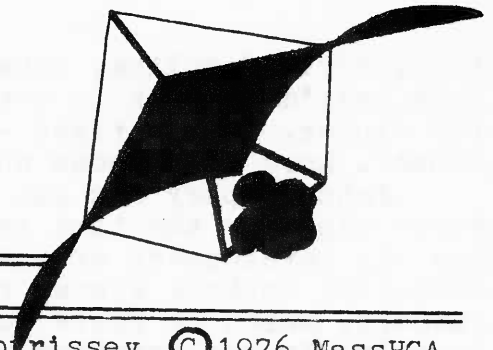


# UPDRIFT



NEWSLETTER of the MASSACHUSETTS HANG GLIDER ASSN.

VOLUME 2, NUMBER 11 NOVEMBER 1976 Editor: M. Morrissey ©1976 MassHGA

## MEETING NOTICE

The December meeting of the MassHGA will be held at the ME Bar and Lounge, on Route 47 in Hadley, at 7:00 PM on Tuesday, December 7; PLEASE NOTE NEW STARTING TIME of seven o'clock, which will remain in effect during the winter months.

Highlight of the meeting will be the election of a new Board of Directors to serve MassHGA during 1977.

## MEETING NOTES

At the November meeting it was decided to abolish the elective offices of President, Treasurer, Secretary, etc., in favor of having a Board of Directors per se. Those on the Board will elect or appoint officers as required by the state for any chartered corporation, and as needed for any other purposes. At the present time, there will be four Directors elected, and it was also voted that new directors may be added as the year goes on, again as needed as MassHGA hopefully will grow to encompass the entire state. This flexibility was deemed appropriate since 1977 should be a year of growth and development for the association. It was also decided that the post of Flight Director will no longer be an elected post; the Flight Director will be chosen by the Board of Directors. It is hoped that this will help to insure that this important office will go to the most qualified individual, rather than the most popular pilot.

It was also decided that the MassHGA meetings will continue to be held at the ME Bar for the present.

One important change that was voted on was to change the time of the monthly meeting from the first Tuesday of each month to the third Tuesday. This change will be subject to a confirmation vote at the December meeting, and if upheld, we will meet on the third Tuesday of the month, to begin with the January meeting.

## SKINNER CLOSED FOR THE SEASON

Skinner State Park has concluded another season of service to the public, and it's first full season as a MassHGA flying site. We are happy to report that the season was a complete success from the flying point of view, with no major, and very few minor problems arising in regard to our use of the site.

Flying will continue through the winter, of course, but pilots will be required to hike up the mountain, as the vehicle road will be closed. We are informed that the road may stay open and be plowed as far as the Halfway House, but this is not yet certain.

Pilots are reminded that even in winter, they are required to be on the MassHGA list in order to fly there, and violators are subject to prosecution if caught by the State Police. Of course, with no DEM rangers on duty, day permits will not be required.

At any time that DEM personnel are working at the park, pilots have been requested to check in and let them know who's around.

## LOCAL NOTES

Jim Finkowski, presently flying in Hawaii, and Stewart Smith, who's spent the season at Grandfather Moun-

tain, North Carolina, have both said that they'd be back in the area for the winter. That's right - for the winter. Lord only knows why...

John Dempsey has put aside his rigid wing for the time being, pending his development of some other effective control system besides tip rudders, which he feels would be too fragile. In the meantime, he has re-designed and rebuilt his old white glider. It now sports curved, integral truncated tips and a new cut to the trailing edge. Should be an interesting bird.

### NOTES ON WINTER FLYING

by Mark Droy

Many non-hang-gliding people have been asking me when I'll quit for the winter."QUIT FOR THE WINTER???" Quit hang gliding?? Stop jumping off cliffs? What are you, crazy??!?!," I gasp in horror. It seems that flying is often regarded as a summer sport. There are those among us who scoff at the very thought of mothballing a kite. The winter is by no means restrictive of flying; it provides steadier west winds more often, less crowded flying sites, and you won't drop from heat exhaustion. Here are a few notes on making winter flying more enjoyable.

**The Wind Chill Factor:** The hotter something is, the faster it gives off heat to its relatively colder surroundings. A familiar example is your hot li'l hands and the cold wintry air around them. You loose heat faster at lower air temperatures. But add to this an air flow (wind) to carry away the heat, and it feels just like the temperature was several degrees lower. This is called the Wind Chill Factor. With low temperatures and winds, frostbite can occur more easily if you are not careful.

If your kite is flying at 25 mph (relative to the air - relative wind, of course) and the air temperature is 14°F, you're losing

heat just as fast as if it was 24°F below zero! That's cold enough for frostbite. Most kites fly from 15 to about 40 mph, and in local winter temperatures, this can produce some wicked wind chill factors.

The chart below shows the different chill factors for different wind speeds. Pilots on longer soaring flights should be especially aware of this. The best prevention for frostbite is to cover exposed skin, like fingers and ears, and if it's super cold, a face mask isn't a bad idea.

### WIND CHILL CHART

wind speed	air temperature in degrees F					
0	32	23	14	5	-4	-13
5	29	20	10	-1	-9	-18
10	18	7	-4	-15	-26	-37
15	13	-1	-13	-25	-37	-49
20	7	-6	-19	-32	-44	-57
25	3	-10	-24	-37	-50	-64
30	1	-13	-27	-41	-54	-68
35	-1	-15	-29	-43	-57	-71
40	-3	-17	-31	-45	-59	-74
45	-3	-18	-32	-46	-61	-75
50	-4	-18	-33	-47	-62	-76

**Keeping Warm:** The best way to dress for cold weather is in layers, starting with thermal underwear and topping it off with a good down-filled jacket. Wear a couple of shirts. It is important to keep your chest warm. As soon as your body feels cold, it uses more blood to keep your internal organs warm, which means that less is used to keep your fingers and toes warm. By keeping your chest warm, your extremities will also be warmer.

Dressing in layers accomplishes two things. One, it provides plenty of air spaces to act as heat traps, and two, it allows you to adjust the amount of clothing you wear if you become too warm. Don't dress so that you sweat - the moisture passes heat more readily than the air, and you'll loose your insulation.

You can also loose insulation by packing your air spaces with cloth. people usually do this with their feet, wearing too many socks and then forc-

ing them into a boot. Not only does this squeeze out air space, but it prevents the blood from flowing freely, and blood passes a lot of heat around.

Shivering isn't always bad; it's your body's way of producing heat, by rapidly twitching the muscles. But if you shiver for more than twenty minutes, head for home. It means your body can't produce enough heat to keep you warm, and you can become exhausted just by standing around.

Handwarmers are nice things to have. They cost three or four bucks, run all day on a single filling of lighter fluid, and are only the size of a cigarette pack. They're good in the pockets of people with perpetually cold fingers. Most sporting goods stores carry them.

Crampons: Foot spikes come in handy in mid-winter and spring when the trails to the top are hard-packed snow or ice, or if the launch area is that way. Sliding on ice during a cliff launch is not fun.

Do some comparison shopping, keeping in mind how often you'll use them. They range in price from \$2 to \$55 and you will usually get what you pay for. The cheapies have a bent piece of steel riveted to two straps that attach it to the arch of your boot. That's fine on the flat and level, but if you're climbing a steep hill, you have to do it flatfooted to keep your grip on the ice. A pair I bought last year lasted a whole day after some extensive repairs.

There are some Army surplus types that cover the ball of your foot, and others that have an extension to the heel. Last year they were going for \$3 to \$6.

Crampons are available at most sporting goods stores, surplus stores, and places like Eastern Mountain Sports.

So if you didn't know before, now you know how to keep warm and stop sliding. There's little reason left not to fly - see you in the sky!

(Editor's note: last year several of the winter flyers bought army surplus crampons for about three bucks. They were light, easy to use, very effective, and quite durable, as well as very easy to run with. The spikes are small, but cover the whole ball of the foot, making both climbing and running easy; however, walking downhill could be treacherous if you did not remember to keep your weight off of your heels.)

#### FROM THE FEMININE PERSPECTIVE

by Andi Parker

Like a giant bird, a beautifully colored, precisely assembled mass of sail, metal and wire stands perched atop a mountain at the launch site. In what seems like one easy natural motion, the sail is filled with air and man is once again airborne! This time there is no roaring engine and no binding cockpit. This must be the highest achievement in true man-flight; to actually experience the sea of air, cooperating with nature to feel her gentle lift and support.

These were my thoughts two years ago when I first observed a hang glider in flight. I was immediately filled with a desire to learn to fly, but circumstances prevented me from following through with any positive action. Then in September of this year I had the opportunity to watch Bob Stewart give a flying lesson. Then suddenly I was putting on the helmet, stepping into the seat harness and before I knew what was happening, we were charging down the hill. I heard him yell, "Run harder! Faster!" and my legs, though frantically moving, seemed useless! Then the ground dropped away and there was an incredible, overwhelming silence around me; I was in motion without moving - really flying!

October 30 found me at South Hadley High School with Bob and "Victoria", a very gentle, forgiving training kite - with wheels! I cannot describe the feeling that gripped

my body as I stood at the top of that intimidating hill. I could scarcely take in the view - who put those goal posts there!?! In an instant, Bob and I were running toward the edge of the hill and the goal posts seemed to disappear. My feet left the ground, and for a moment, Victoria and I were the only elements in the universe! Somewhere in the wind I could hear, "Turn Right! Push out!" The ground rose to meet my feet and once again "Victoria" and I were once again physically earthbound. However the experience of flying was ingrained in my senses, and I became obsessed with the desire to do more.

Each successive flight (with the exception of a few miscalculations!) instilled more confidence and more desire to master the kite - if only someone would move those goal posts! But the kite began to respond to my movements, and actually, the goal posts served as an incentive to learn to do turns very quickly! Bob's enthusiasm and encouragement further boosted my spirits, and I was soon perched at the mid-station of the "slot" at Mitch's, ready for a longer, higher flight.

What impresses me the most about this sport is the genuine support that the pilots give each other. It is especially refreshing and encouraging to find this support being given to aspiring women pilots such as myself. What puzzles me is that such a graceful sport has been dominated for so long, in this area, by men. It is my hope that more women will join us, for the finesse of flying is actually feminine in nature, and accessible to all people, male and female. Come, share this unique experience with us!

### GSI GONE AWAY!

by Don McCabe

GSI-USHGA NEWSLETTER, NUMBER 7, NOV-  
EMBER 1976  
November 15, 1976  
To Eastern Clubs & Publications

It was learned on November 14th that GSI has failed to raise the premium required to purchase international insurance coverage for 1977. The amount due, \$17,900, was to have been paid no later than November 1st. Although Mr Rick Evans did not inform his regional directors or the general membership of this fact as of this writing, his office did confirm it. Individual and club members now holding GSI membership will be covered through their expiration date or through November 1, 1977, whichever comes first. Clubs, in addition, may continue to name new members under the club policy until November 1, 1977. No new memberships may be accepted by GSI after November 1, 1976. If you have just sent in your application, you may be due for a full refund. Check with GSI's main office at (503)232-2929.

The failure of GSI to meet its commitments is not a new problem. This region has contested these actions on the telephone and in letters to Mr Evans for over a year, with no results. It is unfortunate that the flyers, the clubs, and the schools have to suffer the consequences as these groups are the grass roots of our sport. As of November 1, 1977 there will be no nationally offered school and flying site liability insurance specifically for hang gliding. This is a call for information; if you are now insured or are putting together an insurance package, for your school or site, please send the details to me and I will pass it on to other groups. The time to act on this is now.

USHGA's competition committee chairman John Lake announced that Heavener, Oklahoma will be the site for the 1977 USHGA sanctioned national championships. The dates are July 18-31. Heavener is an 800' vertical ridge with soaring and cross-country possibilities, according to John.

The USHGA-endorsed Hospitalization Insurance Plan recently mailed to all members contains a return

card using a different USHGA mailing address. Carol Velderrain, USHGA's office manager, explains that the insurance company offering the plan used USHGA's name in an unauthorized way, but only regarding the return card. No checks payable to the USHGA should be sent to the address on the card. USHGA endorsement of the plan still stands, and members purchasing the plan should pay the Old Security Life Insurance Company directly.

This will be the last GSI-USHGA Newsletter using the GSI letterhead. For future information on GSI contact Blaise LeWark, GSI manager, 17036 44th N.E., Seattle, WN98155, (206) 364-1777.

Don McCabe  
GSI Region VII Office

### HOSPITALIZATION INSURANCE

Several members have inquired of late about the availability of accident insurance which would cover a hang gliding accident. We know of at least three low-cost accident policies presently available, and have been asked by agents to inform the membership of their availability.

One of these plans covers sickness as well as accidents; all are meant as supplemental insurance to provide additional income to that provided by one's primary health insurance plan. The benefits paid under these plans would be welcome by anyone who was out of work as a result of an accident, but wouldn't go far towards paying medical expenses if other insurance was not also in effect.

The following is a brief overview of the three plans, along with the name and phone number or address of someone who can provide further information. No attempt has been made to provide a comprehensive list of all the benefits available, and all three plans provide various and different additional coverages beyond what is listed herein.

USHGA has just announced a new health/accident insurance plan to

be made available immediately to all USHGA members. Membership in the policy is NOT required of all USHGA members, and premiums are paid directly to the company involved. (See note on this in Don McCabe's letter.

Primary coverage is \$1000/month (\$33.33/day) for the period of the disability, up to life if the case is for permanent disability. Cost is from \$9.25 to \$27.25 per MONTH, depending upon the age of the insured, with reduced rates available for family plans. This insurance covers illness as well as injury, including pre-existing conditions.

Mass. Indemnity & Life offers an accident-only policy that pays \$600 per month (\$20/day), and which includes lump-sum payments for ambulance service, X-rays, and loss of limbs, for \$40 per YEAR, premiums guaranteed never to increase, and non-cancellable to age 75. Local agent is Tom Sajkovic, (413) 532-5011.

Combined Insurance Company of America has an accident-only policy that pays \$900/month (\$30.00/day) during a hospitalization, and \$20/day during a convalescence at home following hospitalization, up to the same number of days as the length of the hospitalization, as well as certain lump-sum payments for certain disabilities. The policy is fairly complex, and details should be obtained from an agent. Information can be obtained by writing to: Combined Insurance Companies of America, Hearthstone Division, 111 Washington Street, Brookline, MA 02146. Ask about Policy Form 11920. Cost of this policy is \$20/year, and it may be purchased in multiples of this amount for additional coverage. Other supplemental coverages are also available at additional cost.

### CALL FOR INFORMATION

Your editor is seeking a copy of the March 1969 issue of "Flying Models" magazine. Anyone having such, of knowing where it can be found, is asked to contact the editor as soon as possible. Can anyone help?