or phone number updates to put in your directory:

Jim Stevens
P.O. Box 1762
Hollister, CA 95024

DROP BOX

For those who don't know. This is the SHGA Drop Box (just south of the payphone). Please drop all dues, signed waivers, renewals, donations, address changes and the like in this box. Use checks when possible and kept the stub from the payment envelope. Also direct any visiting pilots here with their five buck.



Sylmar Hang Gliding Association

Membership Application/Address Update Form

All Sylmar Hang Gliding Association regular members must also be current, active members of the United States Hang Gliding Association. *A waiver of "rights to bring suit in case of accident" must be signed* and included with this application along with your payment (check or money order please). Mail payment and form to SHGA or deposit in drop box (3 foot brown post south of the pay phone) at the LZ.

Full membership entitles you to receive the monthly newsletter and flying privilege at the Sylmar Flight Park.

Membership Renewal

Yearly Membership Renewal	\$30	\$ _____
Unpaid Initiation Fees		\$ _____

New Full Membership Application

Yearly Membership	\$30	\$ _____
One Time Initiation	\$100	\$ _____

Visiting Pilot Fees

Monthly Membership	\$25	\$ _____
Weekly Membership	\$10	\$ _____
Daily Membership	\$5	\$ _____

SHGA Program Support

Road Maintenance Fund		\$ _____
Other Donation		\$ _____

Total: _____ \$ _____

X = Don't Publish

Name: _____ eMail: _____ eMail
Address: _____ Home: () _____ Home Phone
City: _____ State: _____ Zip: _____ Work: () _____ Work Phone
USHGA #: _____ Rating: _____ Exp Date: ____/____/____

Sylmar Hang Gliding Association
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