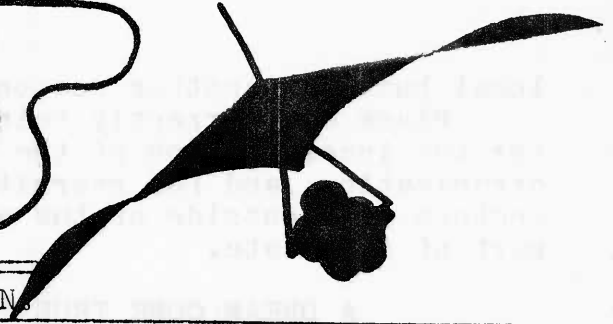


UPDRAFT



NEWSLETTER of the MASSACHUSETTS HANG GLIDER ASSN.

VOLUME 2, NUMBER 8

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Ed.: M. Morrissey

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MEETING NOTICE

The September meeting of the MassHGA will be at the ME Bar and Lounge in Hadley at 8:00 PM on Tuesday, September 7.

For newcomers, The ME is located on Rt. 47 in Hadley, just two miles north of Skinner State Park, or a few miles south of Hadley center. Meetings are always at this location, and are held on the first Tuesday of each month.

MassHGA

The Mass. Hang Glider Assn. has been formed from the former Western Mass. Hang Glider Association, with the purpose of filling the state's need for a statewide organization dedicated to the safe growth of hang gliding in Massachusetts. MassHGA is affiliated with Glidersports International, and our Flight Director, Chuck LaVersa, has just been appointed Mass. State Flight Director for GSI. Affiliation with USHGA is also foreseen, once the final status of USHGA and GSI relative to one another is settled.

It is hoped that before another spring arrives, all of the flyers in the state will be members of MassHGA and that all of the state's significant flying sites will be under the MassHGA's wing. The benefits to the flyers of Massachusetts should include a unified system of site regulation and management which will operate towards the preservation of our sites and the development of new ones.

It is assumed that active site

management will be the primary function of the new organization, and the great success that the old WMHGA had with the operation of the hang gliding program at Skinner State Park bodes well for the organization's future in this critical role. As all of the state's major mountain sites are located in Western Mass, the old organization's contacts and experience should be invaluable in developing the potential of these sites. It is hoped that flyers from throughout the state will involve themselves in the new association, with the end of maintaining a statewide system of training sites and a uniformly-utilized rating system that will allow for the safe and convenient development of all Bay State pilots' skills and their use of sites throughout Massachusetts.

A statewide policy on hang gliding, developed by a statewide pilots' association in cooperation with state agencies involved in public land management, would allow all the pilots in the state to enjoy the conveniences, safeguards, and benefits envisioned by the originators of the GSI and USHGA self-regulation systems, and would be a tremendous boost for self-regulation in the Bay State. An inevitable spinoff should also be the easier securing and management of sites on privately-owned land. Another practical consequence of the association's existence should be a much simpler insurance situation, with all of the state's significant sites covered by the association's master policy. This will alleviate the present situation of every local group and school rushing around every year trying to hustle up enough memberships to insure the

local bump for another season.

Plans are currently being made for the incorporation of the new organization, and for recruiting members from outside of the western part of the state.

A DREAM COME TRUE

by Bob Vicari

I have hiked Mount Greylock many times in my life, beginning in the days of my boyhood in its huge shadow over the town of Adams. Each time I would stand on top, and dream of growing wings and flying down into the valley like a bird. Then when I learned that it was being done in hang gliders, I decided to learn to fly. The first day I saw my cousin, Chuck LaVersa, fly Greylock was the day I took my first flight lesson, right there at the foot of the mountain.

I bought a standard Rogallo kite in October of '75, and worked hard to learn how to fly. I took my first high altitude flight at Skinner Park during March of '76, and continued to develop my flying skills through the spring. Then I broke my arm in a motorcycle accident, and that sent me back to observing for two months.

With my arm still in a cast, but strong, I went back to flying again. At the Sundown meet I was seventh in my class going into the final round, so I guess the arm didn't hinder my flying much. I bought Jim Finkowski's modified Dragonfly I, which I thoroughly enjoyed flying, and then the day came for Mt. Greylock.

I couldn't sleep the night before, I was so excited. When we got to the top, the wind was coming from the northeast at about 2 mph - not bad for a first flight from a new mountain. My stomach was queasy and I had a lump in my throat. I set up my Dragonfly, watched a few takeoffs, and then it was my turn to launch.

I pre-flighted the 'fly three times, hitched in, and went for it. In four fast steps I was airborne - it was so easy I couldn't believe

it! I made two passes along the ridge and then started out from the mountain. When I got out over the landing zone I did my first 360° turn. That was followed by a figure-eight, then by two more three-sixties. It was great.

Ten minutes after that sprinting launch, I made a smooth landing in the Goulds' hayfield. I looked at the summit high above me, and realized that I had just fulfilled a boyhood dream.

THE ASSAULT ON MOUNT WASHINGTON or

How 4 Turkeys Made Their Feathers Fine
by Walt Niemi (Windward Club)

Realizing that already two of the Windward Kite & Glider Club's members had made the big leap (namely Al Stohl and Pete Snyder), our trip still had its importance, at least to us. The day started off with a phone call from Tony Verhulst at 12:15 Saturday morning, stating that he wasn't going due to he had received about conditions not being favorable for flying. But I had done considerable checking with the weather service (4 phone calls), and still believed that the prospects looked good, with under 7 knots forecasted for the top of Mt. Washington.

At 6 AM, Jeff Bean, Jeff Kemp and Brian Kemp (our driver and photographer) were at my house and ready to go. I had spoken with Don McCabe the day before, and he'd asked that if we did go for it, to please stop by Cranmore and pick him up. We made North Conway about 9 AM, and twenty minutes later we were off to Washington. We arrived at the summit at 10:30 after experiencing a most breathtaking ride up the auto road. We were all surprised at the excellent condition that the road was in, and also that it could be driven up, for the most part, using second gear in the van. Once we parked at the summit, Don went to talk with the weather observer while the rest of us went and checked out the takeoff. The walk to the launch site was a short one - only a hundred feet or so.

The view was spectacular - this particular day the visibility was 60 miles! Looking out from the East Side of the mountain psyched our crew up to the point of mild hysteria. We engaged in the fine art of echo sending towards the direction of Huntington Ravine. I would say that Jeff Bean won the echo-launching contest hands down. We proceeded to get our gliders and set up. On the way up, it was voted that Don McCabe would serve as Wind Dummy. The balloting was three to one, as this was Don's home territory. By the time we were set up, our spectator crowd had grown from half a dozen to well over one hundred people. Don was kind enough to explain to them that we were not just four nuts attempting suicide, but that we all had considerable experience in the art of gliding. With movie cameras grinding, Don was off. He looked like he was really enjoying his flight, which appeared smooth from our vantage point. We waited for him to land down at the Wildcat Ski Area parking lot. Next off was Jeff Bean and Swift, and off he was with a good launch. A minute later, I was off with my Wind Gypsie, and a minute after me came Jeff Kemp in his Sun III. Jeff must've had the primo view of all, with two gliders in the air in front of him and the outrageous scenery all around: Tuckerman's Ravine to the right, and the rest of the Presidential Range to his left. It was a mind blower to look back at the summit during the flight. We couldn't've asked for a nicer day, with the wind averaging about 5 mph and up at take off.

Fifteen minutes later we were into the Wildcat Ski Area parking lot, and to gaze back up at the mountain gave us an appreciation of the 6288-foot BIG GUY. To fly Washington is to come to grips with what flying is all about. We had been lucky; the day had been perfect. The 4300 vertical foot East Side had been done again.

We had heard the legend that the Indians would not climb the mountain before the White Man came - this was where their gods lived. Boy, they never knew what they were missing!

RECALL ON EQUIPMENT

UP PRONE HARNESSSES

Ultralight Products has issued a recall on all UP Cloud Harnesses that were made between March 1 and June 20 of this year. It seems that the manufacturer received a batch of defective webbing, and that three harnesses from this batch were discovered to be deteriorating in the area where the main pilot support strap passes through the main body of the harness. Although no failures were reported, UP is replacing the webbing on all of the harnesses to avoid problems.

Owners who have not already been contacted should check the date on the inside chest area to see if it was one made during the recalled period. If it has no date, it is recalled. If the date is June 20 or before, the unit is also recalled. Harnesses are to be sent back to the factory, where repairs will be done at no charge, of course. If your harness is one of the ones recalled, and it looks OK to you, SEND IT BACK ANYWAY.

Owners may ship their harnesses direct to the factory, or bring them to your local UP dealer for shipment. UP informs us that turnaround time is one day, with harnesses being rebuilt and ready for reshipment on the same day that they are received at the factory.

SUN SWIFT

Word from the Windward Club in Central Mass is that all Sun Swifts have been grounded pending investigation of a tendency for the ship to tuck under and break up in certain flight modes. Swift owners are urged to contact their Sun dealer immediately for confirmation of this report.

SAY HELLO TO A HAWK

by Bob Stewart

I wonder how many people have ever really seen a creature of the air in his natural habitat. I wonder how many of them have ever known how it feels to soar with a wild hawk, flying at the same speed, in the same airspace, free in the air!

There is only one way I know to do this - from the seat of a hang glider. There is nothing like the experience of flying with a wild hawk. I have flown with red tailed hawks* many times in my four years of hang gliding experience, and I would like to relate these flights to other hang glider pilots, hoping that they will see the hawk as I do. He is not only beautiful, but a useful soaring instrument as well.

When I'm flying, it never ceases to give me an extra special thrill, looking up the ridge, to see a magnificent red tail, wings spread wide, seemingly motionless as he follows the rising air.

A hawk can unknowingly provide us with the answer to our biggest question: where is the lift? Before the hawk can answer this for us, we must know something about him.

Red tails do not usually pounce on their prey from "on wing." They prefer to sit in the branches of a tree along the edge of a meadow, watching for the slight movement of an unfortunate mouse or small animal. When you see a hawk falling through the sky, wings folded, he may be after a meal. He will usually land first in a tree, get his bearings, and attack from there. It is likely, therefore, that when we see a hawk soaring, he has already fed, or is looking for a place to set up his stake-out.

The red tail is one of the most proficient flyers among hawks, and is almost always soaring. The only * We will be primarily dealing with the North American Red Tailed Hawk, *Buteo Borealis Borealis*.

times I've ever seen a hawk flap is just to get a couple of hundred feet above ground level so he can begin his search for lift. This helps the hang glider pilot greatly, as he can use the hawk as an ideal reference point to mark uprising air. I have seen hawks climb at a thousand feet per minute, topping out at cloud base.

Can you imagine following a hawk for hundreds of miles cross-country in your hang glider? It will start happening very soon.

My most rewarding encounter with a hawk was at Mt. Tom, Mass. It was a sunny summer day, the kind when you can smell the warmth and fragrances from below as you set up your glider. The wind was just a drift of two or so miles per hour, but with an occasional thermal gust of about fifteen. There were small, puffy cumulus clouds dotting the sky from thermals coming up against the two-mile west face of Mt. Tom. I waited after my glider was set up, then pushed off hard, right into one of those fifteen mile an hour gusts. I went right up, and almost immediately noticed a big red tail about half a mile down the ridge. I worked my lift until I had about three hundred feet above the eleven-hundred foot face, and then headed for the hawk I'd seen. He was still there, and I also noticed he was going up. So was I when I got near, and I thought, "Hey, this is a good thing!" I followed him very carefully from that point, and for about a half hour he showed me lift everywhere. At times the Kestrel was chasing the red tail at an altitude of thirty feet over the trees, and at other times we were over five hundred feet above the mountain. After thirty minutes the hawk headed south off of the end of the ridge and began to leave. I hesitated to follow, and five minutes later landed in the fields below. Where my feathered friend had gone I had no way of knowing. I think that the most interesting thing about this adventure was that at no time was the hawk threatened by my presence, but seemed to know that I was only inter-

ested in sharing his environment.

I have found that there seem to be three different types of hawk personalities. Some will avoid the hang glider by a wide margin, and want nothing to do with that Dacron invader. Others will be insanely curious, but most are just mildly curious, and are content to let you share the sky. I've heard stories of hawks attacking model aircraft, especially radio-controlled sailplanes; however, I think you would have to look hard before you could find a hawk that is foolish enough to attack something as big as a hang glider. As an example of a rather belligerent move on my part - one day as I was soaring Mt. Tom in my Quicksilver (a noiseless craft which slices through the air almost as well as the hawk itself), I happened to glance down between my feet to see a red tail hovering in ridge lift fifty feet below. I wanted to see what would happen if I made an attack move. I cranked the Quicksilver into a fifty-mile-an-hour dive straight at him. I naturally thought I'd never get near him, but in about two seconds I thought my feet were going through his back. I pushed out and just barely missed him. As I whistled by, I realized, HE NEVER MOVED! If a hawk can grin, I'm sure I saw a smile on his beak.

Before the summer is over I am sure we are going to see the more experienced pilots of hang gliders climbing to cloud base in thermals, and I'm sure the hawks will help. An interesting point to note is that the hang glider is the only aircraft that can fly as slowly and turn almost as tightly as a bird. The third generation rigid wings, in fact, have almost as good a glide ratio and sink rate as a red tail. Hang glider pilots should pay more attention to the birds, especially the hawk. We have a great deal to learn, and they have much to teach.

About Bob Stewart:

Bob Stewart is 20 years old and

has been flying hang gliders for four years. He has flown almost every type of hang glider from Rogallos to rigid wings.

Bob is the proprietor of Eco-Flight Co., dealer of hang gliders, and has taught over three hundred people to fly safely.

Bob was one of the first flyers in New England and has pioneered many mountain sites. He has held four successive soaring duration records at Mt Tom in Easthampton, Mass., and Mt Holyoke in Hadley, Mass. One flight at Mt Tom lasted three and a half hours.

Bob has also spent many hours in the air at Cape Cod, Mass., soaring the steady ocean breezes. He has a silky smooth, confident style that can't be missed. Bob also flies powerplanes, sailplanes, and radio controlled model aircraft. He is a GSI certified instructor and is trained in first aid and mountain rescue. He has been featured in a number of newspaper and magazine articles and has appeared many times on television to promote hang gliding.

Bob's other activities include sailing, surfing, water skiing, scuba diving, and he is the director of the free-style snow skiing program at Round Top Ski Area in Vermont.

CONGRATULATIONS, CHUCK

Readers will be interested to learn that our Flight Director, Chuck LaVersa, has been invited to participate in the Masters Tournament in Hang Gliding at Grandfather Mountain at the end of September.

The Masters is an invitation-only meet, with only 40 pilots from all over the world being invited to compete. To be considered for the Masters is to be recognized as one of the top forty flyers in the world!

LOCAL NOTES

Spence Smith and Jim Finkowski got to the west coast just in time to hear about the closing of the cliffs at Makapuu (Waimanalo) Hawaii, the ultimate destination of their trip. Jim is in Colorado, and Spence was last heard

from in San Fransisco, awaiting the reopening of the Waimanalo site. We have heard through Hang Glider Weekly that the site is reopened now, so our intrepid travelers may already be on their way.

Bob Stewart should have his Easy Riser biplane by the time this issue is mailed, and World Open champion Brian Porter is expected to arrive in the area at any time now, to demonstrate the machine to Bob and his cohorts, as well as any other interested flyers. Should be some interesting flying on the old ridge in the next couple of weeks.

Stu Smith, who departed the local area to take a position as the flight director at Grandfather Mountain for the season, had a hairy experience recently. Stu used a quick link to extend his pilot support line by an extra inch on a borrowed glider, and had the quick link let go in the middle of a wingover at a thousand feet AGL, leaving him hanging by his hands from the control bar. Using his gymnastic expertise, Stu swung back up over the bar and flew the glider down by standing in the control bar.

Several local pilots have made their own prone harnesses lately, and we are reminded by the recall on the UP Cloud harnesses that not all nylon webbing is suitable for this application. If an outfit like UP can get stuck with a batch of the wrong kind of webbing, how easy must it be for the same thing to happen to an individual? Homebuilders are cautioned to be extremely careful about the materials that they buy for such projects.

Word from the west coast is that several fatal accidents have been experienced by pilots who flew their high performance flexwings at to high speeds in turbulence, with the result that the G-loads brought about catastrophic airframe failure.

Pilots are reminded that the new wings are capable of flying much faster than the standard class ships we are all used to, and that such high speeds can result in excessive maneuvering loads in rough air.

The old rule about flying fast in turbulence, to avoid being tossed into a stall, still applies - but with the new wings, there is definitely such thing as TOO fast. Also, the excellent stability and quick stall recovery of the new gliders makes the prospect of an unexpected stall somewhat less threatening than it was in a standard. It does no good to avoid stalling if you overstress your airframe in the process, so don't overdo it in rough air. Sucking the bar down to your knees in the bumps is NOT the proper response to turbulence in a high aspect wing.

SITE REPORTS

GREYLOCK: Contrary to information we received last month, special Greylock cards have not been utilized at this site. Procedures remain the same as they have been earlier in the season.

SKINNER: Names are being removed from the list of approved flyers for lack of insurance coverage - make sure you have not let your GSI expire!

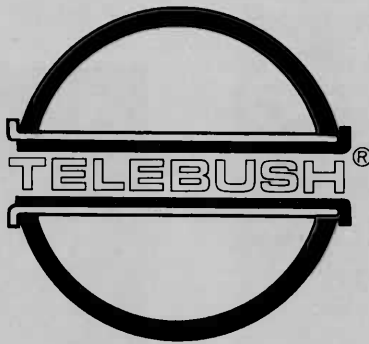
Steps are being taken to open a new launch site on the north corner of the ridge, which would allow take-offs into a due north wind, and make the north ridge of the Holyoke range accessible for soaring when wind conditions permit. Hopefully we can get this launch site ready sometime in the fall.

No new information or change in situations at any other local sites has come to our attention. We hope that this lack of problems will be a permanent situation!

CALL FOR ASSISTANCE

Your editor is finding it more and more difficult every month to cope with the work involved in getting this newsletter prepared and distributed. We are becoming truely desperate for some help with typing up the copy for the printer, delivery and pickup at the printer's, collating and mailing the copies. Anyone who feels that they can help, PLEASE let us know!!!!

INTRODUCING THE UP TELEBUSH



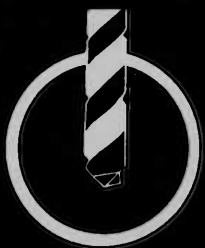
NO MORE BUSHING HASSLE!

You can expect the best from Ultralite Products! UP's new Telebush is no exception. The UP Telebush will change everything you've ever thought about spar design. Hanglider spars built with UP Telebush units are lighter, stronger, safer, non-corrosive in salt water and easy to use. In addition, spars built with UP Telebush units cost less than spars built with old fashioned bushing methods because they require less installation time and eliminate doweling! UP Telebush units are available in all popular tubing sizes for 1/4 or 5/16 bolts and most important, require no special tools to install.

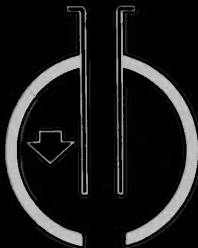
Now you can completely eliminate doweling and all the attendant problems of using wood in your design. Weight, cost, and internal corrosion are problems of the past. Telebush units are ideal for tow kites where moisture is a key factor in maintenance. Telebushes are fabricated from non-corrosive stainless steel and are more than three times stronger than conventional soft metal bushings.

Telebush units are precision fit, two piece, pre-flared stainless steel telescoping bushings. Installation is ultra-simple. First, drill a hole the same size as used for conventional bushings [no new tools]; second, press the outer "A" sleeve of the Telebush through the spar. Rotate the spar and push the "B" portion of the Telebush down inside the "A" part. The Telebush is so precisely formed that it will telescope almost all the way in by hand. To finish, tap it "home" with a hammer and the job is complete. A slight interference fit on the last section of the Telebush locks it in solidly. Telebushes can be separated and reused if necessary.

1. DRILL



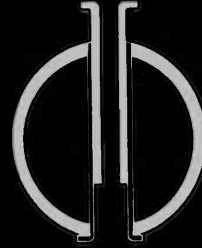
2. INSERT 'A'



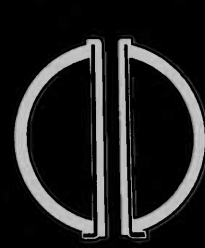
3. ROTATE



4. INSERT 'B'



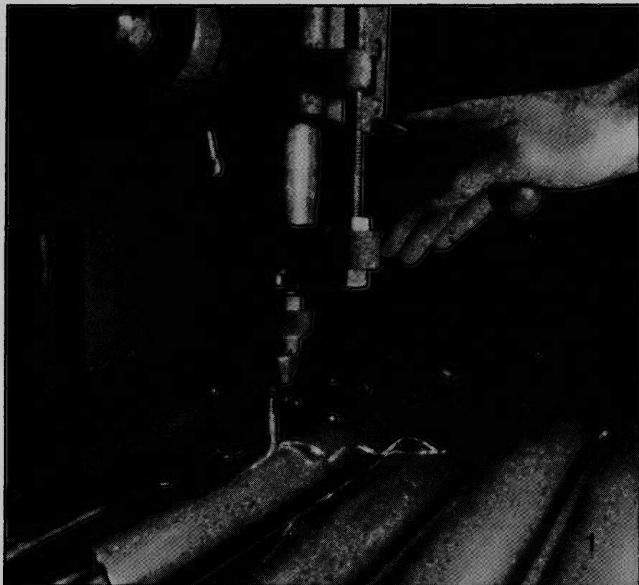
5. FINISHED



Shoulder to shoulder contact completely eliminates tube distortion!

FIVE EASY STEPS (APPROX. 15 SECONDS)

The UP Telebush system is ideal for one-off prototypes or full-scale production. A small hanglider shop, for example, can eliminate the need for a large inventory of spare spars by stocking a few pieces of tubing, some sleeves, end rings and a selection of Telebushes. Any spar can be constructed in a couple of minutes!



With a cost comparative to any aircraft grade hardware, the Telebush is the best solution yet to one of the biggest problems in construction of quality hanglider airframes. Telebushes are available directly from your local UP dealer or the UP factory in Rancho California.



How to order: Determine how many points on your new 'glider will require Telebush units. Note the spar diameter and bolt size requirements at each point. Don't forget to order the next size larger for that point if you are using sleeves or end rings! [Inner sleeving does not change size requirements]. Check the sizes required on the form listed below. If you want to save money, prepay your order and eliminate the freight and C.O.D. charges. In any case, a 50% deposit is required on all orders. Minimum order: \$10.00.

For immediate service, clip coupon and mail.



SEND ORDERS TO:
 Parts Dept. 'Telebush'
 UP, Inc.
 P.O. Box 582 Rancho California
 Temecula, Ca. 92390
 (714) 676-5652

Check here if you need latest parts information

| SPAR DIA. | BOLT SIZE | TELEBUSH NUMBER | PRICE/UNIT | UNITS ORDERED | PRICE QUANT. |
|---------------------|-----------|-----------------|------------|---------------|--------------|
| 1 1/2 | 1/4 | UPTLB 1525 | 2.00 | | |
| 1 1/2 | 5/16 | UPTLB 1543 | 2.00 | | |
| 1 5/8 | 1/4 | UPTLB 1625 | 2.00 | | |
| 1 5/8 | 5/16 | UPTLB 1643 | 2.00 | | |
| 1 3/4 | 1/4 | UPTLB 1725 | 2.00 | | |
| 1 3/4 | 5/16 | UPTLB 1743 | 2.00 | | |
| 1 7/8 | 1/4 | UPTLB 1825 | 2.00 | | |
| 1 7/8 | 5/16 | UPTLB 1843 | 2.00 | | |
| 2 | 1/4 | UPTLB 2025 | 2.00 | | |
| 2 | 5/16 | UPTLB 2043 | 2.00 | | |
| TOTAL UNITS ORDERED | | | | | |

SEND TELEBUSH UNITS TO:

Name _____
 Address _____
 City _____ Telephone Number _____
 State _____ Postal Zone _____

Payment included: Check Money Order Cashiers Check Amount \$ _____



Mountainview Glider Sports, Inc.

300 PLEASANT STREET, NORTHAMPTON, MA 01060
Telephone 1(413)584-7233

* Gliders currently available and in stock:

UP Dragonfly Mark II (almost new): the fully-battened version of the original truncated-tip glider. 7+1, 240 ft/min, super-easy to fly. 180 ft².

UP Dragonfly Mark I (used): still as hot as ever, and as easy to fly.

UP Dragonfly Mark II-B: 160 ft² for medium-sized pilot, hopped-up version of the Dragonfly Mark II. Hottest flex-wing you can get anywhere. New.

Sky Sports Kestrel (used): priced for a quick sale; high performance, low \$.

UP Redtail 19x17 (used): cambered keel, seated/prone wires, hot intermediate ship with handling mellow enough for any beginner. Excellent condition.

UP Brock 82-S: 17x16 for medium sized pilot. Excellent beginners glider for the pilot who wants to start with a hotter ship than any standard. New.

UP Brock 82 (used): 16' standard, a bargain for a small beginner or a lady.

Zephyr (used): 17' standard, special lightweight model, flies really well.

UP Super Redtail (SRT) (demo): Super hot short-keeled "standard-class" ship.

Wills Wing Super Swallowtail SST-100B: special treated zero-porosity sail.

* Available from the manufacturer without delay (already built, ready to ship.):

UP Dragonflies, Marks 1, II, and II-B, all three sizes, both new and used.

UP AS-90 (new), all three sizes, the hot new roach-tip, cambered-battened short-keeled "standard-class" ship. Meets World Standard formule, gets 5½:1, 300 ft/min, super maneuverability, mellow enough for beginners.

UP SRT, both regular 20x16 model and special "Waimanalo Screamer" 15x13.

UP Brock 82 standards, 82-S short keel, and Redtail, new and used, all sizes.

Seagull III-Z: hopped up, battened version of the classic Seagull III.

Seagull III-Z17: "Baby seagull", the classic design scaled down for little folk.

Seagull IV: super sink-rate machine for Seagull devotees ready for moving up.

Seagull VII: Seagull's entry into the high-aspect, cross-country scene.

* In stock now:

* UP Cloud harnesses: newly made, NOT subject to recall. Super-comfortable.

Need a variometer to go with your new hot high performance ship? See us.