

MARK!! PAY YOUR DUES!!!

ORDRIFT

WE NEED IT!

NEWSLETTER of the MASSACHUSETTS HANG GLIDER ASSN.

VOLUME 3, NUMBER 5 MAY 1977 Editor: M. Morrissey © 1977 MassHGA

MEETING NOTICE

The May meeting of the MassHGA will be held as usual on the third Tuesday of the month at the ME Bar & Lounge on Rt 47 in Hadley, two miles north of Skinner State Park. That will be Tuesday, May 19th. In consideration of Daylight Savings Time, the starting time of the May meeting will be pushed back to 8PM.

At the May meeting, we will again attempt to present the film "To Fly," from the Smithsonian. We planned on having the film for the April meeting, but the distributor sent the wrong film (!) and there wasn't enough time to correct the error in time for the meeting.

We have also invited the FAA General Aviation District Office in Westfield to send representatives to this meeting to discuss our flying activities for the upcoming season, especially in light of the situation at Skinner, where we will be flying in close proximity to the airport in Northampton. This will also provide an opportunity to ask questions regarding the relevant FAR's regarding high altitude and cross country flying, and regarding any plans that anyone may have of experimenting with power-assisted hang gliding.

The FAA has accepted the invitation, and Mr. John Graham from the Westfield GADO will be present. He has promised to bring along a film on wake turbulence which he considers both educational and interesting.

We also hope (again) to have the film "To Fly", as the distributor has promised no mistakes this month.

THE SKINNER STORY

The situation at Skinner Park has progressed from the bizzare to the absurd. It seems like a good time to present a brief history of hang gliding at Skinner, with much emphasis on the developments of the past few months.

1975 - In April, a group of local pilots cut the launch site on what was thought to be Mitch Drozdal's property. Oddly enough, none of the original flyers are active at the present time, with the occasional exception of Bob Robbins. Since none of them had even flown from a mountain before, they drafted Spence Smith, who had just arrived in the area, to make the first flight.

In May, the site had its first and only serious accident, when Dave Menard learned the hard way that you shouldn't fly in strong downhill winds. Dave is still recovering from his injuries.

In August, two incidents called the situation to the attention of the Department of Environmental Management. One involved a pilot whose car had been locked in the park who crashed the closed gate with his car, and the other was when a pilot who crashed in a tree in the park cut the tree down with a chainsaw during a busy Sunday afternoon. (Both of these flyers have been permanently expelled from Skinner Park.)

Shortly afterwards, DEM Region 4 Supervisor Kenneth Dubuque made the announcement that the launch site was on park property, and that hang gliding would be forever banned at Mount Holyoke.

At this point, the MassHGA, then called the Western Mass Hang Gliders, swung into action. Not only was Ken Dubuque opposed to hang gliding, but his supervisor, Gillbert Bliss, made the remark that he didn't like hang gliding, and that it shouldn't be allowed in ANY state parks. Bliss is the Director of Recreation for DEM.

However, HIS supervisor, Secretary of Environmental Management Evelyn Kimball, felt that hang gliding might be allowed so long as the state and its people could be protected. However, no state policy was set, and it was up to each DEM Regional Supervisor to determine the parameters of hang gliding at the parks in his Region. The state's concerns were: pilot safety, safety of other park users, and liability.

The answer to liability was to require each pilot to carry liability insurance for any accident that could injure the person or property of anyone besides the pilot, and to have each pilot sign a waiver of legal rights to protect the state from being sued by an injured pilot or his family or estate. The safety issue was addressed by requiring each pilot to have the appropriate rating to attest to his/her competence.

At Greylock, where Regional Supervisor Doug Poland has been very cooperative, it means that any pilot who had a Hang 4, insurance, and who signed a waiver could fly. Hang 3 pilots had to be individually checked out before flying the site. The program has operated without a hitch ever since.

But at Skinner, we still had to contend with Ken Dubuque's obstructionism.

First, he didn't trust the rating system, and insisted that the club vouch for each individual flyer before they could be allowed to fly. This is where the concept of "the list" originated.

Then he wouldn't open the park because the neighbors supposedly were against hang gliding. When we came up with evidence to the contrary, he then said that he couldn't open

the site because the Hadley Board of Selectmen would object. When a visit to the Hadley Selectmen proved otherwise, he then said that the Hadley Police were worried about the traffic on Rt 47. When we'd visited the Chief of Police and got a statement to the contrary, Dubuque finally ran out of excuses and opened the site. By now, it was late fall, 1975.

Of course, the park was flown throughout the winter without any of the complex regulations in real effect, since the park was closed for the season, but come spring 1976, we found the system in full effect. A few MassHGA officials spent a horrible amount of time running up to the ranger station to check in new flyers, but otherwise the program went smoothly - or so it seemed. Little did we know what Dubuque had in store for us!

It started when the DEM discovered (through MassHGA, yet!) that some trees had been cut at the launch site during the winter of this past year. Dubuque immediately closed the park to flying.

When the MassHGA approached him he refused to discuss the situation, claiming that the solution was up to the Mount Holyoke Advisory Committee and that there was nothing he could do or say until that group had decided how to deal with the problem. He also said that there was nothing we could do to provide any input into their deliberations.

MassHGA soon discovered that the Committee was a public group, and that it was very interested in hearing what we had to say. At this point, Dubuque decided that they did NOT have any business deciding the issue, and refused to attend the meeting where the issue was to be discussed.

At the meeting, a representative of DEM read a memo from Dubuque to his supervisor, Bliss, in which Dubuque stated that last year's hang gliding program had been a continual series of permit violations, that we had repeatedly refused to sign in, that we had committed vandalism on

park facilities, that we had launched gliders off of the old hotel, that we had repeatedly crashed cars through the closed gate, that we'd precipitated complaints from the FAA, the neighbors, the Hadley Police, and just about everyone since King Tut. He also complained that WE had dragged the Advisory Committee into the issue in an attempt to go over his head! The memo closed with his recommendation that flying be restricted to dates and hours when the DEM staff was on duty, and that no flying be allowed on Sundays or holidays. The park was to re-open under those restrictions on April 15th.

Come the 15th of April, we discovered that he had changed his mind, and that the park was still not open. About that time, we also were informed that Mr. Dubuque had been going door to door through the neighborhood of the park, trying to solicit complaints against hang gliding!

At this time, Mitch Drozdal vehemently denied Dubuque's statement that Mitch had complained about hang gliding, and advised us to forget about the DEM and just cut another take-off site on his part of the ridge. (However, it turns out that this might be easier said than done, since Mitch's deed is not very precise about just where his part of the mountain actually is.)

A bit of research by MassHGA revealed that just about all of Mr. D's statements were equally false, and that the few with any grain of truth to them were greatly exaggerated. An example is his statement that the winter tree-cutting incident involved twenty-one trees, when in reality, only three or four were actually cut.

Paul Kjoller visited the FAA at Barnes, and was assured that no complaints had been either issued or received by them regarding hang gliding, and conversations with Doug Peterson, last year's Park Supervisor at Skinner, verified that the alleged incidents reported by Dubuque

had certainly not been reported to him by the park staff. It was totally obvious by this time that Mr. Dubuque was not being honest, and that he was out to hassle us for reasons of his own, whatever they may be.

By May 1st, the park was open Mondays through Saturdays, and the only issue remaining to be settled was that of flying on Sundays and Holidays, and during the off-hours and off-seasons for the park staff. The original tree-cutting issue had receded into the background, as it had apparently only been one more excuse for Dubuque to hassle us.
(continued on pg. 12)

SPECIAL FEATURE ARTICLE

The following article is reprinted from GLIDER RIDER, through permission of Editor Tracy Knauss and author Ed Cesar.

Glider Rider has evolved into one of the finest hang gliding publications ever - maybe THE finest, and we really feel that anyone who is serious about flying should be a subscriber. For your information, subscriptions cost \$10 per year for 12 issues, and can be obtained by writing to Glider Rider, PO Box 6009, Chattanooga, TN 37401.

Ed Cesar is regarded as one of the country's top flyers, and is at present a factory flyer for Ultralite Products.

QUESTION OF IMBALANCE

by
Ed Cesar

This is an urgent article being written to all levels of hang glider pilots including factory test pilots, designers and manufacturers to notify you of a problem that is surfacing in hang gliding. The time to develop your safety attitudes and guidelines is now!

It is becoming more evident by studying current accidents, near misses, and fatalities, that some pilots are flying in conditions for which their wings may not have been stressed. Better stated, we as pilots

seem to be progressing, even tresspassing beyond safe flying parameters into the GREY AREAS.

For instance: some pilots feel that installing negative wing wires aerobatically stresses their wings and that they can fly in ANY condition! This is a gross misconception, as the top deflexer would hold very little of the glider together under a high negative shock load. You should be flying under the HGMA "utility glider category" - non aerobatic! It is an incorrect assumption to think that courage alone is needed to fly in high wind/gust conditions; I can assure you that your glider does have a limit.

You ask, how do some flyers get away with aerobatics in a utility-class glider? Aerobatics are possible for those few who can keep G loads to a safe minimum - but these flyers are few and far between and the skill demanded is instinctive or a sixth sense. It takes hundreds and hundreds of hours to develop this instinct to a point where it is reliable.

Perhaps pilots in the past were unaware of being able to reach the absolute limits of their gliders. The wings that have broken may have been due to pilots applying or experiencing undue and abrupt forces on their gliders. In power plane aerobatics one learns certain speed ranges to institute maneuvers. The same parameters must be applied to hang gliders, but as of yet, little work has been done in this area.

After discussions between Mike Riggs, Chris Price, Steve Murray, Tom Price and myself, we determined that some flyers most certainly were exceeding design parameters.

Therefore, the importance of this article cannot be understated. Pay heed to the facts and re-evaluate your head on flying.

Do you know how to fly in or through turbulence? The usual, current method is to get out of it as quickly as possible - bar past the knees zooming at 45-50 mph - but wait! What possible stress will you encounter?

By using the $(V/V_s)^2 = G$ forces formula where V equals airspeed and V_s is the glider's stall speed, we obtain the following information: glider stall speed = 16mph, best L/D speed = 23mph, glider positive load limit 5 G's.

Airspeed	G Forces(pos.)
45	7.91
50	9.76

Note that at 45 mph the possible forces you could pull are almost 3 g's more than the glider is capable of withstanding! The results in a hard pullout or turbulence would be structural failure of course. The wise pilot would bleed off speed slowly. Also note that as the speed is doubled the force upon the glider is squared.

So to answer the question about how to handle turbulence: fly through at a good control speed or at best L/D. This way you'll leave a margin of safety in handling possible G forces, have ample control, and move out of the turbulent area safely.

Having those G forces in mind and how they increase quickly at higher speeds will help you understand why there's risk of structural failure in wind conditions 35 gusting to 50. Pilots who fly these conditions appear to be completely ignorant of what could happen to them.

Nearly all of today's gliders are stressed for around 5 g's, and manufacturers reach this figure through static load tests. This figure could no doubt be raised but the penalty would be increased weight - contradictory to current consumer demand. Lightness means lower final G loadings with current state-of-the-art materials. Even then, the 5-G glider can be flown safely but it must fly in a category where: 1) certain speeds are not exceeded; 2) in weather conditions which will not over stress the structure (certainly 35 gusting to 50 is highly questionable); 3) only approved non-aerobatic maneuvers executed and 4) an addition of a back-up parachute system.

Some of the above reasons are why the HGMA has a utility class. Currently many hang glider manufacturers are working toward getting their gliders approved for this category. By the way - there are no aerobatic-qualified gliders at this time.

Due to the lack of megabucks in this industry, the testing must be done in the most economical fashion. Unsophisticated but sincere may be better words for the testing process. Methods of testing are accomplished by static loads applied to one or more members of the glider, usually to destruction. Other methods include crude vehicle test beds and even hanging as many people as possible from a glider while in flight. Hang glider manufacturers are relegated to tests that cannot possibly put a glider through every conceivable bending or final failure load experienced in actual flying conditions. It would take a government funded test program like those awarded to large aircraft manufacturers. To do so - it only takes money! But there's light here. The HGMA is moving towards obtaining support in this area but they need everyone's help.

I stated earlier that I had the opportunity to confer recently with some of the top people in hang gliding. This was done on March 23 so the info and feelings below are both current and timely. The following comments were received after each of them read my rough draft.

MIKE RIGGS - "I've seen flyers who just jump from hills and don't study the conditions of the flying site with what effects it would have on them. Pilots should study the terrain, even walk down the hill if possible and check to see what the wind is really doing and give yourself a 50% margin for safety.

Pilots should be more serious about maintenance. I feel that a glider should be broken down completely every six months, checking tubes, sails, bolts and hang lines.

It scares me how some pilots take care of their wings."

CHRIS PRICE - "Fatigue is a major problem; the biggest problem is carrying a glider on top of a car where the center is supported and the two ends are left dangling but torqued down about 18 inches. This still allows for work hardening, and after a long trip I'm sure that the tubes are near gone.

Maintenance is really a major problem because it's left up to the pilot without any organization making sure it gets done. Sometimes it's forgotten. It will be interesting to see what happens to the failure rate of older non-maintained gliders in the years to come. No matter how strong you make a glider there's turbulence out there that can break it. It takes good pilot judgement to fly within safe parameters."

STEVE MURRAY - "Flyers need to check everything out about weather before flying. I won't fly in anything over 18 mph myself. I think the points in your article are very valid and should get out to safety conscious pilots right away."

TOM PRICE - "Current gliders provide the pilot with more control, are faster, and therefore can get a pilot in hot water quicker. I feel that pilots need to re-educate themselves about flying in turbulence and know the limits of safe flying. With billows going down and performance up, gliders need to be stronger and tested more thoroughly. Pilots need to know that their aircraft has limitations also."

This article is unfinished; it is only the start of what we will all become aware of in the next few months. It's not a justification of accidents for sure, but a necessary, honest look at where we are right now. This article has been written to get this urgent message out now to the widest possible circulation.

I ask that you join me and other flyers who share these attitudes to make this a safer sport. I

just can't handle having a flying bro' hurt or gone because he didn't know.

ALBRIGHT GAINS 6000 FEET

Bob Albright recently had an altitude gain of well over 6000 feet while flying Pete Snyder's powered Icarus II - perhaps an indication of what to expect this season from auxiliary-powered hang gliders. As Bob and Pete fly off their initial 75 hours of restricted flight (the first 75 logged hours must be within 25 miles of home base according to FAA rules on homebuilt aircraft), we should expect to see this bird out our way by summer. How about flying out from Stowe Mass to soar Mt Tom for a few hours, then fly home?

John Moody has recorded an 8000 foot altitude gain in a powered Easy Riser in Wisconsin, and Terry Sweeny reports on a twin-engined flex wing in the northwest. Interesting things are happening on the auxiliary power front - and these guys don't have to worry about keeping mountain-launch sites open, either...

MOUNTAINVIEW PULLS BACK

Mountainview Glider Sports of Northampton has decided to close its commercial operation after two years of activity. The move is made in recognition of the fact that hang gliding in this area is simply not popular enough to support a full-time commercial operation, and that the expenses of operating a commercial shop on a part-time basis are economically unfeasible.

MGS will remain in business and will continue to offer the products of its fourteen equipment manufacturers as well as lessons and accessories. However, the company will now be operated from the homes of its operators (Mick Morrissey & Chuck LaVersa.) The principals hope that the reduced overhead will allow them to carry a larger inventory and this in turn will allow them to better serve the needs of the local hang

gliding community.

Mountainview's decision to retreat from a large-scale operation marks the fourth time now that the Pioneer Vally has failed to support a commercially-located hang glider enterprise. (The others were Sky-High Glider School at Berkshire East in Charlemont, Village Kite Shop in Bondsville, and Venus Hang Gliders in Springfield. Except for Venus, the others are also still in business, like MGS, and operating out of the homes of their owners, Bob Judd and Bob Robbins.)

Our thoughts on the move are mixed, even apart from our obvious deep personal involvement in the matter. One part of our minds regrets that hang glider pilots, ourselves included, cannot support the kinds of services and conveniences that such a glider shop could provide. And naturally, we regret that the idea of someone being able to make a full-time occupation of hang gliding in the area has not been realized.

On the other hand, it's good to feel the relief from the pressure to constantly promote the growth of the sport that arises from the need to pay the rent every month, and to be able to relax a bit more and take advantage of the esprit and camaraderie that arise from our sport's being small enough so that we all know each other as we do now. As the sport grows, as it inevitably will, we may all look back on these days with a sigh for the "good old days, before everybody and his brother got into hang gliding..."

ANSWERS

Here are the answers to the questions on the Hang 4 test that we ran last month. Remember that these answers are not complete, but are just concise statements of the areas that the examinee should be prepared to discuss in detail.

1- What is a wave?

A: Rising and falling air behind a ridge identical to waves on

the water

2- What type of conditions occur in or near cumulus clouds?

A: Extremely dangerous turbulence is common.

3- How far downwind from a thunderstorm is turbulence encountered?

A: Often several miles due to fallout.

4- How are thermals flown?

A: Depending on the size, turning in the thermal may be possible. It will be necessary to follow the thermal's drift in the wind.

5- What is roll, pitch, and yaw?

A: Roll is rotation around a longitudinal axis (around the keel), pitch is nose up or nose down. Yaw is rotation about a vertical axis.

6- What precautions should be taken in landing high performance gliders?

A: Plenty of landing room is needed due to extended glide paths and poor parachuting abilities.

7- What is aspect ratio and how does it affect performance?

A: Aspect ratio is the ratio of wing span to chord length. Higher aspect ratios tend to yield better glide ratios.

8- How is the force of the wind and velocity related?

A: The force of the wind increases with the square of the velocity.

9- What should be flying speed in turbulence?

A: Not too slow, to avoid stalling, but not too fast, to avoid high G forces overstressing the aircraft.

10- What's the difference between an upwind turn and a downwind turn?

A: None whatsoever unless the turn is made in a wind gradient.

These answer outlines are those published by the USHGA. As stated, a discussion in-depth of the factors suggested and their implications for advanced flying will be expected of Hang 4 applicants.

HANG 3 REQUIREMENTS

Here are the Hang 3 flight and verbal exam requirements as published by the USHGA. Like the Hang 4 re-

quirements, the Hang 3 test will be revised soon to include information on the FAR's that are relevant to hang gliding. We'll keep you posted as changes occur.

This month we're printing the answers along with the questions, in the hope of saving space in the next issue for both the Hang 1 and Hang 2 requirements.

The Hang 3 flight tasks:

- 1- must have held a hang 2 rating for at least 2 months and have at least 30 flying days and 90 flights.
- 2- Demonstrates precise gentle and steep linked 180° S turns along an applicant-determined track.
- 3- three spot landings in a row must be within ten times the L/D of the glider being flown as numbered in feet from a spot target.
- 4- Depending upon the terrain, the pilot will fly what is considered a standard task for the site to provide assurance that he differentiates between air speed and ground speed, as well as between flight track and ground track.
- 5- Demonstrate precise 180° turns as follows:

a- these are 180's that are entered from a slight dive.

b- a given turn rate is established and held.

c- The airspeed is reduced at a constant rate, throughout the turn so that as the glider rolls level at the 180° mark, the airspeed is approximately that of minimum sink.

d- The bank angle should be smoothly reduced throughout the turn so that as the airspeed drops, the turn rate is constant.

e- No stall should be evident.

f- The maneuver should be witnessed in both directions.

6- Must pass the oral quiz.

7- Ground clearance of at least 75 feet in at least ten flights.

8- It will not be assumed that a Hang 3 pilot has flown in smooth winds greater than 20mph, or mildly gusty winds greater than 15 mph.

9- Demonstrate alternating fast(max L/D) and slow (min. sink) flight in

a constant direction, to show that the pilot is familiar with the flying speeds and stall characteristics of his machine.

Hang 3 verbal test:

- 1- What is wind shear and the dangers involved?
- 2- Explain the daily variations in the wind in hilly or mountainous country?
- 3- What is a leeside rotor and the dangers of flying in one?
- 4- What is ground effect and its results?
- 5- What is the relationship of lift to drag to the flying characteristics of a wing?
- 6- What is penetration?
- 7- What are thermals and how do they affect flying?
- 8- What conditions must exist for soaring?
- 9- What are the problems encountered during cliff launching?
- 10- What type of air should be expected on the back of a ridge or a cliff?
- 11- What is the relationship of flying speed to bank angle and the amount of forward push in a proper turn?
- 12- What is the difference between air speed and ground speed?

Answers:

- 1- Wind shear is the movement of different layers of air with different velocities. High turbulence may be present between the two layers.
- 2- During the day uphill winds will be created by the heat of the sun. At night strong downhill breezes may occur.
- 3- A leeside rotor feels like an uphill wind on the lee side of a hill. It is possible to take off, but strong sink and turbulence may be encountered.
- 4- Ground effect is the partial elimination of wingtip vortices as the ground is approached. This causes an extended glide path when landing.
- 5- The greater the lift to drag ratio the better the glide path, but not necessarily the handling of the wing.
- 6- A measurement of the top safe flying speed of a particular glider.

7- Thermals are rising parcels of air. they may be used to soar but they are often turbulent.

8- The air must have an upward component equal to the sink rate of the glider or greater.

9- There may be high turbulence at the launch site, and sudden lift on the nose of the glider as the airstream is entered.

10- Very turbulent, lots of sink.

11- A good turn is a precise coordination of entry speed, bank angle and forward push.

12- Ground speed is the vector sum of airspeed and wind speed.

SPECIAL SKILLS REQUIREMENTS

The following are the requirements for the special skills signoffs currently available.

These signoffs are not usually available until the pilot has had a class 3 or Hang 3 for at least two months. Certain exceptions to this rule are obviously required due to local conditions - ie, around here, you couldn't ever get to the Hang 3 stage without cliff-launching skills, for example.

1- **TURBULENCE:** Controlled and unpaniced flight in turbulent conditions requiring quick, deliberate, correct and substantial control applications.

2- **HIGH ALTITUDE:**

a- Flights in which terrain clearance exceeds 1000 feet for at least three minutes.

b- During such altitude conditions 720° turns are accomplished in both directions.

c- The pilot will have flown flights of over ten minutes duration.

d- Balloon-launched flights over flat terrain are not to be used as qualifying flights for this signoff.

3- **CLIFF LAUNCHES (low wind)**

a- Cliff to be precipitous and over 100 feet dropoff.

b- Unassisted launch in near-calm conditions.

3- **CLIFF LAUNCH (high wind)**

- a- Cliff must be precipitous and over 100 feet dropoff.
- b- assisted launch in windy conditions with strong lift right at the takeoff.

4- CROSS COUNTRY:

- a- Demonstrate ability to recognize landing areas previously visited on the ground, but not visible at take-off or within first few minutes of the flight.
 - b- Must be able to determine wind direction from natural sources while in flight.
 - c- Must be able to set up conservative planned approaches to strange landing areas to allow for surprises.
 - d- Must be able to explain various means of determining possible locations of wires, fences, poles, etc.
 - e- Must be able to discuss wind and lift in dangerous areas such as canyons, etc.
- Must be able to discuss the correct use of airspeed when striving for maximum distance travelled over the ground in various conditions of wind, lift and sink.
- g- Exact requirements pending - the pilot will be quizzed on relevant sections of the FAR's, will have to demonstrate the ability to read a sectional chart, and so forth.

5- 360 DEGREE TURNS

The following forms of the 360 must be witnessed:

- a- Basic 360 degree turn
 - 1- Left and right, gentle and steep
 - 2- Precise pitch and lateral control must be witnessed. Just banking and cranking will not suffice.
- b- Enter turn so flown as to be a 360 rather than a 180: turn should be entered so that the first portion is from a crosswind leg turning downwind.
- c- Enter a turn that begins at minimum sink airspeed, smoothly increase airspeed maintaining maximum safe turn rate so that at the 180° mark the airspeed is at the maximum L/D speed or slightly greater. Maintain this airspeed and maximum safe turn

rate until completion. Rollout should not exhibit marked pitch-up.

- d- Enter turn that must have at least maximum L/D airspeed to a medium bank. At the 90° mark, decisively roll to a maximum safe turn rate without pitching obviously up or down. At the 270° mark, resume original bank and turn rate until completion of the 360. Demonstrate each type of 360 to both left and right without noticeable slipping or skidding. No stall should occur.

6- TOW LAUNCH - requirements yet to be published

7- POWER ASSISTED LAUNCH - requirements presently being designed.

LOCAL NOTES

Spencer Smith is back from his latest adventures in the wild west, complete with wild bear stories, movies of mooses, and some really interesting films from his flying adventures. He also brought back an experienced California flyer, Kammy Lowe, who should be a welcome addition to the local hang gliding crowd.

Jim Finkowski is also back in the area, having spent the winter in New Hampshire and the previous summer and fall in the west and in Hawaii.

Stu Smith has headed back to Grandfather Mountain for another season on the professional Grandfather Mountain flying team.

Brooks Ellison and Ted Briggs recently had a negative experience when their gliders were vandalized. They had left their car on a road while they hiked in to Brooker's house, which couldn't be approached on wheels due to deep mud. When they returned, someone had torn the two gliders from the roof of the car, smashed the windshield and lights of the car, and had at the gliders

with a knife. Brooks' sail was badly damaged, while both gliders' bags were destroyed. Ted was lucky, as the slash that destroyed his bag had gone between the rolls of the sail, cutting all the sailties but not actually getting the sail itself. The incident happened near Brooks' home near the border of Williamstown MA and Pownal Vermont. Quite a bummer, especially in an area that has otherwise welcomed hang gliding with unusually open arms.

MARK DROY ~~recently~~ recently bettered Bob Vicari's ridge soaring record at the Mowhawk Trail site by flying from the North Adams launch south to Adams, then turning around and flying back past the take-off and continuing on up into Vermont in his Dragonfly II.^B The first leg was almost 7 miles, and the second was over 9 miles long. This is the longest flight so far at the trail, but better things are coming there!

CLASSIFIED ADS

PACIFIC GULL HA-19, 19x15x100⁰, excellent advanced-standard type glider, black-gold-white, seated or prone, with bag and seat, contact Paul LeFebvre, 39 Ridge Road, So. Hadley, MA 01075 (no phone)

UP REDTAIL, 19x17x82⁰x3^{1/2}⁰, very mellow advanced-standard, would be a superb trainer, black-yellow-red, seated or prone, nearly new, \$495 with bag, Mick Morrissey 527-9075

Sky Sports KESTREL, pre-production model, good condition, multi-color sail, seated, best offer, Spencer Smith (reach through Mick Morrissey, 527-9075 or Chuck LaVersa 665-4962)

UP BROCK-82-S, 18x17, excellent trainer, orange, seated, with seat and bag and lesson, \$495, Mark LaVersa 663-7010.

UP DRAGONFLY Mk-II, updated to "C" standards with airframe reinforce-

ment and negative-G rigging, multi-color sail, seated or prone, very good condition, the easiest HP in the air to fly, and last season's top performing ship in the area, with bag and transition lesson in flying a HP glider and care-and-feeding of the UP Dragonfly, \$950, Mick Morrissey 527-9075.

HANG GLIDER WEEKLY: Special trial offer: 160 pages in 20 recent issues for only \$3. Go for it; see what you can be receiving weekly. Great news deal. Write to HGW-MHGA-ad, Box 1860, Santa Monica CA 90406. And send them ideas that should be shared now nationally!

ZEPHYR STANDARDS, one 18' and one 16', low-cost trainers, Chuck LaVersa/Julie Bemis 665-4962.

Ads are free to members, one buck to non-members. Please keep length reasonable, and it is the advertizer's responsibility to be sure that the editor has the proper information by meeting time for insertion into the following month's Updraft. Additional insertions will require additional notice to the editor.



GETTING THE FACTS STRAIGHT

Contrary to rumors that we've heard repeated in various places, IT IS NOT TRUE that UP Dragonflys have been recalled or grounded. It IS true that the manufacturer has developed a kit to increase the strength of the crossbar, and has quite strongly recommended all Dragonfly owners to install this kit on their gliders whether there is visible wear or damage to the crossbar or not. If any of the many Dragonwagon drivers in the area do not yet have this kit installed, they are urged to contact the editor at once, or any other UP dealer. Those who have installed the crossbar sleeve kit may rest assured that they are flying an airframe that tests out as strong as any on the market.

YOU BETTER WATCH OUT!

Chuck LaVersa and Tom Belisle recently had an experience that has a lesson in it for everyone. They traveled to a small training hill to practice flying dual, and they carried the glider there on top of a jeep, on an unpadded rack.

As they ran down the hill and pushed out to lift off, they were astonished to watch the control bar push right on up until it hit the keel, as the back half of the keel broke in half!

It appeared that the trip on the unpadded rack had dented the keel tube, setting the glider up for a structural failure as soon as it came under stress.

THIS COULD HAPPEN TO YOU. Be sure to always carry your glider in a proper manner, on a properly equipped vehicle, and be sure to take a few minutes to check every tube for dings before every launch - it could save your life someday!

This harkens back to some of the points made in Ed Cesar's article a few pages back. It only takes

a single ding to make an airframe unsafe, so be sure to always take proper care of your wings. It's the single trip up the hill on someone else's car that can undo all your care and effort to keep your ship airworthy - so beware!

INFORMATION FOR NEW MEMBERS

MassHGA membership is open to both flyers and non-flyers.

Dues are \$5.00 per year for non-flyers, which amounts to a subscription to the Updraft and an open invitation to all club functions.

Flyers get voting membership at \$10.00 per year, with a \$2.00 discount if they also belong to the USHGA.

Flyers may also purchase their USHGA membership through MassHGA, and this will guarantee that they get their discount and simplify the recordkeeping.

Meetings are always on the 3rd Tuesday of the month at the ME Bar & lounge on Rt. 47 in Hadley, near Skinner State Park. Updraft is published monthly and distributed by first-class mail. Memberships run from time of joining until the last day of the same month of the next year.

The club's official address is 69 Bryan Avenue, Easthampton MA 01027. Dues should be sent to Treasurer Susan McGuire at that address. Any other correspondence may also be sent to that address.

APPEAL FOR IDEAS

Due to the recent crisis over Skinner State Park, MassHGA's expenses in postage, printing, phone and so forth have been greater than we can really afford. Ideas on fund raising activities and on the source of effort for manpower to carry out any such ideas is urgently requested.

It would be a good idea to try and come up with some positive plan of action at the May meeting.

SKINNER - CONTINUED

(continued from pg. 3)
rather than a real issue in its own right.

The next step was when, during the last week of April, Chuck LaVer-
sa got a call from Florence Carver
of the Mount Holyoke Advisory Com-
mittee. She stated that she had had
some conversations with Larry La-
Fleur, and the airport operator had
said that we were indeed interfering
with his traffic pattern. She also
said that the operator of Pilgrim
Airport in Hatfield had had similar
complaints! She wants to set up a
meeting between her, them, and us to
discuss the "problem."

Regarding LaFleur Airport, we
have been assured by the FAA that
our operations at Skinner do NOT in-
terfere with the traffic pattern as
it is recorded on file with the FAA.
A visit to the airport office, where
a map on the wall outlines the traf-
fic pattern, confirms this.

As for Pilgrim - it's ten miles
away, upwind, with another airport
in between! Good Grief!

At any rate, Skinner is now op-
en, and at present, there are NO re-
gulations in effect except for the
no-Sundays rule! The park staff has
said that they aren't checking rat-
ings or insurance or collecting wai-
vers until they get notice to do so
from DEM in Boston - but they said
that waivers, at least, WILL be re-
quired, so pilots should check with
a DEM ranger before each day's fly-
ing, to see if the waivers are being
taken yet.

As for ratings - who knows? We
have always favored the idea that it
is each pilot's responsibility to
make his/her own decisions about
when, where and what conditions he/
she should fly (in), and that rating
systems should exist as a yardstick
by which a pilot can evaluate his or
her capabilities objectively, rather
than that ratings should be required
in the sense of a licence. However,
we find it too good to be true that
DEM will consider seeing it that way

for very long!

In the meantime, we are soon to
meet with the Commissioner and the
Secretary about the no-Sundays and
no-winters rules, and we will see if
they might consider keeping the
present lack of formal regulation in
effect. They probably won't buy it,
but it's worth a try!

Meanwhile, this is an excellent
opportunity for us to show that we
can fly safely without a lot of rules
and regulations from outside - so
let's not blow it!

We will probably have more to
add to all this at the May meeting,
so try to be there!

CONSOLIDATION

We have just received a letter
from NEHGA President Phil Friel, and
it appears that our proposed merger
with that group is about to happen.
Here's that letter:

Dear Mick,

Pete and I have discussed your
proposal regarding the affiliation
of our clubs both with the club and
with the board members of the NEHGA
and with the officers and members of
the Windward Club. We all feel that
it is a workable proposition which
would benefit us all, however we've
decided to wait until the next Fed-
eration meeting to take any action
on it.

The reasons for this are three-
fold. First, we have found that it
may be necessary, for legal and fin-
ancial reasons, to change the Feder-
ation's name to NEHGA in order to
take advantage of the existing cor-
porate structure of the NEHGA. At
this point we would probably rename
our club the Eastern Mass HGA or the
Eastern Chapter, MassHGA. Let me em-
phasize that this would be a change
in name only and would not affect the
original intent of the Federation
members whatsoever.

As a member of the Federation,
MassHGA would be covered by the par-
ent corporation, which would solve
your incorporation problems.

Second, NEHGA has applied for

and seems to be on the verge of receiving non-profit mailing status. This has required expenditure of time and labor, and in order to see the fruit of our labor, the NEHGA name would have to be retained. This would mean a mailing rate of 1½¢ per newsletter, a bargain compared to the 13¢ we now pay, a benefit which could be reaped by all member clubs.

Third, we would be eager to work with you to coordinate the efforts of all pilots in the state, as well as work with state agencies and private landowners and the DEM. But if the impact of a statewide pilots' association would help in these areas then perhaps the impact of a New England wide association would carry even more weight. Of course, for matters of statewide concern only, it would be necessary for our three chapters to work together closely without the help of the Federation. Yet even with purely statewide problems, it might be helpful to have the NE organizational name behind us.

In short, we feel that the needs of our club and members can best be served by the Federation under the name and corporate structure of NEHGA but should that fail to materialize, implementation of the ideas outlined in your proposal would certainly be the necessary and logical next step.

If we can be of any assistance to you in any of your efforts between now and the next Federation meeting, please contact us immediately.

Sincerely,
Phil Friel, Pres.
New England HGA

The next meeting of the NE Federation will be in June at the Region 8 Qualifier for the USHGA Nationals, so we will see at that time exactly which form the consolidation will take on. It appears that either of the possible formats would meet our objectives equally well.

A real statewide MassHGA will be a reality, whether as a component of the Federation or not. This is a real step in the development of

hang gliding in Massachusetts.

NATIONALS QUALIFIER

Mittersill's bid for the Region 8 qualifier has been accepted, and the meet will be held the weekend of June 11-12, raindate 18-19. They hope to re-open for general flying the third weekend of May.

BUMMER NEWS

Don McCabe, Region 8 Director of USHGA, was seriously injured in an automobile accident last week, and is in the Newton-Wellesley Hospital. Anyone trucking down that way might like to stop in and say hello.

Don's done an incredible amount of work on getting the USHGA active in New England, and this is a really bad time to lose the services of a good man. We hope Don will be up and around again shortly.

GREYLOCK

The Mount Greylock Reservation will be open to the public around mid-May, and we hope that the hang gliding program there will continue hassle-free as it has in the past.

Brooks Ellison of MassHGA will be getting together with Regional Supervisor Doug Poland soon to get this year's details worked out. Our goals are to get the hill reduced from a Class 4 to a Hang 3 site, now that the rating systems are a bit more trustworthy. According to the definitions in the system, Greylock is a Hang 3 site, despite its size, and we feel that any competent Hang 3 pilot should be able to fly it.

A NEW RECORD

Spence Smith celebrated his return to New England by setting a new soaring duration record at North Sugarloaf in Deerfield. He kept his Dragonfly II above the ridge for 45 minutes on Friday, April 22, the

longest anyone has soared the little mountain. Spence was accompanied by Mark Drøy and Kammy Lowe in their Dragonfly II-B's, but Spence took off first and landed last.

This was also the first time that three ships have soared that ridge at the same time - and it sure doesn't take many gliders to crowd that little airspace! If there'd been a 4th flyer that day - he most likely couldn't have gotten enough clear airspace for a launch window!

After the flight, the three all flew out and landed in Chuck LaVersa's back yard, where they folded up their kites and were greeted by your editor and Chuck with cold beer. We had watched their flights from the yard, having missed the ride to the mountain.

North Sugarloaf isn't very high and it sure is a short ridge, but it sure isn't bad for a little after-work soaring prior to flying home for the day.

It's nice, also, to fly in a town where hang gliding is really welcome. After all the hassles at Skinner, we were wondering whether people had confused hang glider pilots with the Hell's Angles.

SPEAKING OF HASSLES

Yeah, it's happening again - we just saw in the paper that the Selectmen in Greenfield have decided not to allow hang gliding at Poet's Seat and Beacon Field. The site had been flown on a guerilla basis with the tacit approval on the powers-that-be for a few years, and the MassHGA had discussed it with the Selectmen last year.

At that time, the matter was referred to the Recreation Department for a recommendation, and that body had said nothing for over a year - and still hasn't.

A call by your editor to Chairman Gerald Levitch of the Greenfield Selectmen elicited the information

that the Recreation Commission's failure to make a decision had prompted the selectmen to make it for them. The sudden awareness of the lack of final determination of the matter apparently stemmed from a newspaper photo that appeared the day of the Selectmen's meeting in the Union, depicting Greg Martin on final into Beacon Field in his Zephyr standard.

That prompted some comments from the town Counsel that allowing hang gliding could leave the town open to liability if a spectator or bystander should be injured due to a hang glider crash in the densely populated neighborhood.

"They can kill themselves if they want to, but we have to protect the citizens of the town!" was the statement made by the Town Counsel - honest to God, that's what he said! You can read it in the Union yourself, morning of April 22.

Our unofficial club lawyer has advised us that the point is absurd, and that the town is no more liable if a hang glider hits a passerby than it is if a baseball hits a bystander.

The Town Counsel of North Adams said the same thing when that town opened the training site at the landfill, so there's a precedent in favor of urban sites on public land.

In light of this, and since hardly anyone ever flies Poet's Seat anyway, this will probably not be a major hassle for anyone. However, we do plan to take up Mr Levitch's offer to come to any Selectmen's meeting and present our reasons for having the site reopened. He said that they are not against hang gliding in any way, and that they would consider allowing flying so long as they can be shown that it involves no liability or danger to non-flyers, and wouldn't interrupt the ball games at Beacon Field.

We'll try to get this one back for the sake of the local guys who

like to fly there once in a while, as well as to avoid the setting of a negative precedent that could come back to haunt us at more important sites.

Point of trivia - the Town Counsel who made the remark quoted above is the same lawyer who defended the rampaging dog-warden who murdered Jim Cobb's dog last year. (He lost that case, too.)

MORE MEDIA

Last week's episode of Lanigan's Rabbi featured the rabbi flying a hang glider. We don't know how the sport was treated, since we missed the episode, but to our knowledge it was the first time that hang gliding was featured in the plot of a situation comedy.

Burke Ewing and his dog Curtis were featured recently on To Tell The Truth, where they stumped the panel - will the real flying dog please stand up? It hasn't been on the air yet as of this writing - we read about it in Hang Gliding and in Glider Rider - so catch it, it must be a gas.

Actually, with all the bad press we've been getting in the print media of late, TV has been fairly good to us. Hang glider meets have been carried as respectable sporting events, and the Hawaii Five-0 episode was realistic. Only the Challenge of the Sexes handling the subject poorly with its simpleminded and insulting narration.

"Oh, Tina, what's a beautiful young lady like you doing risking her life needlessly in this suicidal sport? You're certain to be killed!"

It was really gross. But, it wasn't typical. We are also reminded of the favorable coverage given to hang gliding during the proposed National Park ban controversy which we won out on last year, and of the favorable coverage provided by TV stations 22 and 57 on a local level.

Now if only TV-40 would let us

use that road they have up Tom...

LAST MINUTE CLASSIFIED

Chet Berry will consider selling his Dragonfly I and moving to a newer ship if someone would make an offer than he couldn't refuse. Call Chet at (203) 229-8022 if you're looking for a good deal on a used HP.

Brock-82 16' standard, really clean sail, only flown a few times, showroom condition, with bag and seat, \$395.00 Sue McGuire 527-9075

SUGGESTION

The USHGA is slow to respond to correspondence, partly because of the fact that the recent rapid growth of the USHGA has left its office staff swamped, but partly because they economize by sending their mail second class.

It might be worthwhile when you send for your rating or membership card to send along a stamp and ask that the reply be sent first class.

REQUEST FOR ASSISTANCE

The Board has been swamped with work lately, and despite the many evenings spent at various meetings, and the days off of work to get our assignments done, we are falling behind. With your editor handling the Updraft, Chuck LaVersa handling our relations with the state, Paul Kjolner handling coordination with the FAA, Mark LaVersa handling incorporation, all four of us attending the various meetings with outsiders, Sue McGuire handling the bookkeeping, and nobody else doing anything at all, we are really getting out straight! Things which should be getting done, aren't, due to lack of time.

Anyone willing to help out, please see us at the May meeting - we need some new Board members badly!

Some of the things that need to be done are:

- Follow up on Mark LaVersa's original contacts with Western Mass Electric Company about getting rid of the wires at the training hill at Mitch's in Hadley - initial contacts indicated favorable prospects, but this will take some time and effort.

- Get together with the town of Adams to have the Mowhawk Trail site developed by the town (we need more set-up area, a launch ramp, and a more securely available landing area, along with better parking facilities.)

- Contact the operators of Mount Tom ski area to see about the possibility of using their lifts during the summer months, once the Alpine Slide is in operation. This might be possible, since the lift will be less crowded at these times, and our potential use of it would be less of an impingement on the area's normal operations than it would be in the

winter, and might be a desirable source of extra income for them.

UMASS HANG GLIDING CLUB

The University of Mass at Amherst now has a hang gliding club, and with some sixty members, it is already the third largest club in New England. Only NEHGA and ConnHGA are larger.

None of the members but one are actually flyers, but they have engaged Bob Stewart, formerly of MassHGA, as their instructor, and are presently attempting to arrange the purchase of a kite to train on.

In the meantime, the members are taking some lessons and we hope to see them at the local hills this summer. The club intends to keep in operation throughout the summer vacation.

MassHGA welcomes the UMassHGC and wishes it well.

- 16 -

PAID ADVERTIZEMENT PAID ADVERTIZEMENT PAID ADVERTIZEMENT PAID ADVERTIZEMENT PAID ADVERTIZEMENT PAID AD

MOUNTAINVIEW GLIDER SPORTS, INC.

Office: Mick Morrissey Sue McGuire
69 Bryan Avenue
Easthampton, MA 01027
(413) 527-9075

Chuck LaVersa
So. Deerfield
665-4962
USHGA Certified Basic and
Advanced Instructor

The old loft in Northampton is gone, but MGS is still going strong, ready to serve your complete hang gliding needs. We hope that you will find our new arrangements even more convenient than ever.

Don't forget, Chuck LaVersa is the area's ONLY USHGA Certified instructor, both Basic and Advanced, and our new goal-oriented teaching programs will get you flying higher, safer, and quicker than ever before, whether you are a brand new beginner or an experienced flyer who needs some help to improve your skills.

Once again, we have had our choice of all the major manufacturers' products, and again this season we've become convinced that ULTRALITE PRODUCTS has the birds that we want to fly, to teach on, and to present to you, the hang glider pilots of the Northeast. Look what we've got for you:

ULTRALITE PRODUCTS
Seagull Aircraft
Bennett
Manta
Sky Sports
Sun
Eipper-Formance
Electra-Flyer
Pliable Moose
Pacific Gull
Cal Gliders
Wills Wings
Albatross