

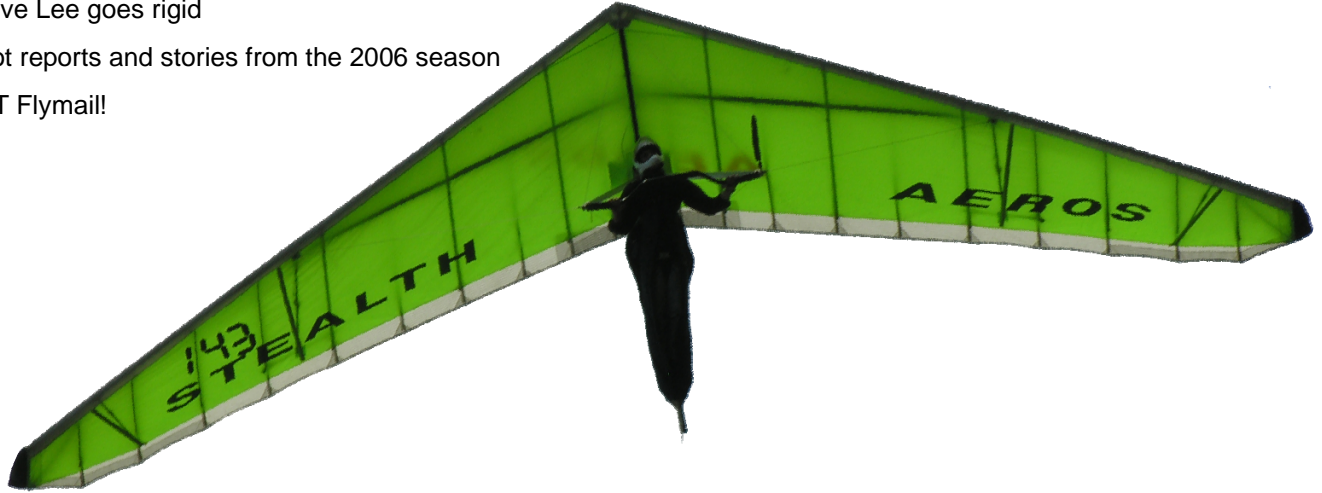
# Branches

December, 2006

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## In This Issue:

- 2006 Team Challenge
- TTT Mayhem
- Steve Lee goes rigid
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Tennessee Tree Toppers  
P.O. Box 1286  
Dunlap, TN

## Prez's Perch By Steve Lee

I recently went to Washington state to see my niece get married in East Wenatchee. Kathy and I drove to Chelan and found the Chelan Classic in action. We were going to act like wuffo's (pictures and questions), but our good friend Larry Snyder was looking for a driver and recognized us before we could get out of the rental car. It was a Tree Topper reunion as we found others from this area on top of Chelan. We talked about the great hang gliding in Tennessee along with the #1 club in America. Some of the pilots asked me what makes TTT the #1 club in America. I told them if they would come and visit they would find out first hand. Then I gave some reasons worth repeating in the Prez's Perch. We don't just claim to be the #1 club in America, it's a fact:



- Friendliest people you'll ever encounter
- Easiest XC anywhere
- Exceptional camaraderie among pilots
- Beautiful scenery and topography
- Smooth relaxing thermals
- Cheap dues
- Web Site, [www.treetoppers.org](http://www.treetoppers.org)
- \$50,000 in CD/LZ fund and \$4000 in checking account
- Leaders in promoting our sport
- Member Dunlap Chamber of Commerce
- Excellent relationship with the locals
- When you join TTT, you are the owner, not just a guest.
- Location in the hang gliding capital of the East
- Paved roads to launches
- Fast turn-arounds
- Club owns launches and LZ
- Manicured set up areas with shade and running water
- Manicured large LZ's
- Famous Radial Ramp that can't be beat, only copied
- Clubhouse and full facilities
- Large outdoor pavilion
- Beautiful campgrounds with RV hookups
- Volunteer membership boxes

**“When you join TTT, you are the owner, not just a guest”**



Come and fly!

Steve Lee, TTT Club President

## From the Editor Tony Fabiszak



I love America's #1 hang gliding club. A wonderful site, good people, and spectacular flying await anyone who ventures out to Tree Topper land! I have been with TTT and flying HG for a little over a year now, and I have never had

so much fun. I've had my highest, longest, and best flights, including my first time to cloud base and my first XC flights all at Henson's gap....not to mention more than a few sled runs. Lately I've been doing quite a bit of flying at Chilhowee Mountain near my home in Ocoee, TN, but that's never as much fun as coming out to Henson's Gap and soaring with my

friends in the beautiful Sequatchie Valley. I would like to thank all the Tree Toppers who have helped and mentored my flying in the last



year...giving me rides up the mountain, advice, wire launches, friendly competition, and good conversation. I am looking forward to many more years of flying to come with America's #1 hang gliding club! I hope you enjoy the Branches Newsletter.

Send comments and content to: [TTTBranches@Gmail.com](mailto:TTTBranches@Gmail.com)

## TTTotal Mayhem: Rocks, Wings, Bikes, Canoes, and a Party! By Dan Shell



Steve Jones and his T2 get ready to go

This year the annual Tennessee Tree Toppers Mayhem celebration of Memorial Day weekend was themed Sequatchie: Earth & Sky!, offering experiences of our beautiful valley from a variety of perspectives. The day began with a Geological Tour of the Sequatchie Valley, featuring a five-ounce breakfast by Tree Topper Kathy Lee, a fruit salad by John Lawton, and plentiful delicious cinnamon rolls from Patty Cakes served in the TTT LZ. After breakfast, we discussed the fascinating geological origins of our unique topography, then hiked a little way up Henson Gap Creek where we found brachiopod and crinoid fossils, evidence of the valley's early days under the sea some 450 million years ago.

As soon as we could get out of the creek and up the mountain, we began slamming battens for the next event of the day, the Mayhem Flyathlon. Hang gliding competitors predicted where they could land, then sent the other half of their team there with bicycles. From this landing point, they would pedal to the Cherry Street/Old York Highway/Humpback Bridge, launch a canoe, and paddle to Canoe the Sequatchie at Highway 127.

Both fields next to the river were in tall hay Memorial Day weekend, so Steve Jones sent teammate Ginette Hermoso to the horse farm near the intersection of East Valley Road and Old York Highway before launching at 1:21 PM. James Anderson followed close behind at 1:22, but selected the manicured grass of the TTT LZ and a bit longer bike ride for he and his partner, Dylan Harper. Cayce Harper launched at 1:23 and also headed for the LZ, from where he and his brother Bryson rode for the



Cayce Harper launches into total Mayhem

river. Steve and Kathy Lee launched at 1:40 and 1:42 respectively, but were distracted from the course by excessive altitude gains and literally hung on

until it thundered. I launched last and wasted time on course entertained by the same sirens before abandoning the thermal to claw my way through lift to the field. Cindy had the bikes in the LZ, and we too made the long ride from the short grass. Adding one to our team at the river, our son Jackson joined the canoe crew. Flavius Barker of Canoe the Sequatchie remained available the entire time to launch all the competitors with a smile and a steady hand, even when the time stretched as the "Flyathletes" moved somewhat unathletically. The ride down the river was as nice as always. A great blue heron kept flying down the river ahead of us, landing just out of sight then taking off again as we approached. We intended to take our time in this phase even though it was "technically" a "race," but those plans changed when the same crack of thunder that chased the remaining pilots to the ground hastened us downstream. We arrived at Canoe the Sequatchie just as the bottom dropped out and, of course, proprietors Scott and Ernestine Pilkington were standing by to get us in the dry quickly and efficiently.

The Mayhem celebration concluded with the evening party and awards ceremony, which revealed the triumphant Flyathletes. James Anderson and Dylan Harper won third place with a total time on course of 1 hour and 17 minutes. Bryson and Cayce Harper completed the course in 58 minutes to win second place. The Flyathlon Champions for 2006 were Steve Jones and Ginette Hermoso with a total time on course of 51 minutes. According to Steve in his acceptance speech, their success was attributable to good team effort and Ginette's expert use of a paddle. Although the usual bonfire was squelched by the afternoon toadsoaker, we enjoyed great food and refreshments and warmed up to the wonderful music of Hickory Wind, a favorite band of the Tree Toppers from whom we hope to hear at future celebrations.

The beautiful sounds and a colorful sunset drew a gentle drape on another great TTT Mayhem and a successful celebration of Sequatchie: Earth & Sky!

The beautiful sounds and a colorful sunset drew a gentle drape on another great TTT Mayhem and a successful celebration of Sequatchie: Earth & Sky!



Lisa Barker along with Flyathlon champs, Steve Jones and Ginette Hermoso.

## 2006 Team Challenge By Mark Stump

Ollie had been on me hard to go to the Team Challenge since Big Spring, and he pushed me over the edge while he was here for the Non Mag end of summer flying. He asked me what I was going to be doing and I didn't have a good answer.

Steve Prater and I met at Barron and Linda's for a great evening. We left Steve's truck there and drove 500 miles to the Henson's gap launch. We got camp set up and attended the pilots meeting that evening. Everyone introduced themselves and talked about their flying experience. There were only enough pilots for 4 teams. Based on hearsay and rumors from Ollie, they made me the leader of a team. Not a good move. I started feeling bad for whoever was going to be on my team right away. After a couple of days of flying, we came up with our team name. The NUCKLEHEADS. Ollie's was Mothership and the Drones.

Day 1, Sunday. Henson's light N. mostly sleds all day. My team mutinied on me saying they "didn't want a sled" when I jumped 1 hr before the launch closed. I got away late with a 400' Nebo like save over the LZ. James Stennet(T2) got in it also and we made 15 miles. Goal was 24miles. Ollie's team reflew and they all got out (5 mile min). Ollie got 10-12 miles and his C pilot made it 6-7 miles. This gave them a huge lead that they would never relinquish. Prater had several flights was looking good with great launches and landings. All the pilots ate together. We took over the only restaurant that was still open and had a huge time.

Sunday's light lift kept many waiting on the ramp!



Day 2, Whitwell, Light South mostly sleds. I got 6 miles, Ollie 7. Ollie could have made goal (Henson's LZ) but he came back 3 times trying to help his team. WOW! Stump would have been gone. oh the shame..

Day 3, Whitwell, Light South with lots of upper level clouds. Terry Presley was there. Saw several groups of 50-100 hawks migrating through. Mostly sleds.. Ollie and I got up and away and made it 3.5 miles from the Henson's LZ goal working everything together to stay UP.

It was huge fun. We were 700' to 1800 most of the way.

Day 4, Henson, Light north. Ollie is the only one to get up and does the task. Out and back 18 miles. His World Domination continues. I also set a record. Speed to the LZ for.... THREE FLIGHTS in one day. Chris Kristopherson on my team flew 4 times. Prater made at least 3 flights.

Day 5, Henson, overcast rain to the west. ALL glass smooth sleds. Day 6 Henson, Blown out NE, Allen Rahi flies late. Does well...survives.

Day 7 Henson, NE blowing, everyone flies. Thermals were blown apart. Fun factor low. Several pilots get outside the 5 mile circle. Walter G man, Rahi and Prater have good flights. Prater gets his longest time 13 min, distance 4 miles XC. Sweet. John Stokes and his wife Dawn put on a huge Bird show right at dark. Hawks, Owls, Black Buzzard and the Bald Eagle. They fly right over our heads. You feel the wind off their wings. What a show! The awards.. Mothership and the Drones 1<sup>st</sup> by a mile, Jeff Lockerries team came from behind on the last day and blew by the Nuckleheads for second. The PARTY. food, fried turkeys, catfish, hush puppies, slaw, beans, cake, and any tasty hydration fluid you would care to consume. Live band that rocked. A HUGE Kenny Sandaford giant log bon fire. And Prater got to set off the fire works off the ramp. The red line now has some burnt spots on it. A great ending to a great week of meeting new people and flying in the HG Capitol of the east.

Safety report, One bruised shoulder, two bruised Egos, 3 broken down tubes.

I was just starting to get home sick. Good to be back home Region ??? SIX! (way to go Morton)

Let's go fly!

Stump



The Mothership cruises overhead

## Team Challenge Experiences By Skip Freitas



It had just started raining when I arrived at Henson's at 1:30 am, so I slept in the club house instead of pitching a tent. At 7:30 Sunday morning,

someone made coffee and soon the day was on. There were only a dozen or so pilots in the meet so we had four teams with three to four each.

Sunday we flew at Henson's radial ramp. Winds were light out of the North. Task: Marion airport. Most pilots had sled rides with lift being real light (less than 200 fpm). I launched around 3 pm and caught a thermal or two and managed to gain 200 feet above launch but soon sank out, airborne for 23 minutes. I relit at 5 pm for 10 bonus points into some 7 mph wonder wind and would have the longest and farthest flight for my duration there the whole week; 32 minutes and 3.6 miles. Not counting ridge soaring, a few out and returns, some short landouts and bail out fields, that was my 6<sup>th</sup> x-c flight ever! What a thrill it is to land out!

Monday winds were looking to be light SE so we packed up our gear and drove to Whitwell. Again mostly sledders. I had a long hang wait behind James S. but didn't care to push since he is a much more experienced pilot - I practiced patience. I had a super launch and worked some light thermals but could not get up...23 minutes later, coming in to land at the church LZ with still some workable altitude, I noticed James S. circling low and trying to work something. I arrived above him but we both failed to get on that elevator ride. In all the excitement I neglected to let off any vg. I was on my downwind doing mach-6 according to Stump and noticed some slippage on my base leg, Yikes! for a second or two I had extreme terra-firma nervosa, but my wing eventually came around and we had a spectacular, soft & gentle landing, she and I with full v-g on.

Tuesday the wind gods furnished us with more less the same. Sunny, hazy, cirrus clouds. Task: Galo then Henson's LZ, same as yesterday. I launched right after the Mothership into a thermal right in front of launch. Circling right seemed awkward but I tried. Ollie radioed me "smooth turns, fly smooth", he was soon up and out of there. I almost overstayed my welcome in the bubbles of lift (with pockets of sink) and finally headed to the church LZ. Little did I know that would be my downwind approach (about a mile or so), although I was looking at other fields along the way to bail out if needed. Keith Smith, Rick and I relit for our 10 bonus points and enjoyed smooth air. The next morning I won a cool looking red LMFP T-shirt for my comp style approach - Long downwind, short base and final.

Wednesday the winds were out of the East at 1 mph. We flew at Henson's. Task: Dr. Dales and back. Only the Mothership got up. Everyone else was having sled rides. My flight lasted 13 minutes, the longest flight of all flexies.

Thursday the winds and tasks were the same but we had overcast and rain to the West. Having pulled a muscle on Tuesday (sprinting off the LZ after landing) I hang waited all day. As the launch window drew to a close and I got ready to launch, Ned suggested to head

straight out into the valley, if there was any wonder wind it would be found out there. I launched just as it got to be catabatic. Well he was right, I had the longest flight of all flex wings that day (again) - out in the valley working some wonder wind kindled by a farm tractor on the NW side of the LZ. Thanks Ned.

Friday with gusty NE winds was called a no fly day, however 2 pilots (not in the comp) cast their fate to the winds.

We flew Henson's Saturday. Winds were out of the NE 12+ mph. Over the radio pilots were reporting that the air was rough. Several pilots (even some C pilots) were ridge soaring to the right of launch in the 'cove'. My teams strategy was to launch right after Speckman. After some fussing with my radio I was ready. In front of me on launch was Mark Stump. Stump launches, then it is my turn. One step off of launch and I remember thinking, 'sweet launch' a second or two later all goes to hell. My right wing drops like a torpedo and now I'm shifting my weight as if I'm in the ring with the likes of Mike Tyson (when he was the champ). I remember gaining some semblance of control and flying away from the mountain and seeing pilots above the ridge in my peripheral view and thinking 'I want to be where they are'. I lost only 100 ft. or so and tried to get closer hopping to get a boost up in the lift band, but it was just too much rock and roll for this jizzer. I remember looking at the LZ and thinking - no problem I got it. So I ventured in the nook right of launch still aiming to be with the others and then I looked again at the LZ and thought-oh shit, better get it while you can. So I headed straight for it, got cleaned up, heads down, elbows in, best glide with some prayer to boot, never did zip up. Got a little lift and things began to look better. The smoothest part of that whole flight was on final, winds were strong still but not so gusty. With a no stepper no flare needed landing I started to get out of the way, still hooked in, I ran toward the set-up/break-down area with my tail to the wind. The winds soon picked up and my U2 became a four hundred pound flexie.

I noticed Stump clearing the field in front of me quartering his left wing into the wind. I tried to do the same, but my wing yawed into the wind. With all my strength I tried to resist, but realized it was a losing battle. I figured I could go along with it and keep the nose into the wind and down, and just walk backwards up hill. Right about then I just sort of collapsed and dropped to the ground. I was still hooked in, my wing facing the wind, and not able to do much about it - I radioed for help. Stump was on the same freq. and told Steve Prater from Arkansas to help me. Fortunately the wind gods didn't swipe me, and within seconds Steve came to my rescue.

After that I have to admit I was shook up and figured I was finished for the day, but when Greg said the winds were forecast to decrease, I entertained the idea of re-lighting. "Get on the horse and ride", I thought. Sure enough, it did calm down some and I ended the meet with an x-c flight of 2.42 miles and a new field chosen from the air. I know if I was more patient and thermaled near launch longer I could've got up to 800' over (as Keith Smith did) but I bailed after reaching 600' above launch. Also if I had gone down along the ridge rather than straight out to the valley, I'm 90% sure I would have crossed the 5 mile circle...but hey it's still a land out and for me it was a great cap to a week fun-filled of flying (every day except one).

That night we partied; there was a live bird show, great food (fish fry, etc.), good live music, dancing and campfire stories.

Last year at the Team Challenge, on the very last day, I had my first x-c thermal soaring flight for 9.6 miles. This years Team Challenge seemed to be a sequel for my developing wings. Hope to see you there next year!

## Gone Rigid By Steve Lee



Steve and Tom with their stiffies

The editor of this magazine, Tony Fabiszak, wanted me to write something about my new rigid wing, the Atos VR. I love to fly X-C, and it's very difficult to get

three digit flights in Tennessee. In fact, it's never happened from the Sequatchie valley. I've had many 90 milers on the flex wing in the Sequatchie but always short of 100. Then came my Atos VR and I have had two 100 milers in my first 10 flights. The Atos VR has re-motivated me to fly. After 24 years of hang gliding, I'm more excited than ever. The Atos is so easy to fly, I go father, enjoy the view like never before and am ready to go again the next day. I love my rigid wing.

My fourth flight on the new Atos VR was the triple digit flight I've wanted from Henson's Gap for so long. I launched around 3:00, climbed out and headed south. The climb rates were slow but the drift was pretty good at cloud base. Sand Mountain and Lookout Mountain were a cake walk. I realized how much more I could enjoy the view with no wires and no struggle. I flew over Menlo launch, the site I discovered in 1984. At 4000' over lake Weiss, I enjoyed the incredible scenery this area offers. I spotted a big mountain (Chiaha) right on my course line and away I went. I arrived short of Chiaha with

2000' AGL and had to stop. It was a 30 mile stretch of Talledega national forest. I went deep once but decided not to "go for it". It was 6:30, getting late and I was stuck. I pulled full flaps and floated into a nice big field, exactly 100 miles from launch. Yee-Haw!

On my tenth flight, I launched around 3:00 again, my favorite time. I climbed out and headed south with a cloud base of 5500' AGL. The climb rates were slow, which is normal in Tennessee, and the drift was very light. I got cloud base right over Nickajack dam, so beautiful. I usually fly towards Lookout Mountain when I'm high over Nickajack Lake and Sand Mountain, but this day I decided to stay on the Sand Mountain plateau all the way to Gadsden, AL. I left Sand Mountain and worked smooth thermals down I-59 south. I worked a thermal right over the Atalla drag strip and enjoyed some burn outs and the smell of rubber at 2000' AGL. It put me into race mode, so I raced the southbound traffic down I-59. I landed in Steele, AL at 6:30, about 35 miles short of Birmingham, AL. I think if I had stayed on Sand Mountain I would have made Birmingham and then some. The total distance from launch was 112 miles. We sure are having great flying this year in the Sequatchie valley skies. There's nothing more fun than hang gliding.

**"After 24 years of hang gliding, I'm more excited than ever"**

Here's a list of my first 10 flights that reflected the weekend conditions this year and a fine super ship of a hang glider:

1. 3 miles- Cloud base right after launch. Over-development, gust fronts, hail and rain soon afterward. I landed at the Dunlap airstrip just in time. Stuffed the bar with flaps off and I won't ever do it again.
2. 65 miles- Henson's to Lyrle, GA. Cloud base directly over Pigeon launch.
3. 40 miles- Henson's to south of Rising Fawn, GA.
4. **Rigid Site Record #1, 100 miles- Henson's to Peidmont, AL**
5. 0 miles- Sled ride with Rob Dallas who test flew my Laminar 700 (\$3000 obo if interested) on a crummy S.W. Day.
6. 30 miles- Henson's to Jasper, TN.
7. 60 miles- Whitwell to Crossville, TN.
8. 0 miles- Flew with a spoiler malfunction, missing some ribs and launched with flaps off. I plead temporary insanity or at least hope it's temporary. The glider flew like a Mac truck with no power steering. I flew 2 ½ hours because I couldn't get down. The flexies took sledders. Boy is that dynema cord ever strong that operates the spoilers. Pre-flight? Duh!
9. 40 miles- Henson's to south of Decatur, TN on I-75 north.
10. **Rigid Site Record #2, 112 miles- Henson's to Steele, AL.**





A Fun Windy Cliff Launch for Steve Lee! Note the "ballast assist" for the right wing wireman!

## Sunset At Henson's Gap By Tony Fabiszak

As the sun was getting low on the horizon on the last day of 2005, I set up my wing as quickly as I could. After going through my preflight, I was sure everything was ready. This was going to be last flight of the year from Henson's Gap, and only my 21<sup>st</sup> mountain flight. Clark had flown earlier (solo none the less!), but he had already put his wing away.

On my previous flight (only 45 minuets before) I turned left off launch into the WSW wind and scratched in weak ridge lift for a few turns. Finding little lift and slowly getting lower, I heading out to land. I just couldn't resist trying once more, so I broke down as fast as I could and burned rubber back up the mountain to set up again.

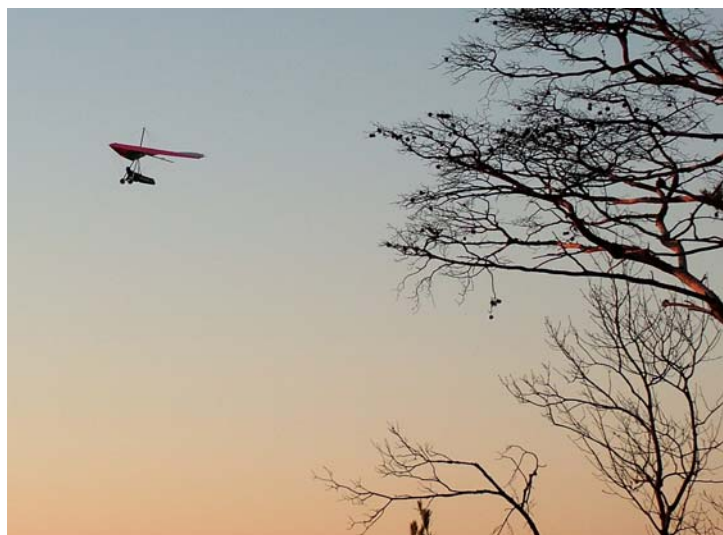
Arriving at launch, I knew I would only have a few minuets...the sun was almost on the horizon and the year drawing to a close. After my preflight and hang check, I walked out on the familiar ramp with a wire crew in a light SW cross. Balancing my wing, I cleared my wire crew and pushed into the sky, heading SW off launch and making my best glide for the scenic overlook. Perhaps the SW face would furnish some late evening thermals or a little ridge lift.

After a long glide for my ugly little pink and green Moyes, I arrived to find smooth but light ridge lift and began to climb above the overlook and highway...I had never been over here before. For some reason it struck me as odd to be flying high over the traffic...it felt almost like playing in the street...

The world below briefly held my interest, but the western sky lured my eyes away. The sun plunged below the mountains in a brilliant orange and blue as I watched from my lofty perch. The sun had set for

the last time in 2005, and a whole new year of flight lay just ahead. I contemplated my position and counted myself among the lucky few who really know what its like to fly. As with all good things, my flight was drawing to a close. The ridge lift was getting weaker, and the sky was getting darker - it was time to go. I waved goodbye to the spectators far below and headed for the LZ. I executed a perfect approach and landed softly on my feet.

My 21<sup>st</sup> flight was only about 10 minuets, but to me soaring is not always about distance, speed, altitude, or anything else - sometimes it's just the pure joy of flight and the beauty it brings.



## Sequatchie Skies

Sequatchie Skies provides pilot reports from flights in the Sequatchie valley and beyond. Essentially, these pilots are telling you what they were doing while you were salving away at your job and looking out the window.

For all who don't know, the Tree Toppers now have an online discussion group on Yahoo (<http://groups.yahoo.com/group/TTTFlymail/>), TTT Flymail, where you can post, read, and discuss HG related topics.

### September Flights

Many TTT pilots experienced some great fall soaring in September. The cool, clear air is a refreshing change from the oppressively hot summer months, but it sure is starting to get cold at cloud base!

#### Monday September 11th, Kathy Lee

Hi, everybody we at the Lee house don't know how to use computers all we can do is fly!! so Monday 9-11 was great!! I talked Stevie boy into playing hooky with me to go flying and with Jennifer as a good driver we were all set. the flight from Whitwell started out scratchy. We were only getting 5 to 300 over launch. bummer!! we flew down to star gap and prayed. and behold nice lift and we started getting higher and higher and it was on!!! so of course with Steve telling me to get on it and come on. we flew north towards Henson's. my whole flight was saving myself from ground suck and the lift was light until I got to the quarry at Dunlap. I LOVE THAT ROCK QUARRY!!! the lift turned on and I was skied. and back racing towards Stevie wonder. I still had a visual on the space rocket. and he was telling me how slow i was. The lift was 2to 400 fpm with occasional 600 fpm. finally at Pikeville I was closing in on Mr. V.R. and with a cloud the size of Texas I was jamming. and btw this cloud had some serious suck which is great, until you realize its going to swallow you up. anyway I decided to just fly straight and get into the cloud at the north end of Pikeville, and when I looked back it was dumping rain. whew! its cool to look back and see a tail then a cloud with rain dumping out...that was really cool. so I caught up to the superman in Crossville and I was confused where to go and landed 10 miles short of him. I need to feed him more.. and fatten him up...he looks like a skeleton on that space shuttle he flies. anyway it sure was alot of hang-gliding fun.. More later love ya!!  
Kathy Lee

#### Friday September 15th, Tony F.

I couldn't resist. I called Clark to get an on site report, but couldn't even wait for him to call me back...my glider was "conveniently" on my car, so I left work and headed for TTT land. What spectacular weather to the start my multi-day flying binge! Greg H. had a nice flight, skying out and staying up for 3+ hours....he also showed the rest of us where the lift was off of launch. John (?) from LMFP also had a nice flight despite vario difficulties. Clouds were only about 3500' over, but the thermals were smooth, wide, tall, and abundant with almost nil NE winds. I got to cloud base a few times and even went a few miles down the valley and back for a 2 hour flight before I was ready to call it a day. It was an effort just to get down! Tony F.

#### Sunday September 17th , Tony F.

Sunday had potential despite the SW winds and lack of pilots. A nice line of cu's set up on the ridge, and birds were climbing our all around....it beckoned those who could get up. Unfortunately I did not launch until around 4:40 or so and conditions had started to go downhill. High clouds moved in, and I did a poor job working the small, ratty thermals near the SW face on the road cut (and missed a few on the way). I went as long as I could, but had to tuck tail and run to the LZ for a short flight and a long walk with a heavy

glider...this is when a 100lb + rigid would suck. Tony F.

#### Tuesday September 19th, Tony Fabiszak

No work for me on Tuesday....and a nice reset from Sunday's suck fest. Winds were NW at 15-18 or so but smooth. periodically a strong thermal would come through and push winds up to 20-22. There were nice cu's forming into long streets as the day went on. After launch at about 3:00pm EST, I headed SW down the ridge. I found several punchy small/medium size thermals burbling off the ridge and was getting kicked around pretty hard. Unfortunately it seemed like the thermals forming on the ridge face were being blown apart as they rose off the ridge lip and into the wind. Getting frustrated and tired from the rough thermals, brief climbs, and lots of drift, I decided that I had had enough. I headed back to launch with intent to head out and land. On my way out, I found a nice 400 fpm climb and could not pass it up. This one did not break up. The lift smoothed and increased to 500 fpm for a while as I passed back over the ridge, eventually climbing to 3650 over launch. I was still maybe 800-1000 (a guess) below cloud base, but getting pretty far back and cold. I rode the cloud street back to the ridge, and stayed high for a while before the cold started to get to me and decided it was time to land while I could still get a ride back up the mountain. It was long effort to get down over the LZ due to the abundant lift (why is it hard to come down when you want to, and easy when you don't????). A nice approach and landing ended my flight of a little over two hours...those with more endurance could have no doubt stayed high and gone far, or enjoyed what appeared to be a good glass off. The Lee's missed out! Tony F.

#### Thursday, Sept 21, David Giles

I had a GREAT flight in Gurley yesterday! It was totally blue of course, and the air was super-clear. I could very easily see Bellefonte nuclear plant which is about 6 miles NE of Scottsboro and could clearly see further up the Tennessee river valley all the way to the Nickajack area. I'm not positive, but I think I even saw the point of Lookout Mtn. Very cool! The air was a bit on the punchy side. I flew with Isaac Jones and Keith Kirksey and both of them said their hang straps went slack on more than one occasion. Mine never went slack, but I did catch myself trying to strangle the basetube a few times. :- ) Got to about 4750 MSL and flew a triangle that I've always wanted to do. First I flew about 4.5 miles to the NE to the old training hill where I learned to fly. When I trained there (in '92) it was nothing but a cow pasture with a nice slope. Now there are two houses at the top of the hill and two at the bottom. Then I turned west and flew about 6 miles to the Moontown airport and got there



# Sequatchie Skies

at about 1500' AGL. Wasn't sure if I'd make it back to Rudy's, but found a bit of lift on the way and was able to easily fly back downwind about 6 miles to launch at Rudy's Ridge for some more ridge soaring. Not a big triangle by any means, but still a LOT of fun. I did a LOT of XC from Rudy's Ridge back in the 90's, but virtually all of it was downwind and I'd never flown to the old training hill or to Moon-town before. Of course it was easy in the ATOS VR. ;-) Anyway, the flight was just over 2 hours and I landed because I had the big drive home, but it looked like one of those fly-till-dark days. Wish you'd been there Ollie!

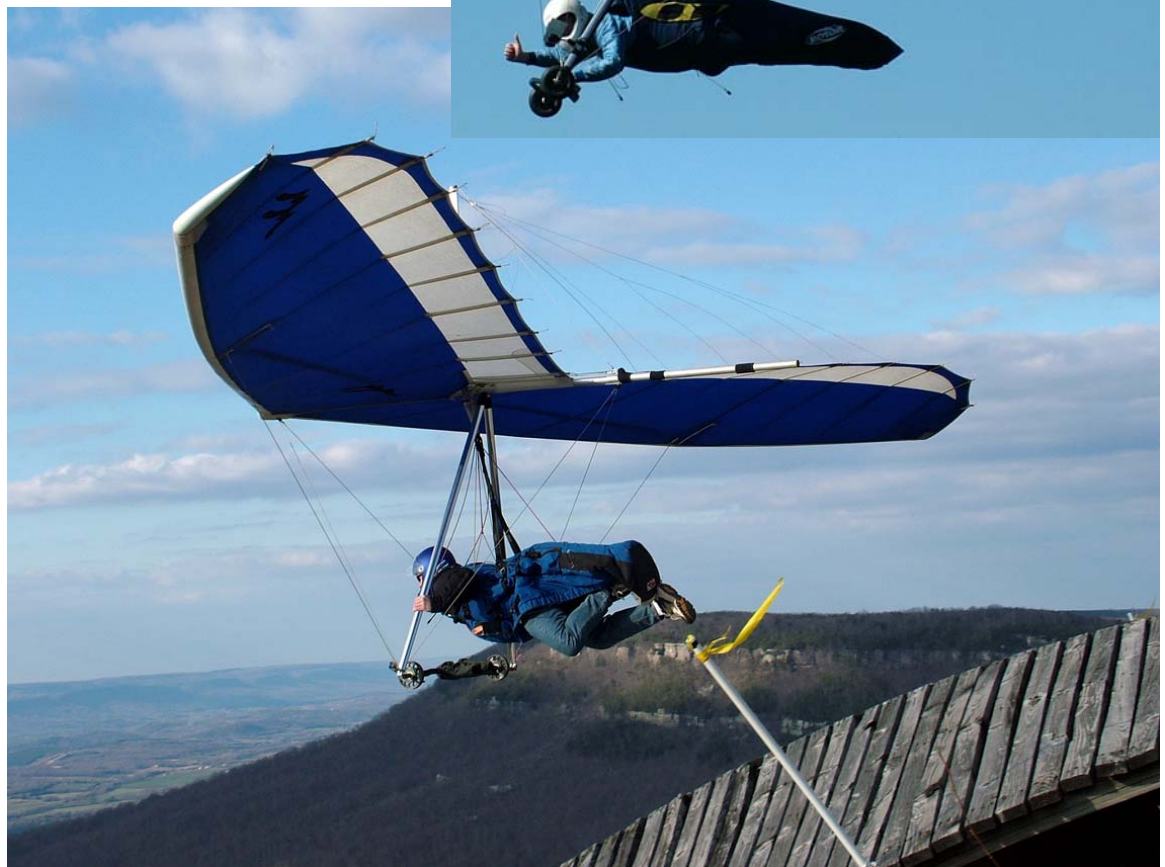
### Sunday, October 1, Ollie Gregory

The Team Challenge has been challenging with fun soft lift and very little wind. Steve and Kathy Lee showed us how to do it when they climbed out and ran all over the Valley Sunday. I missed my opportunity when I had climbed well behind launch and saw Kathy climbing out in the valley. I ran to the launch and toward the SW face a ways hoping to offer assistance to my team mates Eric Donaldson and Peter Cane from Virginia. This let Kathy climb pretty high so I never found the bottom of her climb. It was cool to fly close with Eric. We essentially thermalled our way to the ground with the weak and tricky lift. It was a blast. We had good landings and broke down Quick to get a reflight in.

I set the mother ship VX up fast and dove off moments before the launch windo closed. Again I got with Eric and we thermalled and burbled along in the light thermals and wonder winds about 5 miles. At the first big gap with the big power lines we were pretty low. By this time, Keith Smith, Jeff Laughery, and John Freitas had caught up with us. Jeff, Keith and I thermalled with a little more luck and flew well above and across the power lines to cross the gap.

Ended up floating along and turning in anything that made the vario beep for a few more miles. I crossed Dr Dales airport with 550 to 600 feet and just kept flying from field to field till I put it down for a good flight of around 10 to 11 miles. Mark Stump and James Stinnet had a nice run to about 16 miles. About 9 shy of the A/B goal of Marion Co airport.

I ended up scoring a little, but Peter was the big scorer for the day since he's a C rated pilot and he flew outside the 5 mile no score radius and over half way to the C goal at Dr. Dales. Mother Ship and the Drones are in the lead! Thats us!



## TTT October Board of Directors Meeting Minuets



- James Anderson requests AGL/MSL to be written on membership boxes.

### Committee Reports Treasury Report - N/A

Competition - Olli- 2007 Team Challenge will be held 9/30/2007 - 10/6/2007 Sunday0 Saturday already posted on website. Dan Shell - if moving up, then we need todo immediately. Date stated above approved and Dan Shell will send to USHPA.  
Social - Mark absent - Bird Show at 6pm

Membership - Dan tracking w/ database and Tom/Wanda send acknowledgement letters and stickers

By-Laws - M. Nash/D. Shell - referendum mailed and ballots came back. Clark has results and has not been at last 2 meeting. Dan states that the by-laws have passed. New revision is that BOD is current member of club.

Awards - Olli comments that the awards ceremony tonight has something for everyone and Fursty presenting tonight.

Website - Dan has updated and has updated membership and sent out email about Octoberfest. Jeff D - volunteers to do 2007 BOD vite on-line

Newsletter - newsletter out in next 2-3 weeks and waiting for after TC. There is a link to Tony for sending articles on the TTT website

### 2007 BOD Nominations

Need 15 people

#### Nominations:

Eric Donaldson - confirmed  
James Stinnett - unconfirmed  
Buddy Cutts- confirmed  
James Anderson - all current BOD confirmed  
Tony Fabisak - unconfirmed - Dan to email

### New

- Wanda - working on TTT cookbook. If you have recipes, please submit them
- Automatic submission of resignation for 3 consecutive absences Dean Funk and Anne Horgan
- Discussion of Deans resignation ensues.
- Ollie makes motion, Mike 2nd. Dean Funks resignation accepted.
- Mike Merickle opposes acceptance of Anne's resignation. Discussion ensues.
- 1 opposed, quorum in favor, Anne's resignation accepted.
- According to by-laws 2 new members are appointed to fill vacated positions by Dean and Annie. Nomination to appoint Eric Donaldson by Olli, James 2nds' all in favor. Nomination to appoint Buddy Cutts to fill vacated position. Dan calls, Jeff 2nds, all in favor.
- James Anderson makes motion to adjourn, Ollie 2nds
- Meeting adjourned 11:05 CST

Thanks to Alli Dodgen for the minuets

TTT BOD Meeting Minuets, October 7th, 2006

9:25 CST meeting called to order

In Attendance:

J. Anderson, A. Dodgen, J. Dodgen, T. Prouhet, O. Gregory, S. Lee, D. Shell, M. Merickle, K.Lee, M. Nash, M. Poling, Absent: C Burrick, A..Horgan, C. Harlow.

September Meeting minutes read by Alli, Olli accepted/James 2nd

### Old Business

- Carl Burrick - no windsock at WW LZ, but did not do
- Mike Nash - was going to have lawyer visit in Nov. Or Dec. Lawyer booked 2nd Sat through Jan., but will put together a package of endowment do's and don'ts. Mike and Steve reviewed purpose of Endowment Trust w/ all member present.
- Mike Nash - update on Eric Woerner. Letter of intent by TTT and Land Trust are still waiting for lawyers easement approved, but minor adjustments. 2206 will be completed. Survey completed, just waiting on the lawyer. Explained importance of land trust and agreements of securing land all around Davis Loop
- Dick Heckman - was going to ask why TTT was denied H2 info by USHAP. Mike was ging to discuss w/ Jane as well. Dick is currently at the BOD meeting and will f/u with TTT

### New Business

- Dick Heckman requested a non-member donation to receive a newsletter
- Bill Priday lawsuit received on Oct.4 2006. TTT signed waiver is completed and on file dated 9/30/05. TTT will respond to legal action w/l the 30 day period w/ waiver documentation.

# TTT Flymail!

Ollie Gregory has started a Yahoo group for the Tree Toppers. You can share your flying stories, weather forecasts, pictures, plan a day with other club members, or just see what's going on with the club.

Go to <http://groups.yahoo.com/group/TTTFlymail/> and sign up for TTT Flymail today!

**Branches News Letter Available Online!**  
Go to [www.treetoppers.org/newsletter](http://www.treetoppers.org/newsletter) for an online version of Branches.

## Merry Christmas!



## Tree Toppers Cookbook

Hey all of you guys and gals I am in need of recipes for the TTT cookbook.

I would like to get it started and hopefully finished by the May fest party. Hope to see some good ones soon.

Send them to:

W DeBurger  
700 Colony Village Way  
Knoxville TN, 37923

or either [wdeburger@msn.com](mailto:wdeburger@msn.com) or [wmd50\\_2000@yahoo.com](mailto:wmd50_2000@yahoo.com)

Thanks all and have great flights

# Classifieds

## Hang Gliders For Sale:

Airwave Pulse - \$1200, Altair Saturn 167- Make Offer, other beginner and intermediate gliders available!  
Call Clark at 423-949-3396

Wills Wing Fusion 150, 3rd Generation - \$1500. Excellent condition, appx. 40 hours, streamlined DTs, winglets.  
Call Ned at 423-902-7103



Icaro Laminar 700 - 2003 model, 14 meter, mint condition. Red/Purple. \$3000 obo. Steve Lee - 423-949-2176

Icaro Laminar 07 - 2004 model, 13 meter, mint condition, purple/green. \$3000 obo. Steve Lee - 423-949-2176

## Ultralights For Sale:

Amphibious Trike, excellent condition, floats included. Call Ned for more details at 423-902-7103



## Hang Gliding Services:

Tandem rides and instruction, sail repair, custom hang loops, and other hang glider needs.  
Call Clark Harlow at 423-949-3396

**Branches Classifieds are a free service to Tree Topper members. To have your merchandise or services included in the Branches classified section, please send your information to Tony Fabiszak at:**  
**[TTTBranches@Gmail.com](mailto:TTTBranches@Gmail.com)**