

The Yankee Flyer



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Connecticut Hang Gliding Association

Tumble at Mount Greylock

By Tim Locke

Tim here A okay. I would like to thank everyone for rescuing skinny white boy. The camaraderie that leads to pilots abandoning their own flights to save a downed pilot is unbelievable. I am self appointed beer gopher for the next year. Brief synopsis: Mount Greylock, Sunday May 19, second soarable day in row. Chutes and ladders. Exxtacy in bailout field, exxtacy and paragliders skyed out. Gary Trudeau's Falcon a speck in the sky, and assorted flying craft marginally tucked into the womb of the mountain. After 4 minutes of launch level work I explored the spine to the north. Bam! strong thermal. Tom Lanning and I surged up. Climbed 2000 ft. in 2 minutes. Tom Nejame didn't miss our bank angles and came over to sit on top. This thermal was cooking and the vario was solid white noise. I was to within a 100 feet of T. Nejame and since I had been in the core from minute 4 I had no tip off that the thermal edge was any worse than normal for a strong thermal. I remember flattening my left turn slightly to shift my track and in a split second I am over the falls and rotating past 90 degrees plunging into the abyss. Tom Nejame mentioned that my right wing went down first before pitching over. I have experienced that wave from behind feeling before when getting dumped and have always recovered none the worse for wear. This time it was so abrupt that I had no conscience time to do anything. Check with Davis Straub on his experience. For years I have known about keeping your weight forward in these situations. Well let me tell you that sounds great in theory, but wait until you are staring at your nose plate and want to stop your body from smashing into it. I know the critique is that I had extended arms, but after you have rotated past ninety so quickly are you really pushing out or holding on for dear life. Any how my vario showed over well over 1900 ft. down at some point in my flight and what is interesting only a top speed of 34 mph. Was this due to the quick rotation and subsequent 3 tumbles or was my airspeed impeller skewed at tumble? If



Tim with girlfriend after rescue

I was nose down waiting for pitch stability systems to kick in, should I have generated more airspeed. My recollection is of rotating inverted very quickly. After the tumbles I ended up off of the trailing edge at the keel. It surreal as the glider was copping a glide upside down. Briefly I thought about climbing back into the control frame in a detached moment of reality. I took advantage of a wide open lane to chuck the chute. I will have to continue this story later as it is late. But in reference to the stability of the glider, the sprogs were set higher than Florida and there was adequate pitch pressure at 50 mph. plus. That is not necessarily a sole indicator of pitch stability, and my intention is to send the glider back for reworking and analysis by the manufacturer. I had a bent washout tube, a broken washout tube wire and delaminated transverse battens. The airframe survived three tumbles without breaking and the sail is essentially unmarred. I believe in maintaining a good bank angle in turbulent air and think I had the bad fortune of lowering my angle just as my right wing found the edge of a nasty thermal edge. Signing out for now.



CHGA Minutes

By Mila Jungmann

Foreword: The last few months I have been a bad scribe and failed to publish the minutes. As a consequence Andy could not publish a newsletter. I greatly apologize and thank Dean for complaining (even negative attention is attention). I hope no one was inconvenienced and will try harder in the future.

Minutes Sep. 2002

1. *Treasurer's report:* \$2130 in Aerotow fund, \$422 in account, 15 paid members.
2. A motion was voted on and passed to brush hog the Talcott LZ. Details were left to individual members.
3. *Site Director's Report:* Ron Pasalk, a retired FAA official was contacted by Rick and Deane about making a notch in the ARSA. It turns out runway six oh only gets used in a Northeast wind. Deane sent a form with information and request to Bradley Traffic information about securing a route South to get away from controlled airspace. Prospect hill is now being flown by Paraglider pilots.
4. I gave Description about Michael Robinson's winch tow operation in Canada (High Perspective Hang Gliding, near Toronto In Pickering. See website High Perspective Inc.). It was pretty harsh, but altitudes over 3000 feet were routinely attained under 2 minutes, including tandems. I think it is viable.

Minutes Oct. 2002

1. *Site Director's report:* Andy, Bob S., and Deane Went to Prospect Hill and hit saplings with 'agent orange'. They cut brush and saplings below as well. Bob worked on the Brace Shuttle truck The rotor was dirty and the carburetor idle screw needed adjusting. He also re-attached the gas tank back on. Also, Gary Fish responded to correspondence from Rick and Deane (see Sep. 2002 minutes) and wanted to discuss what we wanted. Dean answered with a professional looking (and sounding) report including graphics which he brought a copy of to the meeting.
2. *Treasurer's Report:* \$423 in account, \$ 160 was spent for brush hogging (see Resolution Sep. 2002 minutes). \$2123 in Aerotow fund. Expect \$200 revenue from Cape Cod Halloween Fly-in.

Minutes Nov. 2002

1. *Treasurer's Report:* We will need 15 people for membership in Chapter 11 to break even for 2003.
2. Bridget and Wayne are campaigning for office of Beer Director.
3. Andy was nominated for President.
4. Sharon accepted another term as treasurer.
5. Mila accepted another term as Scribe.
6. Deane and Donna donated the use of their house for the 2002 winter social get-together.
7. *Site Director's Report:* Dean and Andy Trimmed the Lime Rock launch and ramp. Donna also stained the ramp. The access road is in great shape. Harry Fish left a message for a call-back regarding Bradley ARSA exception (see Oct. 2002 minutes)

Minutes Jan. 2003

1. *Treasurer's Report:* \$ 400 in account at end of Winter Social/ meeting. After paying insurance, the balance is \$196 in account.
2. *Site Director's Report:* A work-party is tentatively scheduled for Brace at the end of March.

Minutes Mar. 2003

1. *Site Director's report:* Deane has been in contact with people in negotiation with the FAA (Operations Air Space Manager) in pursuance of the proposed slot in the Bradley Airport ARSA. Unfortunately the answer was negatory, it seems the Union traffic controllers would have to accept the slot, for it to go in effect, and they are not in favor. But all is not lost, an aircraft radio protocol is acceptable and plausible. This would allow a Hang glider pilot to climb up to the bottom of the ARSA and call Bradley Tower on the official aircraft frequency and say something like "Ultra-light, Red and White located approximately four miles South-West of Bradley field asking clearance to ascend into ARSA while holding position, then proceed due South to clear ARSA." Then an air traffic controller would answer something like "Ultra light Red and White you have clearance to four thousand, advise when clear." This means each pilot who wishes to pass through the ARSA must use the same protocol. A further meeting to establish the exact protocol is being set-up. The required equipment is an aircraft band radio and an FCC license which involves sending a filled out form and fee and is available at any airport. Deane found a source of radios for \$200 and will have the forms available.
2. April 10 Thursday, a contingent of CHGA pilots will do a Florida trip to Wallaby Ranch.

Minutes Apr. 2003

1. *Site Director's Report:* Paul Niznik at Brace Mtn. met with hot air balloon people about operating there (see: www.lighterthanair.org). Brace opens May 26. There were some discussions about work-parties. Paul Niznik will waive a membership fee for two work days at Brace Mtn. for any pilot who wants to fly there. Catamount ski area is open to flying not too many details were available. Deane is managing the purchase of a bunch of radios for a bulk discount to communicate with Bradley tower (see Mar. 2003 minutes), contact him with questions.
2. There was a general discussion about protocols to use when contacting the Bradley tower. Some issues were the use of a communications dispatcher who could relay communications back and forth on the ground to reduce pilot's work-load and allow the purchase of only one *club* aircraft radio. Another issue was the difficulty of obtaining the license. Finally, the probability of actually getting the clearance or a denial from the controller.
3. *Treasurer's report:* \$ 264 in treasury, \$ 2105 in aero-tow fund.

Minutes May 2003

1. *Treasurer's Report:* \$264 in treasury, \$ 2147 in aero-tow fund. Insurance has been paid up. We have 14 paid members.
2. Paul Niznik and some of the Winch operators were in contact with Paul Voight about obtaining winch operator's technician ratings at the 4 July fly-in. Dean, Dan, Andy, and Mila submitted their names to the list of participants.
3. *Site Director's Report:* Work-party plans for Brace: repairs to shuttle truck, cutting of trees, rack for second shuttle vehicle. People will get in touch by phone to make plans. (by the way, Paul Niznik is moving to Kensington)
4. Anti-Mosquito device to be installed in the Talcott LZ was discussed. Issues were West Nile virus, the cost, and cost effectiveness, and the actual effectiveness of the device, no motions were introduced.
5. General discussion covered the Florida trip and personal socializing.

Minutes Jun. 2003 Scribe Absent From Meeting (BAD SCRIBE!)**Minutes Jul. 2003 Meeting canceled due to good flying conditions**

Brace Mountain Permit

By Deane Williams

In other good news, the Brace mountain permit has been completed and signed off by the state.

In a clever bit of wordsmanship Paul Niznik wrote the permit for "Taconic State Park" which covers a lot of land and includes Prospect Hill, the top of Catamount and some other possible new sites.

See <http://www.pandkindustries.com/clubrules.html>

Catamount Gives Permission to Fly

By Deane Williams

Paul Niznik has negotiated permission for HG and PG to fly Catamount Ski Area on the border of NY and MA. There is a large daily fee but Paul feels very positive that he can negotiate this downward AND the Brace Flight Park will pay the fee initially. Pilots will have to pay a daily fee (\$15) to help offset this. Think of it as an aerotow to a soarable mountain but you can take as many flights as you want for the day.

Part of Paul's strategy in accepting the initial large cost is that it gets "our foot in the door" and allows us permission to re-clear the top launches which face SW, W and NW ! (The ski area slopes now are clear and accept N and NE.) Wayne and I have soared the mountain in a SW once on a XC flight from Brace. We soared it for at least half an hour and then got high enough to go over the back so we know it is a good spot. John landed at the bottom and received a



very friendly welcome on another flight there. (On the few PG flights that have been flown from the other side of the bowl (Prospect Hill) the LZ owners have also been very receptive.)

The mountain offers several good advantages:

- * Large range of directions from SW through NE
- * 1000 foot vertical with lots of clear air upwind
- * Dozens of possible fields out in the valley
- * Easy and smooth dirt road up to the top (2WD in dry conditions)
- * Owner will provide a driver to drive vehicle back down for us
- * Only about 1 hour 20 minutes from central CT on rt. 44 and 7

We should be ready to organize a serious attack work party with chain saws and nippers to clear the launches. With enough people it will go quickly. Of course we'll do it on a completely non-flyable day ☺ with a day or two advance notice.

Ellenville XC

By Deane Williams

Monday July 28, 2003 was a delightful summer day. Post-frontal NW winds of 8 to 12 at launch. Donna and I went for a road trip out to Ellenville and I went for a sky-trip back to Connecticut. The lift was solid under the clouds and as high as 700 fpm. I launched at 1:40 and easily got up in light lift. Moved north where there were better clouds forming up by the airport. Hooked one to base at 7009 feet and moved east to the next cloud area, which was about 6 miles away. Easily stayed above 5K until the river. Then sunk to about 2200 before finding a boomer east of Poughkeepsie. The cloud was perfect and there was a smooth 700 fpm thermal feeding it. Back to base but now it was only 5500 MSL. Gliding into the route 22 valley of eastern NY I arrived over Leather Hill, a flying site now starting to become overgrown from disuse. I thought I would have to land there and radioed to Donna to go there. Just as my radio battery started to die out I climbed back to 4K and over to New Milford, CT. It was now almost 5PM and there were very sparse clouds to the east. So I landed close to the main road, route 7 and Donna found me soon after despite the radio problem. She is really good at this!

It was a sparkling day! Wish you could have been there too...



Climbing out over the Ellenville Airport



New Milford, CT town center with the Housatonic River and hand picked LZ

Static Winch Towing

By Mila Jungmann

Anyway, I found some good stuff on the web about winch tows out in the Midwest. They mostly use foot launch, but some do use carts. Try this hyperlink: http://www.birrendesign.com/rhgpa_home.html

The technology is the same as aerotow, except for the length of their bridles. It also gives me some options about people getting winch tow ratings. The only thing is; High Perspective in Toronto is 10 hours, whereas Illinois is 20 hours by car.

I just finished designing the cart and am ready to cut chips. Volunteers are solicited; I have detail prints for the components and most of the raw materials. Any help will be appreciated, for example painting, or just moral support. I also need a parachute for the tow line (see hyperlink) for all you homemakers. The guys at Brace were receptive to winch towing and some are willing to donate their bodies to science. The only thing I need for them is a single point release (Euro-type). I tried to get one off Jeff Nicolay but most unfortunately he was fresh out (OH YES WE HAVE NO BANANAS). You know the song and dance. So soon there will be no more excuses and there will be some winching going on.

Sionara for now; (that means chow-chow in Japanese);

(milajungmann@snet.net) (203-269-2101)

Glider Classifieds

New Falcon 1, 195 \$2450.00

Fusion 141 in excellent condition \$1900.00

Contact **Tek Flight Products** (gliders@tekflight.com or 860-379-1668)

Next meeting Tuesday August 5 @ 7 pm

George's Pizza & Restaurant (860) 673-0421

9 School St, Farmington, CT 06032

Any comments or suggestions about this or the next newsletter please send me an email.
Fly High & Safe!

Andrew Fiertek
N1YLO@comcast.net