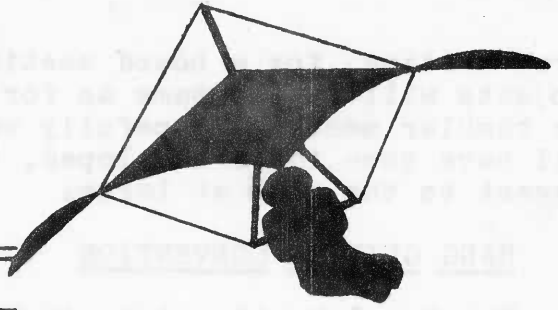


UPDRAFT



NEWSLETTER OF WESTERN MASS HANG GLIDER ASSN.

Vol. 2, No. 2 FEB. 1976 Ed.: M Morrissey

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EDITORIAL POLICY STATEMENT

Readers may note that Updraft is now copyrighted. Like all responsible hang glider publications, this newsletter exists to spread information to all interested parties, for the betterment of our kind of aviation. To this end, material published in these pages will be made available to other publications at any time. Whether individual items or complete articles are desired, they will usually be supplied upon request, and generally at no charge.

On the other hand, the wholesale pirating of entire issues by a big-budget commercial magazine, the staff of which apparently is incapable of producing original material, cannot be tolerated. Plagiarism in such instances not only ignores the most basic of courtesy to the author of the stolen material, but deprives WMHGA of the exclusivity of its newsletter, receipt of which constitutes a prime attraction for local pilots to join the club. This, in turn, can not help but weaken our efforts in the area of site management, which must be the primary *raison d'etre* for any association of this type.

We only regret that elements have emerged within the hang gliding community whose actions force such matters to arise within the sport.

MEETING NOTICE

NEW PLACE AND TIME

At the February meeting a vote was taken, and it was decided to hold future meetings at the ME Bar and Lounge. This establishment is

located on Route 47 in Hadley, just a mile or so north of Mitch's, our most popular flying site. Anyone who doesn't know where Mitch's is, can find the meeting by travelling north on Rt 47 from Mt Holyoke College in South Hadley, or south from Rt 47 in Hadley center. The ME Bar is the only commercial building with an electric sign on the whole stretch or road, as far as we remember. You can't miss it.

Due to the schedule at the ME, we will now be holding our meetings on TUESDAY evenings; meetings will now be on the first Tuesday of each month.

The March meeting will be at the ME Bar and Lounge, Rt 47, Hadley, at 7:30 PM on Tuesday, March 2. All members should make an effort to attend. Primary subject of discussion will be the club's participation in the Hang Gliding convention at the Hotel Northampton on the following weekend. We'll also have some new film sent by Spencer Smith during his hang gliding trip out West, and all the information on the convention. With luck, we may have some news on our efforts to get Mt Tom open as a club site, as well as efforts to get back the training sites at So. Hadley High and Hospital Hill. We should be able to announce the official opening of the Poet's Seat site, and may plan some sort of fly-in there to celebrate the event.

BOARD MEETING

All club officers should try to arrive at the ME by 7:00 for the

March meeting, for a board meeting. Subjects will be the same as for the regular meeting. Hopefully we will have some ideas developed, to suggest to the club at large.

HANG GLIDING CONVENTION

The Hotel Northampton, in Northampton (where else?) is sponsoring a hang gliding convention and trade show on the weekend of March 6 & 7. Special guest will be Peter Brock, President of the HMA (Hang Glider Manufacturers' Association,) and of UP, Inc. Representation by either the manufacturers or dealers of all the major manufacturers whose products are locally available are expected, and all the hot new ships should be set up for display. Also, we hope to have a series of seminars on various aspects of hang gliding. The intention is to provide a weekend for the new pilots in the sport to learn from the more experienced hands, for the more experienced to exchange information, and for those considering taking up foot-launched aviation to get an introduction to the sport. Details should be available by March meeting time. Cost will be \$5.00 for the whole weekend, and it should be an interesting time.

CALL FOR INFORMATION

Your editor is trying to establish the current records and significant achievements for our local flying sites, and any significant 'firsts' that have been attained. Any such information should be communicated to me as soon as possible, and will be greatly appreciated. My thanks to Bob Stewart, who has already given this project a boost.

The sites of interest are Tom, Skinner, No Sugarloaf, Berkshire East, Mt Naugus, Poet's Seat, Mt Greylock, Petersburg Pass, 'Reefer Ridge', and any other mountain of note in Western Mass. Information such as the longest flight, farthest distance covered, first to fly, first to soar, greatest altitude gain, and any significant achievements, such as Bob's long thermal soaring flight

at Mt Tom. If you have anything to add, contact Mick Morrissey c/o MGS 300 Pleasant Street, Northampton MA 01060, 413-584-7233. Accomplishments of pilots from outside the Springfield-Northampton-Greenfield area are most likely to be unknown to us, as are those at the areas outside of the Pioneer Valley, so let's hear from you guys in ConnHGA, Windward Club, or up in the Greylock area if you have anything to contribute.

UPDATE

Not many pilots have remained active through the winter, but those of us who have, have gotten in on some of the flyingest flying all year. It's been cold, but the wind gods have smiled on us rather often lately - and now we're getting warm temperatures to boot! Here's the latest word on the local spots.

Mt Tom: Access by way of the trail that starts by the Log Cabin is excellent, with almost all the snow and ice gone. Crampons are still helpful, though. There are a few icy spots left yet. The ridgetop launch spots are clear of snow and ice at all regularly-used places except at the slope take-off at the far north.

Preliminary contacts have been made at TV-40 to see about getting the use of the access road, so please do nothing to aggravate the station staff. These negotiations will be in the delicate category, to say the least.

Skinner: The top take-off is in excellent shape, mostly clear of ice and snow. The trail from the hotel to the launch site is pretty well packed down, although crampons still make the walk a lot easier. However, the Halfway Trail is in rotten condition, with a large washout at the one steep, narrow corner. This washout is covered by a thick layer of smooth glare ice, and is impassable without crampons. It takes two to get a kite around the corner, and it isn't easy even with three people. The rest of the trail isn't bad...

Poet's Seat: We should have word at the March meeting that this site is officially open, and we may be planning a fly-in or something to celebrate the event. The road to the top has not been plowed, so the last few hundred feet must be walked. Otherwise all is 'go.' Permits will be required, and all class 2 or higher pilots will be able to get them. We should be able to announce where and how to obtain these permits at the March meeting.

North Sugarloaf: Access by foot or by snowmobile is as easy as could be, with the snow well packed down on the entire length of the trail, as well as at the launch point. The DNR has not yet given official permission to fly here, so be discreet on the mountain. All flyers are requested to bring along a waiver form for the landowner at the landing zone.

Petersburg Pass: The presence of a snow fence, plus a large drift of snow frozen into ice, blocks the

usual take off point here, so if you want to use it, be prepared to start running half way down the usual runway, with your kite held at about a 30 degree bank to clear the ice. If this prospect doesn't thrill you, you can take off below the embankment - provided you can run in three feet of soft snow.

Most pilots now use the take off at the small knoll across Route 2. This spot will go a long way towards increasing Petersburg's reputation for funkiness, as the possibility of being run down by a truck is now added to Petersburg's other unique hazards, such as being shot out of the sky.

The new launch point is tricky, to say the least. You start on top of the knoll, on flat ground (unless there's a right cross to the wind - then you run slightly uphill. Yes, that's right - up hill.) The ground does slope downhill from this point, but you must be airborne by the time you reach the beginning of the hill, or you won't clear the line of 20'

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Fly-Before-You-Buy. We are so confident in the Dragonfly's suitability for the majority of pilots, that we can make this offer. Fly any other high performance glider, then test fly the Dragonfly. We're confident that you will consider no other glider, after having flown this bird.

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ALL FLYERS: don't miss our complete selection of accessories and literature.

AND DON'T MISS OUR NEW, EXPANDED FACILITIES. NOW ON THE SECOND FLOOR OF THE SAME BUILDING, MGS HAS MOVED CLOSER TO THE SKY TO SERVE YOU BETTER. WE NOW HAVE UNLIMITED SERVICE AND REPAIR FACILITIES, A LOUNGE AREA, AND EXPANDED DISPLAY SPACE, MAKING MGS MORE THAN EVER WESTERN MASSACHUSETTS HANG GLIDING HEADQUARTERS. Y'ALL STOP UP AND VISIT - YOU'LL BE GLAD YOU DID.

trees that block the take off. It's about a twelve to one glide from the top of the slope to the tops of the trees, so obviously some good lift is required, or a take off is simply not possible here.

With about 12 mph or more, you can clear the trees cleanly. With down to about 8 mph, your kite may clear the trees, but your body is not likely to. In this case, hit 'em hard. The alternative is to be stalled out, just in time for a headlong dive onto a blind corner of a major highway. Due to the presence of these same trees, it is not really possible to check in both directions for oncoming traffic, and the wind in the foliage is loud enough to keep you from hearing much, so just be sure you get a good launch!

Actually, there is a third alternative. You could go up to the 1600' point at the top of the mountain. The take-off here is even worse, though. At the end of your hopefully-steep climb-out, you'll

find the tops of a row of sixty-foot trees, instead of twenty-footers, and to even reach them, you have to fly through a slot that allows only a few feet of clearance on each wing.

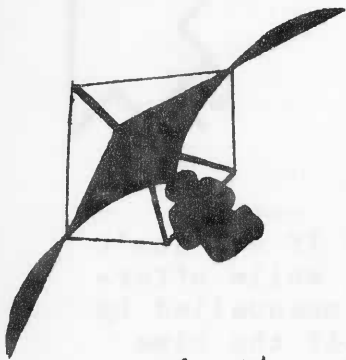
It might not be a bad idea to consider Petersburg a class 4 site, at least until the regular launch point is back in full operation at the end of the ski season.

Greylock: Still snowbound, although we heard a rumor that someone flew there last week. Must've had a snowmobile to get up there - or else the guy just loves to carry kites up mountains!

NEW RECORD

On Friday, February 20, at 1:30 in the afternoon, John Dempsey took off from the top of Skinner in his prototype Venus II. When he finally set the big white bird down again in Mitch's field at ten after five, he had captured the local endurance record with a flight of three hours

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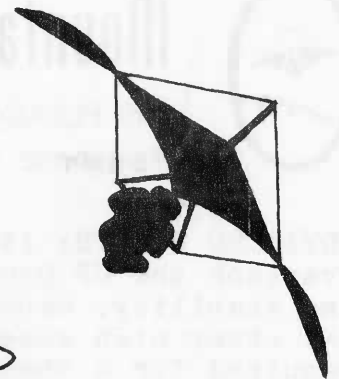
The Hotel Northampton and Mountainview Glider Sports

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and forty minutes. This is not only a new record for Skinner, but is the longest flight made to date in the Pioneer Valley, eclipsing Bob Stewart's three and a half hour flight at Mt Tom. Only at Greylock have longer flights been made in this region.

John's been working out the new bird for some time now, and obviously the advanced testing stage is proceeding quite well.

LOCAL NOTES

Mountainview Glider Sports has relocated their shop to larger quarters, upstairs in the same building. The phone number and address are still the same, but access is now in the rear of the building. Gone is the flashy display window. In a move to trade flash for function, MGS now has about four times the floor space for display and repair shop area, plus classroom and office facilities, as well as such luxuries as indoor plumbing and running water.

The new tenants in the old shop area? A casket shop! "MGS is so easy to find - we're right across the street from the ambulance service, upstairs from the coffin shop..."

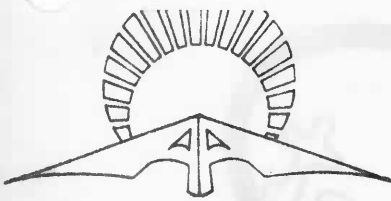
Great public relations for our branch of aviation...

Bill Chagnon's opening up a model and hobby shop in the Greenfield area. If you like to build models, or need materials to check out any new aerodynamic ideas you may have, be sure to check out the new store. We'll have more details next month.

Spence Smith has flown Sandia Peak (6000' vertical) in New Mexico and has sent back film of the flight. We'll see it, and more, at the March meeting.

Gary Podmore is in Florida until late March, where he reports he had to travel hundreds of miles to find a fifty foot hill to fly from. Aren't you glad you stuck around home, with all these mountains around?

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ABATE AIRCRAFT

due to our upcoming design change over, we are discontinuing certain aluminum stocks and related items. Here's a great chance for you " DO IT YOURSELFers " and HOMEBUILDERS to save some bucks on repair and construction costs. (tubing offered generally found on ZEPHYRS & older SKY SPORTS models)

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Alum. 6061-T6

1 3/4 X .058 X 12'.....\$ 10.50per
 1 7/8 X .058 X 12'..... 10.50
 1.0 X .049/.058 1.10ft.

END CAPS

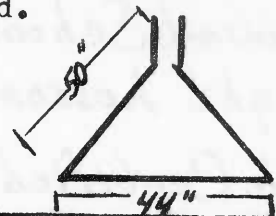
glossy black vinyl end caps (similar to Sky Sports red type) Seals out weight producing dirt, dresses up exposed tubing ends. Fits 1 5/8 up to 2" OD. Price...\$0.35 each

Also, WE HAVE A FEW USED KITES, models: 16' 90/4 billow
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ALL are in very good to excellent condition. 1 1/2 & 1 5/8 tubing used. Request info and prices if interested. WE BUY & SELL ALL USED MAKES & ACCESS.

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 Downtube...\$6.00
 Control B. 3.75
 Elbow 2.00



HELMETS

***4 LEFT**

NEW... shorty motorcycle helmets, IDEAL for Hang Gliding. Profile similar to BELL'S, super protection, comfortable, ears free.. simple removal of leather flap border necessary. (cuts away)
 WHITE ONLY: Sizes 7 1/2, 7 3/8, 7 5/8.
 Price.....\$ 13.50 (REGULAR FOAM, FIBREGLASS, INNER PADDING CONSTRUCTION.) Real Bargain!

please send money order (sorry, no personal checks) for amount plus approx. postage or Sent postage COD

Doug Weeks is in Arizona until at least May, leaving Brooks Ellison to manage Mt Greylock and Petersburg Pass for hang gliding.

John Dempsey has the Venus II looking pretty good lately - as is evidenced by his new record flight.

MORE EDITORIAL WRATH

We are informed by the WMHGA's treasurer that many local dealers are seriously delinquent in their advertizing accounts with Updraft. In fact, nobody except MGS and the Cloud Street shop have paid any of their bills at all. Therefore, in an effort to bolster the club treasury, NO ADS WILL BE PRINTED in the next issue, or any issue thereafter, unless the advertizer is paid up in full. Rates, for those who haven't paid in so long that they've forgot, are \$6 per half page, \$12 per full page. Payments should be made to WMHGA, c/o Treasurer John Dempsey, 107 Ridge Road, East Longmeadow.

SUNDOWN

Flying In Luxury

Hang glider pilots have largely come to expect certain inconveniences in the course of their flying. Walking up mountains is common enough, and even where uphill transportation is available, one must usually cope with the hassle of finding a driver. Amenities such as food and drink, as well as luxuries like indoor plumbing, just don't appear in the places where we usually fly.

Roughing it is a normal part of the game. However, if you're tired of all that, there is a place where hang gliding takes place in relative luxury. The spot is Ski Sundown, located in New Hartford, Conn., just a few miles south of Southwick, Mass.

Ample parking away from the road, a snack bar with both cold and hot food available, soft drinks to cool you off on a hot day, picnic benches and, best of all, chairlift transportation to the top of the hill, all

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Flight lesson - \$25⁰⁰

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go a long way towards pampering the Sundown pilot. You could get lazy flying here!

Main attraction, of course, is the mountain itself. It's a 650 vertical foot ski hill, with launching points at the 650', 550' and 300' levels, as well as a wide bunny hill off to the side of the main slope. The mountain faces northwest, right into the prevailing winds, so it is flyable pretty often. Class 3 and 4 pilots may fly from the top on their own discretion, and class 2 flyers are also allowed to fly from the top, once they show their ability from the midstation. Class 1 and 2 flying is available from the midstation, and raw novices will find the training hill to their liking.

It's only a short walk from the top of the chairlift to the set-up area, right behind the launch spot. Take-off is by running down a wide gentle slope, and those who haven't been spoiled by too much cliff launching will not find it difficult. If

you find yourself having trouble, as in no-lift conditions or with a mild downhill drift, you can walk down to the 7/8ths position, at the 550 foot level. Here the hill gets steeper for a short ways, making takeoffs a cinch.

Once you're in the air, go for altitude. Sundown is noted for its turbulent air, but many pilots have found that all the bumps are down near the ground. The farther you get above the trees, the fewer bumps you will hit. We've always gone for the sky here, and have had exceptionally mellow flights, even on days when other pilots, flying lower, were hitting all kinds of rough air. After you climb above treetop height, you should start a gentle turn to the right of the ski trail. This will take you over the chairlift, and out over the right-hand one of the two buildings at the bottom. After you fly over the lodge area, you'll be out over the parking part of the big parking lot. A nice 90° turn over the parked cars will give you an easy

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straight-in approach to the roped-off landing zone in the parking lot. If you fall short of the landing zone, you'd better be able to sneak it in between the parked cars. If you overshoot by any reasonable amount, you will have plenty of room to land before you start running into trees. You don't have to be a spot-landing expert to fly here, but you should realize that it IS possible to miss the landing area if you don't pay attention to where you are during your flight.

Flying from the 7/8ths point is almost exactly like flying from the top, except that the flight isn't quite as high (read 'smooth') and isn't quite as long.

The midstation is only half as high as the top, but that doesn't mean that it's only half the challenge. From this point, you won't get high enough to get above the turbulence, and you also won't make it to the parking lot. Landings are made in front of the lodge, and this area can get constricted at times. You'd

better be able to correct for gusts and avoid obstacles in the landing area (like other kites, spectators, and the like) before you venture to fly from this point. It actually requires as much skill as flying from the top, except that you don't get very far above the ground, so you don't have to judge wind drift and altitudes above the trees. It's the midstation, more than anything, that gives Sundown it's not-entirely-just reputation for bad air.

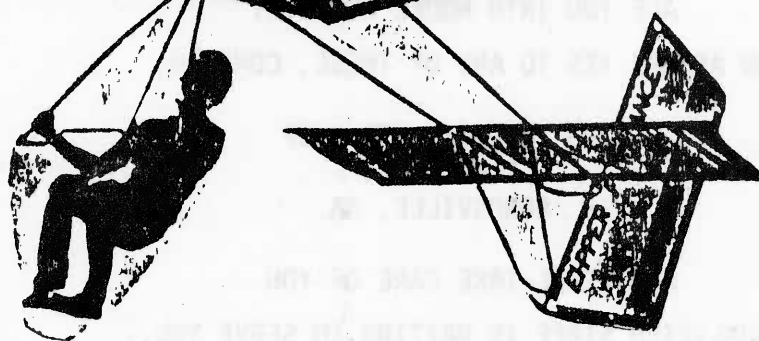
The bunny hill, off to the side of the main slope, is wide, not too steep, and has plenty of landing room. This is a great spot for those first tentative hops; even for the very first lesson.

The only unfortunate aspect of the mountain is the fact that it can not be soared. The landing zone is in a very narrow valley, and the next ridge rises steeply right across the road from the parking lot. Any time the wind velocity even begins to approach soaring strength, this ridge sets up dangerous rotors

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HAVE YOU EVER DREAMT YOU COULD SOAR THROUGH THE SKY WITH THE FREEDOM OF A BIRD? THIS DREAM HAS BECOME A REALITY. WHETHER IT IS TO SOAR OFF MOUNTAINS OR GLIDE DOWN GENTLE HILLS, IT IS NOW POSSIBLE FOR NEARLY ANYONE TO LEARN TO FLY. UNDER THE EXPERIENCED GUIDANCE OF BOB STEWART, ECO-FLIGHT'S GLIDERSPORTS INTERNATIONAL-RATED INSTRUCTOR, YOU WILL EXPERIENCE THE THRILL OF FLIGHT YOUR FIRST TIME OUT. IF YOU HAVE THE SKILL TO RIDE A BICYCLE, YOU CAN LEARN TO FLY!

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in the landing zone, forcing flying operations to a halt.

All in all, Sundown has something for everyone. It may not be a very high mountain, or a soarable site, but even the experienced flyer likes to be pampered once in a while. Intermediates will love it. Many pilots have done their first flying above trees and buildings at this hill, and that's enough to put a warm spot for the place in the heart of any hang glider pilot. For the beginner, it's a place to practice with all the comforts of home, plus a lot of action from the more advanced flyers to keep up the motivation.

Although it is presently closed to hang gliding for the duration of the ski season, the arrival of spring will see flying going full blast again. With it's location in the southern Berkshires, the ski season is always short at Sundown, and hopefully we'll see aviation in progress by mid-March.

The area is run as a flying site by the Northwind School of Hang Gliding. All day lift tickets cost \$5.00 per pilot, and six or seven flights is not too much to expect in a full day of flying. If you arrive late, or just want to catch a few quick ones, you can buy one-ride tickets for about a buck, if we remember it correctly. The midstation and the training hill are both walk-ups, and so they are free. Parking is a buck per car for spectators, free for flyers.

MAN-FLIGHT

The Madison Ave. Approach

Ask anyone who doesn't fly to name one famous figure in hang gliding, and ten to one, the only person he can name will be Mike Markowski. Nobody in the business has mastered public relations like Markowski has; articles in such magazines as Scientific American and various general aviation magazines, as well as all the major hang gliding publications, appearances on numerous TV shows, and seminars at schools like

Lowell Tech, are only a part of the massive PR blitz launched by Man-Flight's founder and president.

Markowski came to hang gliding from the aerospace industry, and was one of the early movers of Sky Sports when that company began in 1971. Two years later, for reasons that vary according to who tells the tale, Mr Markowski left Sky Sports to start his own company, along with business manager Bob Goodness. Since then, Man-Flight has established an international dealer network, and gained a reputation for an unusual approach to hang glider design.

Early Markowski efforts included Rogallos braced with solid struts instead of cables, and Rogallo wings with parallel bar controls. Later models became more conventional, but still have their unique features. A few less-than-sympathetic pilots are of the opinion that Markowski is on a futile search for a hang glider that will fly without consideration for such critical factors as weight and drag. The gliders:

The SKYSURFER KITE: this is a standard Rogallo with a 90° nose, a lot like the early Larks that Markowski helped design. Unusual features include a double kingpost which is an integral part of the control frame structure, double flying wires, and a double surface in the front part of the sail. This last feature is intended to reduce drag, although Sky Sports dropped the idea on the early Lark when it was found that it actually increased drag. Later models of the Skysurfer may have finally abandoned this feature. The purpose of the double kingpost integrated with the control bar, and the double flying wires, is to provide redundancy, so that the craft remains airworthy even with several broken flying wires. We are left to our own devices to imagine why anyone would want to fly with broken wires. You'd have to start out with them broken, since any force encountered in flight that is strong enough to break a cable is also strong enough to turn the airframe into spaghetti - even the inch and 7/8ths airframe that the Skysurfer uses. The glider is char-

acterized by an exceptionally high weight and wing loading, and an unusually high stall speed (well over 20 mph, according to factory specs.) It claims to have a sink rate and L/D comparable to other standards, but in view of the extra drag from the double king post and extra wires, this would seem to be theoretically impossible.

The EAGLE: This is a rigid monoplane design with full aerodynamic controls, and features the use of a Princeton Sailwing for the main airfoil. The sailwing concept consists of a wing surface that is attached to the leading edge in the normal way, but has a cable trailing edge. In theory, the shape of the airfoil is free to change in flight, allowing the wind to shape the airfoil into the optimal shape for the conditions at hand. In practice, according to several manufacturers who have tested and abandoned the concept, the airfoil changes shape in flight, but simply does so at random, not in accordance with any optimal shape. However, Markowski has been trying to get the Eagle to fly right for almost four years now, and it seems as though he isn't about to give up.

For the future, we will most likely see more versions of the Sky-surfer Kite (it's up to the Mk XIV at present) and the Eagle (now at the Mk IVb stage) as well as possible derivatives of the Hark high aspect flexible wing glider. And undoubtedly, more magazine articles and TV appearances as well.

FOR WHAT IT'S WORTH

Pilots of deflexer-equipped kites have one real worry at some of the more cluttered flying sites; namely, what would happen if you caught a deflexer cable on the foliage on take-off, and sprung it out of place? Would the kite fly, or would it just spin in?

Well, your intrepid editor has answered the question for you - at least as far as my UP Redtail is concerned. On a recent flight at Petersburg Pass, taking off in just enough lift to get out of the launch

area, I managed to collide with a tree on take-off. (Eighty-two degrees can penetrate trees!) Managing to recover from the induced stall and half-spin, I soon found myself out over the valley with one deflexer cable dangling in the breeze. In the course of the flight down, I found that the glider pulled hard in the direction of the lost deflexer, and also tended to be stallish. Turns in the direction away from the damaged side were possible, but difficult, while turns in both directions were pretty squirrely. It was necessary to fly with the bar pulled in, to compensate for the stallishness, and to one side, in order to fly straight. The glider was controllable, though I wouldn't want to cope with any real bumpy air in this condition, and I was able to make it to the landing area, and hit it dead center, with no great trouble.

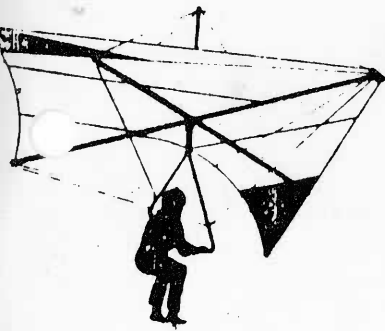
Needless to say, the flight was a terrifying experience, since I was not sure until after I got down, that I would be able to get down safely. However, had I known that a kite is at least airworthy in such a configuration, I'd have had a much more enjoyable day, so maybe this story will save someone some grey hairs some day.

MEMBERSHIP RENEWAL TIME

WMHGA members are reminded that their membership expires in April, and ALL memberships must be renewed at that time. Dues have been raised to six dollars (\$6.00) per year, covering the period from April through April. New members who join in the middle of a membership year are charged at a rate of fifty cents per month for the time until the following April, then must re-up like everyone else, for six bucks for the full year.

Those who want to get it done before you forget, may send the dues to treasurer John Dempsey, 107 Ridge Road, East Longmeadow, MA 01028. Include your name, obviously, as well as your current mailing address for your subscription to Updraft.

Those who also wish to purchase GSI insurance, include \$15.00 more.



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FLYING CLASSES

DUE TO INCREASING DEMAND, VENUS HANG GLIDER, INC. HAS SET UP CLASSES ON THE SPORT OF HANG GLIDING.

THESE CLASSES WILL INCLUDE THE FOLLOWING:

1. INDOCTRINATION OF THE ROGALLO TYPE HANG GLIDER.
2. AIR IN MOTION.
3. THEORY OF FLIGHT.
4. PRACTICE GROUND RUNS.
5. FIRST FLIGHTS LOW & SLOW (YOU FLY).

AFTER YOU HAVE COMPLETED THIS CLASS, ITS ALL A MATTER OF PRACTICE AS TO HOW WELL A FLYER YOU BECOME.

COST OF THE CLASS IS \$25.00 PER PERSON.

TO SIGN UP FOR FLIGHT INSTRUCTION CALL: BOB POULES (413) 783-8260

FEATURES OF A VENUS HANG GLIDER

1. VENUS HANG GLIDERS MEET, AND IN MOST CASES EXCEED THE SPECIFICATIONS SET FORTH BY THE HANG GLIDER MANUFACTURERS ASSOCIATION.
2. 90 DEGREE NOSE ANGLE FOR GREATER LIFT AND LOWER STALL SPEEDS. (NOT AN 80 OR 82 DEGREE AS MOST MANUFACTURERS USE).
3. 6061 T6 TUBING WITH THICKER .058 WALL (NOT .049)
4. CONTROL BAR AND KING POST ARE .068 WALL.
5. (AN) AIRCRAFT TURNBUCKLES (NEW NOT SURPLUS)
6. ALL LOAD BEARING BOLTS ARE 5/16 (AN) AIRCRAFT TYPE.
7. AIRCRAFT FLYING CABLE (STAINLESS STEEL 7X7X3/32 CONSTRUCTION, LOWER CABLES ARE PLASTIC COATED FOR ADDED PILOT PROTECTION.
8. DOUBLE NICO SLEEVES ON FLYING WIRES.
9. STAINLESS STEEL NOSE PLATE, TANGS, AND SHACKLES.
10. EXTRA STRONG DELRIN SADDLES AT KEEL/CROSSBAR JUNCTION AND AT LEADING EDGE/CROSSBAR JUNCTION.
11. ALL BOLTS, NUTS, AND WASHERS ARE (AN) AIRCRAFT TYPE.
12. SET UP AND BREAK DOWN TIME APPROXIMATELY 10 MINUTES OR LESS WITH NO TOOLS REQUIRES. GLIDER FOLDS INTO A TUBULAR FORM FOR EASY TRANSPORTATION.
13. 3.8 OZ STABILIZED DACRON SAILS (FINEST MATERIAL AVAILABLE) CUSTOM MADE BY A PROFESSIONAL SAIL MAKER, IN THE FOLLOWING COLORS:
WHITE, GOLD, SPECIAL GOLD, ORANGE, RED, PURPLE, DARK BLUE, LIGHT BLUE, LIME, GREEN & BLACK. SOLID COLORS OR ANY THREE COLOR COMBINATIONS PER GLIDER AT NO EXTRA COST. (DOUBLE ZIG ZAG STITCH ON ALL SAILS.)
14. GLIDERS AVAILABLE FOR PERSONS 70 POUNDS UP TO 240 POUNDS.
FOR FURTHER INFORMATION. CALL BOB POULES (413) 783-8260 OR