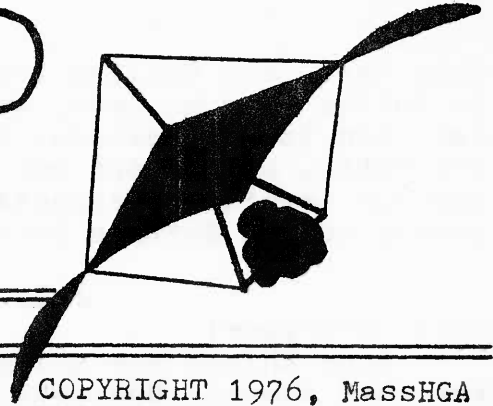


UPDRAFT



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MEETING NOTICE

The November meeting of the MassHGA will be held at the ME Bar and Lounge on Rt 47 in Hadley at 8:00 PM on Tuesday, November 2.

Subjects to be discussed will include the possibility of moving our meeting site (see note elsewhere in this issue,) the possibility of holding meetings at some other time than the first Tuesday of the month, and the organization of the club on a statewide basis.

Of greatest importance will be the decisions that are due to be made regarding the makeup of the Board of Directors. Nominations will be accepted for the various club offices, and even more basic, we will be deciding exactly what offices shall be maintained for the upcoming year. Hopefully we will be starting work on a new and final set of bylaws, which will be necessary for incorporation. As a chartered corporation, MassHGA will find that the temporary set of bylaws adopted at this time last year will need considerable revision.

All members who desire to have some input into these issues should attend the November meeting.

Next month's meeting will also be crucial, as that's when we'll be electing officers for the year 1977.

New or potential members are advised that MassHGA meets on the first Tuesday of every month at the ME Lounge (pending possible changes in this routine,) and that annual dues are currently \$6.00 per year, payable in April. New members who join during a membership year will

be charges 50¢ per month from the time of joining until the following April. Interested potential members should send their name, address, and dues to Treasurer John Dempsey, 107 Ridge Road, East Longmeadow, MA 01028

FATALITY REPORT

New England suffered its fourth hang gliding fatality, and its third for the current year, when Jim Becroft of Connecticut and Mad River, Vermont, was killed at Stowe in late September.

Jim, age 64, was flying his Seagull III at the Little Spruce training hill (400' vertical) when he was seen to veer off into some chairlift lines. He hit the lift lines and slid down the cables until he struck the tower, suffering a broken back and other injuries.

Witnesses speculated that Jim had suffered a heart attack prior to the actual crash, as he was seen to make no corrective movements at all during the long drift towards the cables. As no autopsy was performed, the actual cause of death remains uncertain.

Becroft had been flying in the Northern Vermont area for about a year prior to his death; however, he was unknown to most flyers in Southern New England, as he did all of his flying in the area of his vacation home in Vermont.

LETTERS

In the past months, your editor has received mail from a few of the local flyers who have headed for some of the country's more reknowned sites. Having finally remembered to include

them here, and feeling that old news is better than no news, we now present them to our readers. Please note the dates, and accept our apology for our tardiness (especially with regard to Stu Smith's letter!)

July 27, 1976

Hello Everyone!

Hope things are going well for you this summer. Business should be popping, provided the manufacturers can supply gliders quickly enough, which seems to be a problem at this time. (Ed.: Hah!) At least it is down here.

The Nationals was a drag for me, competition-wise, because I did so poorly. But that's the way meets go, sometimes. I learned a lot, got to see some new ships and fly some new places. I was quite impressed with the Mark IIB and the Mk III; wide speed range, good sink rate, and fairly mellow to land. The Merlin is also hot, although it didn't place in the Nationals. It has an excellent glide at high speeds as well as best L/D speed, has a high roll rate, very positive pitch, and will pull out of a sail-deflated dive. (I inadvertently tested this doing a 20° past-vertical wingover.) The production model will have a slightly different cut sail to give it a better sink rate than mine has. It will have more area at the tips.

The weather down here has been a bit unstable. We'll soar our brains out for three days, then be socked in or blown out for three days. Almost like a spring cycle, as if the weather is a month behind times.

Scott Buchanaan (N.E. Bushwackers) is flying for the mountain this summer. Last week he was up for 7 hrs 10 min., a new east coast record. The rest of us weren't into flag-pole sitting, so we went to another hill to fly tandem and things. But Scott said the sunset was really nice. (The others had all gotten 4 hrs soaring before leaving.) As soon as we get varicos (within a month, I hope) we should be into some nice cross-country. Did you hear

about Trip Mellinger and Gene Blyth? 47.2 miles in California!

People here are really pretty nice. Good place to spend the summer. I hope to see you all in the fall sometime. Meanwhile, take care. Fly well, if you're into that. Hope your arm is better, Sue!

Sincerely,

Stu

For those who don't know, Stuie spent the season flying professionally for Grandfather Mountain in North Carolina. As an example of how much air he got, we just heard that his Merlin, new at the time of this letter, had to be retired prior to the Masters due to being worn out by over a hundred hours of soaring time on it! That's more time than many New England pilots have accumulated in their lives, after as much as five years of hang gliding.

Stu's address, for the time being, is: Stewart Smith, General Delivery, Linville, North Carolina, 28646.

This letter from Spence Smith is much more recent:

September 21, 1976

Hi, All,

How's the lift? I hope everyone's skying out. I talked with Gary briefly one day, and he told me about the day of breakthroughs. Far out! I've been skying out lately, too. I was kind of leery, after all that time not flying, of making the transition to prone and to the Dragonfly all at once. My first flight was off some nice, steep 1500' mountain in Wyoming. I did well, and some of the shakes disappeared. Salt Lake City was outta sight! There were 5000' verticals everywhere, and the Widowmaker was super-soarable. I had only two flights before I reached there, so I still had to slow down a bit, and adjust my harness some, but now I'm wired and smokin' and so high I'm chokin'! Hey, I like that! I split up with Jim and Mary in Utah, and went west with some people from Santa Barbara, California, which is where I am now. After Salt Lake City I went to Reno, Yosemite, Fort

Funston in San Fransisco, Big Sur, Sylmar, Lake Elsinore, Escape Country, and now Santa Barbara. I could go on forever talking about these places, but there's not enough paper. Some other time, maybe. Every day out here is like a page out of Ground Skimmer. I'm holding back on Hawaii until all their legal hassles are settled. I could name drop forever about all the people I've met and flown with. There's so much to learn here in California that Hawaii can wait for awhile until I'm finished here. Right now I've got a job offer in Yosemite so I'm gonna go there for awhile and fly Glacier Point every morning.

Hi, again. It's three days later and I'll try and finish this letter for ya. The people I'm staying with are good friends of Richard Montanero, a guy doing loops in Hawaii, so I've been watching some films of that. Incredible! Another friend of theirs just sailed back from Hawaii, and arrived today. He laughed when I told him I was bringing a Mk II. I may leave it here and try to get one there - one of their 13-footers!

Hi, it's three days later again. I can't think of anything to say, so I'm gonna just mail it. Exciting letter, huh? I'll call one of these nights when I've got some extra bucks. Say hello to everyone and tell them that I miss them. This Thai stick is too much.

Spencer

P.S. In case anyone wants to get in touch with me, I can be reached at: Spencer Smith, c/o Dave & Kammy Low, 514 De La Vista, Santa Barbara, California, 93103. (805)962-6461

And here's the latest word from "Big Bird," Sue Bathelt:

September 17, 1976

Greetings to all my friends back east!

Hi, how's the flying been? Would you believe that "Big Bird of Western Mass" has hung up her wings? At least temporarily.

My trip out west was fantastic. I got in a little flying in New York, then a lot of flying in Michigan, and

now I haven't flown since I left Kansas.

To start with, Michigan was great. I stayed in Honor, Mich., for 1 week, then went down to Frankfort for the Annual Hang Gliding and Soaring Festival (in June.) I met some really nice people in Michigan, and I recommend it as a stopover if anyone is planning on going out west. Western Michigan has numerous flying sites and most of them are soarable. The sand dunes in Michigan are a lot higher than those at the Cape. LZ's for the most part are abundant, but at a few you do have to walk a ways if you can't land back on top.

(paragraph dropped for brevity)

After my visit it was on to Frankfort and some good flying. Picture this: I had my truck parked on the beach and my kite was left set up, all while I was there. A 10 min. hike to the top of the dune (275'), and a couple of quick steps and I was off. I, Sue Bathelt, Big Bird of Western Mass, got in some soaring! Nothing big, mind you, but at least I did some actual ridge following, 25' higher than takeoff, Soaring! On one of my flights I was enjoying the fact that I was able to keep my kite along the ridge, and I forgot to turn back, landing between two pup tents in the campground a mile away. I did n't mind the walk back at all!

(several paragraphs dropped.)

Highlights of the meet: a fantastic performance by one of the Fledgelings was wiped out when he didn't land in the LZ. He would've won the meet with that one flight. Sara and Lee (Keeler) doing a tandem flight for a crowd pleaser. Burke Ewing and Curtis (his dog) in another crowd pleaser. And the last one was Sue Bathelt going for the Farthest TO Wisconsin Trophy.

I really wanted a trophy, and since I was eliminated in the regular flying, I decided to get one the easy way...I borrowed a ski belt from a guy at the meet. Then I got two guys in a kayak, three guys out in the water, and three more guys in a pontoon boat standing by to tow me in. ...The announcer at the meet knew

what I was doing, and as he saw my kite take off, he told the crowd... As I flew over the crowd I turned sideways and waved. Just before I landed in the water I did three S-turns, and then I put the kite down right in the middle of my water rescue squad. Just before I hit...I took my hands off the control bar and grabbed the rope to my quick-release. As I went into the water, I pulled it. My escape plan worked so well that the top of my head didn't even get wet!...The flight out into Lake Michigan had taken less than a minute to do, and I had established a new record for the Farthest to Wisconsin of over 500 yards. All in all, I got my trophy.

(Sue goes on to describe her adventures in Wisconsin and Kansas, and her arrival in Colorado. Here she found much great soaring, but little help for an outsider who was seeking intermediate hills to fly. She expects to do some flying in the Denver area, where the flying sites are a bit mellower than those around Aspen, where she is now staying. Anyone who would like to contact her may write to: Sue Bathelt, P.O. Box 10683, Aspen, Colorado, 81611.)

We hope Sue doesn't mind our reprinting portions of her letter. The following letter was also received from Sue, with a note asking us to include it in this newsletter:

Sept 29, 1976

Dear MassHGA members,

I am really pleased to hear that the club is going strong and is expanding. I take some pleasure in knowing that something I had a hand in is growing. "Good Luck!"

Now on a little more serious subject. I was shocked to hear of Al Mullazi's untimely death. Al was one of the first hang glider pilots I met up with when I first became interested in the sport of hang gliding three years ago. At that time hang gliding was strictly west coast, and there were only a handful of flyers on the east coast. My boss and I were inter-

ested in buying a kite, and somehow were given Al's name. We gave him a call, and he volunteered to come up and show us his hang glider. I still remember taking Al, Mike Morrissey, and Dave Childs to the top of Mt Tom and scouting for a takeoff spot. Then Dave, and Al with his newly built prototype Zephyr kite, took a few flights for us at the ski area. Needless to say, I was hooked. In the next three years I got off the ground successfully and I met up with Al several times. He was always helpful to me and encouraged me in my flying. I watched as Al organized the ConnHGA and went about finding new and better flying sites in Connecticut. Sadly, with Al Mullazi's passing, the sport of hang gliding will suffer. Al's organization of flying in Connecticut and his influence on manufacturing in the east will be felt for a long time. I hope that in his tragic death we all can become wiser.

Susan Bathelt

WIND GRADIENT and the DOWNWIND TURN

The material in the following article is primarily abstracted from the October issue of *Ground Skimmer*, which features a detailed examination of wind gradient effects expertly presented by John Lake. Dennis Pagen also treats this subject well in his book *Hang Gliding and Flying Conditions*.

The magazine *Air Progress* recently featured a series of articles and letters devoted to the oldest argument in aviation - whether the downwind turn is any different from any other turn. The original article was written by an airline pilot who made the claim - quite correctly - that an aircraft flies the air, not the ground, and that as far as the aircraft knows, there is no such thing as wind at all. Therefore, a turn in any direction is just a turn, and there is no difference between a downwind turn and any other.

His antagonist, an experienced

cropduster, argued that the downwind turn was dangerous because it could easily result in loss of airspeed and a low altitude stall. He was also quite correct.

How can this be? They can't both be right, can they? Of course, says the hang glider pilot. As we all had pounded into our heads during the early learning stages of flying, the pilot who makes the mistake of flying according to his ground track, instead of by the feel of the ship in the air, can easily be fooled by his changing ground speed in a turn downwind, and slow up into a stall. True? True!

So the wind itself actually has nothing to do with it, right? Wrong!

The fact that the wind is moving in a certain direction over the ground makes no difference at all to the aircraft. But what makes a great deal of difference is the fact that the wind travels over the ground at different velocities at different altitudes. And at very low altitudes, this difference can be significant within a distance of only a few feet; ie, within less than the wingspan of the aircraft! Think about this... if you are flying a high aspect glider, think especially intently.

We're all familiar with the fact that surface friction slows down the wind near the ground. Anyone who's had even the most elementary instruction is aware that a glider that comes in to land while following a set glide path and a constant ground speed can suddenly be stalled by a rapid loss of airspeed as the wind into which the craft is flying diminishes with reduced altitude. Not only hang glider pilots, but power-plane crews and airline passengers have died because they (or some pilot they were riding with) forgot to compensate for this basic factor.

And every experienced soaring pilot is well aware that the wind speed will be greater out away from the ridge, as well as above it, due to the wind gradient.

You knew all this. But did you ever stop to think about how it will

affect your glider in a turn? Hardly anyone ever mentions it if they have!

Simply speaking, when the glider banks up into any turn, whichever of its wings banks up will be blown by the wind more strongly than the wing that dips down, and there will be a difference in airspeed between them which is in addition to the normal airspeed difference that the wings experience in a turn.

A glider flying straight into the wind will tend to turn a bit more easily than normal, and turns will tend to continue. Straight and level flight straight into the wind can actually be seen as an unstable situation.

A glider flying crosswind which turns into the wind will find that the turn requires more than normal control effort, as the upward banked wing tends to get blown flat, rolling the ship back level.

If the pilot turns downwind, he will find that the turn tends to be accelerated by the effect of the gradient, as the upward banked wing is blown into a continuing roll.

Now consider the law of conservation of energy, and reflect on the fact that once a glider begins to roll in any direction, it will continue to do so unless stopped by a force of some kind. (Normally, the aerodynamic forces produced by the glider's dihedral.) If a glider rolls into the wind, the effect of the gradient is to stop the roll, then to roll it back to level. It will be quite unlikely that the glider will stop rolling at this point, as the wings' dihedral effect will exert no force until some roll away from the level is manifested. But as soon as the roll passes the level, the upward wing is pushed into a continued roll by the effect of the gradient. So crosswind flight is also unstable in the presence of a gradient.

Only when flying directly downwind will the glider be directionally stable, when flying in a wind gradient that is observable within a distance equal to the dimensions of the glider. The glider will tend to turn downwind

at any time that it is allowed to deviate from perfectly level flight. Obviously this affects the way a glider turns. Turns into the wind will be more difficult, while turns downwind will be difficult to recover from and will tend to happen more rapidly than planned.

Here, then, you have the essence of the hazard of the downwind turn. The pilot turns more quickly than he intended, with a sudden loss of air-speed as a result.

Also obviously, this is almost always going to happen where there is no room to recover from a mistake - down near the ground, where the gradient drops off sharply in a very short distance up and down.

The potential for disaster for the unwary pilot is endless. The sudden stall and downwind dive on final approach; the tight soaring turn that smacks right into the side of the ridge; the squirrely handling 360 that leads to an unintentional spin; all are examples of gradient effects that can easily occur.

Bear in mind, too, that landing is not the only time you fly near the ground - launches, all beginner hops and every takeoff, as well as tight soaring passes right down on the ridge all take place within the gradient.

Think about this a lot, until it becomes as instinctive to correct for it as it is to flare at landing, and you could save yourself a lot of grief.

SUGGESTION NEW MEETING LOCATION?

Our monthly meetings have been held at the ME Bar for some time now, and most members should have noticed how little is accomplished. Mark LaVersa and Sue McGuire put their heads together one evening and kicked around some ideas on a new location for our meetings.

Our first thought was to move the meetings to Northampton, for two reasons: first, right in town seems to be more convenient for most members, and, second, we can borrow ma-

terials and equipment free of charge from the Forbes Library media center if our meetings are held in the town of Northampton.

We then had to come up with a suitable location; i.e., big enough, warm enough, quiet enough, and preferably with booze available, and as important as anything, free. Sometimes it's who you know that counts. Since we happened to know the owner of the Lazy River, we tried there first, and met with complete success.

We would be allowed to hold our meetings, show films, etc., and then stay for the entertainment, which begins at 9:30, without paying the cover charge. Prior to the start of the show, the place is very quiet and would be suitable for meetings.

We think a new location would help to make MassHGA a more effective club. Please let us know your feelings about this at the November meeting, so that we can make a decision and finalize the arrangements if we do decide to make the move.

Sue McGuire & Mark LaVersa

FROM A WOMAN'S POINT OF VIEW

by Sue McGuire

(Ed.: We hope that this will be only the first installment of a monthly column.)

Hang gliding in Western Mass has been male dominated long enough! Fellas, get ready to move over and make room for us. A few of us women have finally gotten tired of waiting for our friends and lovers to stay on the ground long enough to teach us how to fly, so we're out there on our own.

I have finally healed from my "disaster on the dunes", and although I have not yet recovered full range of movement or normal strength in my right arm, I'm ready to go for it. It's been nearly a year (December '75) since I've touched my hang glider. I am starting from scratch all over again, but with a lot more confidence building to do than the first time around. I've gathered moral support and company from Fran Wilson, Andi

Parker, Gloria Z, and Julie Bemis. It's not many right now, but watch our numbers multiply as more women in the area see other women flying.

We tend to approach the sport with more anxiety and at a much slower pace than most of you guys. When you're learning, that can be very discouraging. By learning together, we set a pace that's comfortable for us. If you want to hang around and offer suggestions or give us a hand - great! But don't rush us. We will be meeting you in the sky before you know it.

CLASSIFIED ADS

We are continually being asked about placing classified ads in this newsletter. Generally a pilot states that he'd like to sell his old ship,

and asks how to place an ad. We tell him, then nothing more is said until the pilot bitches that his ad never appeared. Usually (In fact, always!), it's simply been that the ad was never placed.

If you want to place an ad, you must give it to the editor IN WRITING exactly as you wish it to appear, by the monthly meeting or before, and you must pay the Treasurer one buck.

That's pretty simple, but it MUST be done. Verbal ads WILL NOT BE accepted. The editor refuses to accept the responsibility for remembering price, condition, specs, and so on for a glider when the owner doesn't care enough about selling it to bother to write the stuff down on a piece of paper.

There are no limits on the number of words per ad except 'be reasonable.'

- 7 -



Mountainview Glider Sports, Inc.

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and more - we have a glider that
will fit your weight and budget

THE GSI PROBLEM

Glidersports International, a basically sound idea, is failing. It was organized to provide liability insurance for individuals, schools, and clubs, and to promote the growth of hang gliding through a flyer rating system and instructor certification program. Why is it failing? To understand that, it is necessary to know the man behind GSI, Rick Evans. As Director, Mr. Evans has promoted his company well, but communicated on a personal level poorly with the hang gliding community. This is not a new problem. It has been going on since the beginning of GSI. In spite of valid liability insurance with Utica Mutual, in spite of an improving flyer rating system and instructor certification program, the failure of GSI to meet the needs of its members must be attributed to the person who single-handedly runs the operation. GSI's problem is Rick Evans.

The net result of a company run not by its board of directors but by one man is, in the case of GSI, unfortunate. Most members are ill-informed, unsure of the extent of their insurance coverage, tired of waiting months for their membership cards to arrive in the mail. Several GSI regional directors have given up trying to get facts from Mr. Evans, since the usual response contains more double-talk than fact. A growing attitude of distrust and suspicion is being shown toward GSI by the hang gliding community. Mr. Evans runs his company with secrecy, a lack of factual communication, and a quasi-official manner that turns people off. This is illustrated in the following exchanges between Mr. Evans and GSI members:

From an August 26, 1976 letter... "You said that a financial statement from GSI would be forthcoming in July. You said that back commissions owed by GSI (for regional director services) would be forthcoming in July. I received nothing."

2.

Mr. Evan's reply, dated September 20, 1976,.. "A financial statement of GSI which was enclosed (in a letter dated August 22, 1976, which was never received) may be printed as a matter of record." "I am once again enclosing a check for commissions due July 1, 1976. I regret that I cannot send it certified or registered mail (as demanded), due to the fact the Postal Department will not accept such mail destined to a P.O. box. Therefore, we will have to take our chances."

The Postal Service confirmed that it does accept such mail. The financial statement was finally received and is published with the approval of Mr. Evans. ^(SEE ATTACHMENT) The commission received represented less than half the amount due. From a January 19, 1976 letter of Mr. Evans..."Let me start out by saying that because you are an individual member of GSI you are somewhat at a disadvantage when it comes to communications, as GSI has no way of reaching each individual with its news of the organization."

This is not true, since Region 7, where the request for information originated has a monthly GSI newsletter. It is sent to the member's local club. From the same letter..."You refer to the fact that GSI is a profit organization, well, we are structured in that manner for legal reasons, however, we find it hard to realize any large profit when the majority of the benefits offered to the members cost beyond the membership fee."

A check of the GSI financial statement reveals that benefits to members as a result of claim settlements, awards, and regional commissions for the current year through June 30, 1976 amounted to \$3232.54, or less than 10% of the membership fees for the same period.

The hang gliding community has asked Mr. Evans repeatedly for facts about GSI, since the insurance offered appears to be the best available. For their efforts they are rewarded with double-talk or unfulfilled promises. Five ~~Asess~~ in point:

3.

The National Ski Area Assn. insurance managers, Barringer & Williams, asked the Region 7 GSI representative two important questions about the extent of GSI's procured insurance coverage in August, over two months ago. Since Mr. Evans has never made it a policy to inform his regional directors of the extent of their insurance, the letter was referred to Mr. Evans for immediate reply. No reply was made. On October 12, 1976 another demand for information was received from the same people. This is not idle curiosity about GSI's insurance; Barringer & Williams negotiate insurance for the major ski areas in the Northeast. If they cannot get answers from Mr. Evans or GSI's insurance managers, they may inform their ski areas to ignore GSI. Most of the professional hang gliding operations occur at these ski areas, Stowe, Sugarloaf, Cranmore, Attitash, and Mittersill, to name a few. What lies ahead for these operations if Mr. Evans continues to sit on his secrets? The questions that were asked, and remain unanswered still: 1) "Would the GSI policy, which names the ski area as an additional insured, protect the ski area against suit brought by either an injured pilot or the estate of a deceased pilot?" And, 2) "Since the GSI people are in charge (of the site) would the GSI policy protect the ski area should an unauthorized flight occur and a spectator be injured or a suit be brought by the unauthorized pilot?"

Barringer & Williams, GSI's own regional directors, and many others who have paid their money for GSI's School Insurance Policy are still waiting for answers.

Mr. Evans has not only refused to answer legitimate questions, he has broken his promises to deliver. In this sport that's the equivalent of burning your bridges behind you. Five cases in point:

40.

- 1) The New York State Hang Gliding Association's publication, AFRIF, was scheduled to be included in GSI membership early this year. A signed contract stating the terms of the agreement was sent to Mr. Evans for counter-signature. In the meantime, at least one issue was mailed out to GSI members by NYSHGA in expectation of the returned contract. Mr. Evans never signed it. The result was the loss of a good monthly publication to GSI members.
- 2) The winners of a 1974 Crystal Caverns meet were promised prizemoney and trophies by Mr. Evans. They received neither, despite promises that they would.
- 3) The winners of the 1975 Mt. Cranmore meet were promised the same by Mr. Evans. Money was delivered, but trophies were not. The reason given was that they were first "damaged in the mails". When the second batch failed to arrive the reason given was that they were then "lost in the mails". At the 1976 Mt. Cranmore meet Mr. Evans was scheduled to be chief judge. He never showed and did not inform the meet organizers that he would not be there until after the meet.
- 4) The GSI Director of Region 6, John Harris, has not been paid any commission fees to date for his work in behalf of GSI. The contract for GSI regional directors clearly states that they will be paid a 15% commission for business transacted in their region. John also submitted an insurance claim under his GSI policy over a year ago. Mr. Evans never took action on the claim and did not reply to inquiries about the claim to this date.
- 5) At the 1975 USHGA Board meeting in Denver, Mr. Evans proposed that GSI offer its insurance and services to USHGA in exchange for joint affiliation. He was joined by Blaise Lewark, an observer at the meeting, who then proposed that GSI and USHGA combine their 'systems' and become a federation of GSI, USHGA, PFA, and HMA. When questioned about the insurance coverage, office procedures, and other details that would need to be understood in

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- 5) At the 1975 USHGA Board meeting in Denver, Mr. Evans proposed that GSI offer its insurance and services to USHGA in exchange for joint affiliation. He was joined by Blaise Lewark, an observer at the meeting, who then proposed that GSI and USHGA combine their 'systems' and become a federation of GSI, USHGA, PFA, and HMA. When questioned about the insurance coverage, office procedures, and other details that would need to be understood in

considering such a move, Mr. Evans did a turnabout and refused to divulge any further information on the workings of his company. In the words of one USHGA regional director, "He would not answer the questions directly and tried to skirt them. The Board members immediately saw through him. From that meeting on USHGA pursued another source for insurance. I do not understand why Rick did not simply answer the questions put to him. The impression left upon the board was that he was trying to hide something or deceive them."

On June 7, 1976, Mr. Evans again proposed the joint affiliation of GSI and USHGA during the USHGA Board meeting at Chehalis, apparently thinking that the unanswered questions had been laid to rest. They had not. And, in typical Evans fashion, the proposal was drawn up and presented without the knowledge of - or input from - his regional directors. Understandably, no action has been taken by USHGA. Why would any organization want to affiliate with GSI? The answer is simple: Nobody in hang gliding seems to know what GSI stands for, how it functions to serve its members, what its true financial operations are, and how it is supposed to represent the sport to the public and to government, when it can't even answer our questions; in short, how do you affiliate with a puzzle?

As long as the man who controls the puzzle refuses to allow others to understand it, GSI will continue to fail. It is perhaps already too late for Mr. Evans and his company secrets to make it in hang gliding. On September 23, 1976, USHGA notified its regional directors that its own insurance plan with Utica of New York, and which the regional directors authorized by mail ballot, would go into effect in October. The one, single, persuasive argument for belonging to GSI was the valid liability insurance. Mr. Evans no longer has the corner on that market, although

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the GSI-procured insurance carries a premium of \$1,000,000 and is only \$100 deductible, while the USHGA-procured insurance is \$50,000 and \$250 deductible. In spite of the lesser extent of coverage through USHGA it is clear that this insurance will satisfy most flyers. Schools and individual teachers must still face the decision of joining GSI for its valid instructor liability insurance, (valid to the extent that at least one school carrying this insurance is being represented by a Utica Mutual lawyer in a suit that has not yet reached court or settlement), or go it without insurance. USHGA's new insurance plan does not cover certified instructors in a negligence suit. Another consideration for schools and clubs is the ability to name additional insureds, such as flying sites. Under the GSI Club Policy, GLS5502A, this can be done at no additional cost.

Learning to live with a sound insurance plan, offered by an unsound administrator is not easy. Schools and clubs have tolerated Mr. Evans' lack of professionalism until now, because we need the insurance. As other organizations acquire their own insurance, however, it just does not make sense to support someone like Mr. Evans, unless a major change were to take place in GSI. That change could be accomplished in three, immediate, straightforward steps: Mr. Evans step down as National Director. A national election be held for a slate of officers. A Board of Directors Meeting be called at which all present regional directors would attend. At this meeting the issues that face the people working in the interests of GSI could finally be discussed, voted upon, resolved. Mr. Evans could retain his "ownership" of GSI by being named Executive Director, with a vote in all matters affecting the organization, but without the dictatorial power he now wields. The net profits of the company would be controlled, as they should be, by Mr. Evans, but the operating expenses would be handled in a fair manner, to be voted by the Board of Directors. The work of the company

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would be done by the regional people in their regions. They would be tied together by an elected national director with flying experience, management ability, a good reputation within the sport. Rick Evans should continue to exercise the major role in GSI, but he must take steps to allow his regional people to exercise their roles, too. It has become clear that few, if any, knowledgeable hang gliding people are willing to work any longer for Mr. Evans under the present conditions.

The alternative to Mr. Evans releasing his dictatorial hold on GSI is to sell the Club Policy, GLS5502A, to USHGA until they come up with their own. It makes little sense for GSI to continue to expect to make a profit on the Individual Policy, ACA9505000; the average flyer will be getting similar coverage with no site restrictions, plus GROUND SKIMMER MAGAZINE from USHGA for the same price. Mr. Evans' monopoly on individual insurance coverage has ended. His monopoly on club and school coverage is about to end. The question is will he see the writing on the wall, and ease his heavy hand of power and **secrecy** before GSI becomes just another program that never made it in hang gliding.

October 18, 1976

Don McCabe, GSI and USHGA Regional Director

Box 898

North Conway, NH 03860 (603) 356-5872

CHUCK - FOR YOUR INTEREST AND UPDATE.

CAN YOU HELP ME BY NOMINATING ME FOR ANOTHER TERM AS USHGA DIR.? PLEASE SEND IN COUPON BEFORE

OCT. 24.

MANY THANKS, DON

GLIDER SPORTS INTERNATIONAL
2045 SE HAWTHORNE BLVD, PILD, OR 97214
I N C O M E S T A T E M E N T

JUNE 30, 1976

164-0390

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	CURRENT PERIOD	PER- CENT	CURRENT YEAR	PER- CENT
INCOME				
SALES-MEMBERSHIP FEES	45,390.00	100.00	45,390.00	100.00
TOTAL INCOME	45,390.00 *	100.00	45,390.00 *	100.00
COST OF SALES				
MEMBERSHIP SUPPLIES	2,196.93	4.84	2,196.93	4.84
CORPORATE SALARIES	12,846.85	28.30	12,846.85	28.30
REGIONAL COMMISSIONS	1,404.24	3.09	1,404.24	3.09
ADVERTISING	672.00	1.48	672.00	1.48
SETTLEMENT OF CLAIMS	83.45	0.18	83.45	0.18
POSTAGE	2,342.02	5.16	2,342.02	5.16
MEMBERSHIP INSURANCE	1,224.00	2.70	1,224.00	2.70
MEMBERSHIP AWARDS	1,744.85	3.84	1,744.85	3.84
P/R TAXES	1,339.95	2.95	1,339.95	2.95
TOTAL COST OF SALES	23,854.29 *	52.55	23,854.29 *	52.55
GROSS PROFIT	21,535.71 **	47.45	21,535.71 **	47.45
OPERATING EXPENSES				
RENT	1,440.00	3.17	1,440.00	3.17
AUTO EXPENSE	2,500.09	5.51	2,500.09	5.51
TRAVEL + ENTERTAINMENT	1,443.59	3.18	1,443.59	3.18
TELEPHONE	2,959.58	6.52	2,959.58	6.52
UTILITIES	144.52	0.32	144.52	0.32
PRINTING	2,206.15	4.86	2,206.15	4.86
OFFICE SUPPLIES	2,530.55	5.58	2,530.55	5.58
GENERAL INSURANCE	283.00	0.62	283.00	0.62
DUES SUBSCRIP + DONATIONS	138.50	0.31	138.50	0.31
PROFESSIONAL SERVICES	923.65	2.04	923.65	2.04
DATA PROCESSING	200.00	0.44	200.00	0.44
TAXES + LICENSES	669.56	1.48	669.56	1.48
MEMBERSHIP FEE REFUND	12.50	0.03	12.50	0.03
BAD DEBT EXPENSE	1,020.00	2.25	1,020.00	2.25
OPERATING EXPENSE				
TOTAL OPERATING EXPENSES	16,471.69 *	36.29	16,471.69 *	36.29
NET OPERATING PROFIT	5,064.02 **	11.16	5,064.02 **	11.16
OTHER INCOME				
TOTAL OTHER INCOME		*		-
OTHER DEDUCTIONS				
DEPRECIATION	1,753.71	3.86	1,753.71	3.86
TOTAL OTHER DEDUCTIONS	(1,753.71) *	3.86-	(1,753.71) *	3.86-
NET PROFIT FOR PERIOD	3,310.31 **	7.29	3,310.31 **	7.29