

NASA was established in 1996 the Northeastern Air Sports Association is a hang gliding club set up to provide its members with access to regional flying sites insured by USHPA and to serve educational and social purposes. NASA explores new sites to open and travels to other sites to ensure maximum flying opportunities for its members.

IN THIS ISSUE:

- **The NASA Club officer who was just named USHPA HANG GLIDING INSTRUCTOR OF THE YEAR**
- **Who is a new H3 and who got engaged**
- **Improving access to the North Knob launch**
- **Upcoming clinic (party)**
- **Lessons learned the hard way**

“The Instructor of the Year Award recognizes the importance of our certified hang gliding ... instructors in promoting safe flying practices and contributing to the positive image and growth of our sport.... Considerations will include effectiveness as a teacher, being a safety role model, and other factors that the nominating parties deem worthy of recognition.”

Does that sound like the Tom we know? Of COURSE it does! And many of you wrote very moving and effective letters to USHPA describing his dedication, which convinced the awards committee that Tom is the BEST there is in 2009.

Congratulations Tom! You love the sport of hang gliding – well, the sport of hang gliding loves you back – BIG time!

Mike Longo received his H3 rating in September. Congratulations Mike! Happy flying down south but we hope to see you back in Ellenville before too long.

MEMBER HIGHLIGHTS

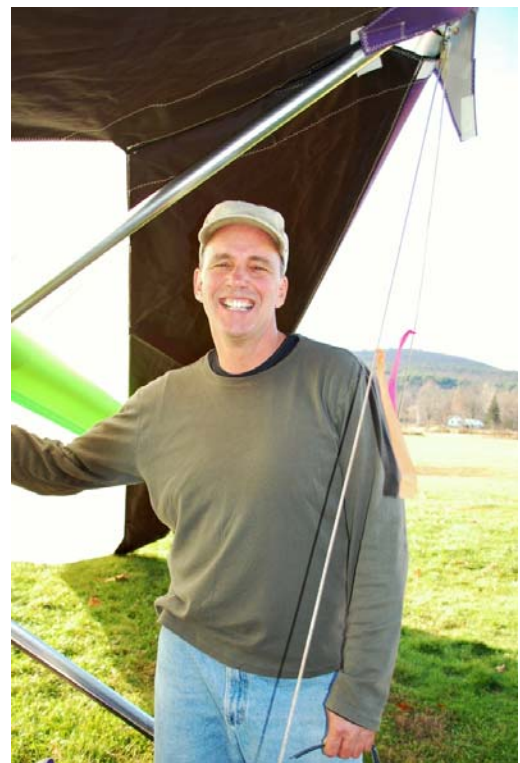
USHPA Instructor of the Year!!!!

As many of you already know, **Tom Galvin** has been named USHPA Hang Gliding Instructor of the Year for 2009. Only one hang gliding instructor in the country is so recognized each year.



Tom -- Carrying Someone's Glider, of Course

Mike Longo and his Freedom



Member Innovations

Sweet Chariot - Those of you who have been to Brace or who are eager to fly there should give three cheers for the ingenious glider cart devised by **Wayne Neckles**. This clever carriage can carry two gliders at a time down the LONG and bumpy trail that is the first stage of the trek, and then help with the STEEP and bumpy climb up to launch. It's still a physical challenge but the cart dramatically facilitates the ground effort required for the ultimate payoff of flying at this great site.

21st Century Logbook – **Enrique Sallent** has created a new app for the I-Phone that will allow pilots to log flying time and conditions electronically. Those of you who have come to value this device because of its handy functions may now have another reason to rely on it. Enrique is seeking pilots with I-Phones to pilot this application. Please contact him if you are willing to give it a try!

Wedding Bells

Hang gliding couple **Megan Kymer** and **Tom Lutz** announced their engagement a few months ago. They're currently working out the details of a May 2010 sea side wedding. **Daniel Vinish** also became engaged recently to his girlfriend, **Jordyn**. We wish both couples much happiness!

Megan and Tom (with Frankie)



Jump Up and Down!

Members made a very good showing at the 19th (sort of) annual SNYHPA Fun-Fest and Fly-in on Labor Day. **Tom Galvin**, **Tom Lutz**, **Cathleen O'Connell**, and **Mike Longo** all placed in the top five in their flying categories, and the "Galvinators" (**Tom G**, **Cathleen**, **Tom L**, and **Richard Behrends**), with

support from the "Screaming Eagles" (**Victor Alvarez** and **Wayne Neckles**) placed third in the team competition just behind the 2nd place Cavemen, (**Mike Longo**, **Jim Georg**, **Dave Lewis**, and **Gary Planken**). The video Wayne took of the Drag Race is beyond priceless. Fun was had by all.

NOTES ON FLYING SITES

North Knob – Ellenville, NY: The vision of a multi-directional launch with glider set-up area and drive-up capacity is very exciting. Although the site has much potential much work is needed to realize it. And this work has now begun!

In early November **Wayne Neckles**, **Greg Black**, **Mike Longo**, and **John Schultz** worked long and hard to remove a massive tree and its stump at the side of Route 52 in mid November to get the work underway.

Going - Greg Cutting Down the Tree



Going - Wayne Digging Up the Stump



Gone! Wayne Posing in Front of the Big Hole



Timo, Greg, Wayne, & Chad vs. the Monster Truck

Dump the Stump!



Then on November 21/22 & 29 large parties of volunteers made significant progress on improving the entrance to the access road. First the culvert was cleared out. Then there was a brief delay to extract the giant gravel truck from the soft ground it had sunken into overnight. A combination of human and machine power finally freed the trapped truck.



Mountain Wings Tractor Pull

Wayne Neckles operated the machinery while **Greg Black** led the teams who gathered stones to build walls along the incline and to clear trees and debris. Volunteers in these weekend work parties included **Carl DiPiero, Dave Cannon** and his son **James, Nikolay Stoyanev, Tom Galvin, Timo Friedrich, Sue Sparrow, Charlie and Janet Black, Greg's mom, Dave and Kathy Lewis, Chad Wildman, Manuk, Mike Storr, Rich Bryant, Tonia, Gideon, and Cathleen O'Connell.** (Did I miss anyone – let me know.) Thanks to all who have helped so far. **Lot's more remains to be done so stay tuned for periodic calls to help out. Even the unskilled can contribute!**

Club Comforts: The social club part of the Mountain Wings shop is almost done: it is being set up so that any NASA club member that lands in the "T" hill will be able to walk their glider into the warm shop to break down during the winter months. There is a new HD viewing area for watching or down loading movies of flights and a new high power PC to play on and a killer sound system for listening to music. There is also new lighting, complete with light switches - no more extension cords all over the place!

CLINICS

Parachute Party!

Remember you must repack your parachute **at least every six months**. To help you accomplish this NASA is planning a “**Parachute Party**” on **Saturday, January 16** – for \$40 & a contribution of food or beverage (\$45 if you can’t bring something) you can hang in your harness, throw your ‘chute, and then party while it “relaxes” off the beams of the Mountain Wings hanger. This is an opportunity to deploy your ‘chute when it will be fun to do so! Set the date. Details to follow or inquire of Greg.

Weather Basics

On November 7 **Tom Galvin** presented a mini-clinic to **Carl DiPiero, Mike Longo, and Cathleen O’Connell**, guiding them through the use of various sources of weather information and weather basics in interpreting forecasts and expected flying conditions. He has offered to conduct this on a periodic basis - as his availability and pilots’ interests coincide. (For example, as we gather to warm up in the Mountain Wings hangar around the new computer station.) We can’t always rely on Tom’s emails before the weekend –let’s take advantage of his willingness to guide us through web-based material so we can learn how to interpret it practically and then use it to improve own decision-making skills.

SAFE FLYING

Soaring and Snoring, Why I Landed in a Corn Field! by Carl DiPiero

- **The site:** BRACE MOUNTAIN, MILLERTON, NY.
- **Conditions:** A sunny, mild, September afternoon, winds NW ~6-8
- **The pilot:** H2 with 7 launches /1.5 hours of flight time

After a good launch I enjoyed about 25 minutes of soaring before I had to make an alternate landing in a corn field. Having some time to think about it, I understand what I did wrong. I broke two major rules. 1) I let the LZ get out of sight although I didn’t realize it at the time since I was enjoying the soaring so much. What I thought was the LZ was not actually the LZ. I was way north of launch but

thought I was south of launch. 2) I also did not pay close enough attention to my altitude in relation to the terrain. Never focused on some target to determine if I was sinking. When I realized I was way off target for the LZ I headed towards it. I thought all was ok then the trees seemed to be too close for comfort although I thought I could still pull it off. All of a sudden I was pushed out of the sky as I described it to Tom Galvin. When that happened I looked for a clearing in the corn field and safely landed. Tips to pass on: Always have cell phone numbers of the other pilots you are hang gliding with in case you do have to make an alternate landing, so they can locate you; also have a radio with two-way communication capability set to the common frequency.

Carl of the Corn



DOGS OF THE FLIGHT PARK

This month's issue features **Scotty**, Richard Behrend's Scottish Terrier. Scotty quietly (and continually) makes his mark as he roams around the flight park, sometimes accompanied by the effervescent Eddie.



The Grand Old Man – Scotty!

WINTER FLYING

Don't stop flying just because it's getting a little cold! **Tom Galvin** offers the following suggestions – along with useful links – to clothing options that will help keep you comfortable and safe while flying in the winter months.

Some Suggestions for Winter Flying Gear, by Tom Galvin

Hot chillys (www.hotchillys.com/) or Underarmour (www.underarmour.com) are good synthetic base layers. For my base layer I prefer smartwool (www.smartwool.com), which uses natural fibers that tend to breathe better, though they do cost more. I do not wear anything cotton, as that will hold moisture. Also I highly, highly recommend a balaclava. Turtle Fur has a good line (www.turtlefur.com/tfturtletech.php) that is windproof, warm, and designed for helmet use. For light gloves I use Manzella (www.manzella.com) windproof gloves down to about 30 degrees. Cold weather I use my ski gloves.

HAVE A HOOKED – IN HOLIDAY! Safe Flying in 2010



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The NASA Flyer
Newsletter of the Northeastern Air Sports Association

REACHING OUT TO THE NASA COMMUNITY

NASA Membership: Please be reminded that your dues is critically important to the ability of NASA to open and maintain flying sites. Insurance is a major expense that has increased in 2009 and will go up again in 2010. You will learn elsewhere in this flyer about some of the construction work that is underway to improve one of the launches, and naturally this has costs associated with it as **well**. Therefore it is very important that each member be current with dues payments in order to continue your access to fly at NASA sites. Please note that for these reasons club dues will be increasing in 2010 – details to follow.

Contribute an item to the newsletter: Members and friends of NASA are requested to send in ideas, articles, photos, web links, notices, and other content that would be of interest to the NASA community. Contact Cathleen with your suggestions.

Thanks to the following members and friends for their contributions to this month's issue:

*Carl DiPiero
Sue Sparrow
Wayne Neckles
Tom Galvin
Greg Black
Tom Lutz
Cathleen O'Connell*

Did I miss anyone? Thank you all!