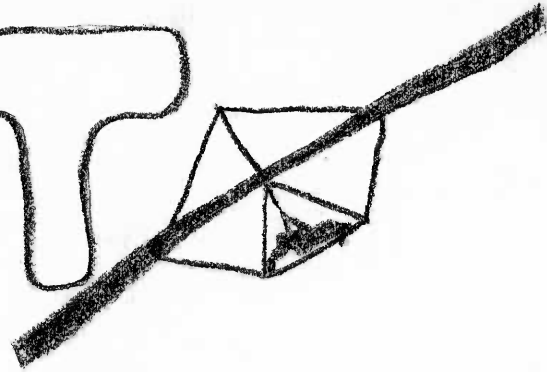


UPDRAFT



NEWSLETTER OF THE MASSACHUSETTS HANG GLIDING ASSOCIATION

Editor: M.Droy

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MEETING NOTICE

The January meeting of the MHGA will be held at the ME Bar and Lounge, Rt. 47, Hadley, on the third Tuesday of the month, January 17, 1978, at 7:30 PM. Prime attraction will be a movie, "Free Flight". Additionally, we should have some slides of recent local flying, and some in-flight shots taken while soaring Mt. Tom this Fall. There will be an executive committee meeting at 7 PM open to members.

PRESIDENT'S REPORT

Mark Droy

Here we are starting the fourth volume of UPDRAFT. Makes me feel like an old timer when I go looking back at Vol.1 No.1 of the newsletter of the then Western Mass. HGA. What nostalgia! The National Park system was planning on a ban on hang gliding; Glidersports International had us covered with a Million dollar liability insurance policy; a new kite part called a "deflexer" was out; and Skinner State Park was initiating a list system set up by WMHGA.

Two and a half years later, hang gliding is now a safer sport, practiced a national parks and thousands of other places with any elevation; the USHGA is The power in the sport; membrane keel pockets are in, along with motorized fixed-wings; and we are in the process of setting up a new system at Skinner.

The sport has become professional, organized, and regulated.

I used to be a flight-ignorant screaming meme, running down hills (usually downwind) with a kite I ordered from California and put together from a kit, trying to teach myself how to fly. It took a few broken leading edges, a broken bone (just a small one, though) and a lot of insanity to get to fly the way I would have after two lessons, had I taken them. But I didn't know there were any other pilots around. I found there were a few; and a shop, and a club.

Now I'm president of that club, and an experienced, rated pilot flying on a team for another shop, a USHGA observer, and a person who really misses "the good ol' days".

Anyway, on with this blasted newsletter. I received an overwhelming response to my begging for articles, and I really thank all who submitted them. It makes this task a lot easier, and it shows support for the club.

Any and all are still urged to submit articles or news. It is your club, and your newsletter.

\$ PARTY TIME \$

Sue McGuire

As everyone should be aware by now, your secretary/treasurer, Sue McGuire is hostessing an "after fly-in food and grog" celebration in the hopes of boosting our sadly wanting cofers.

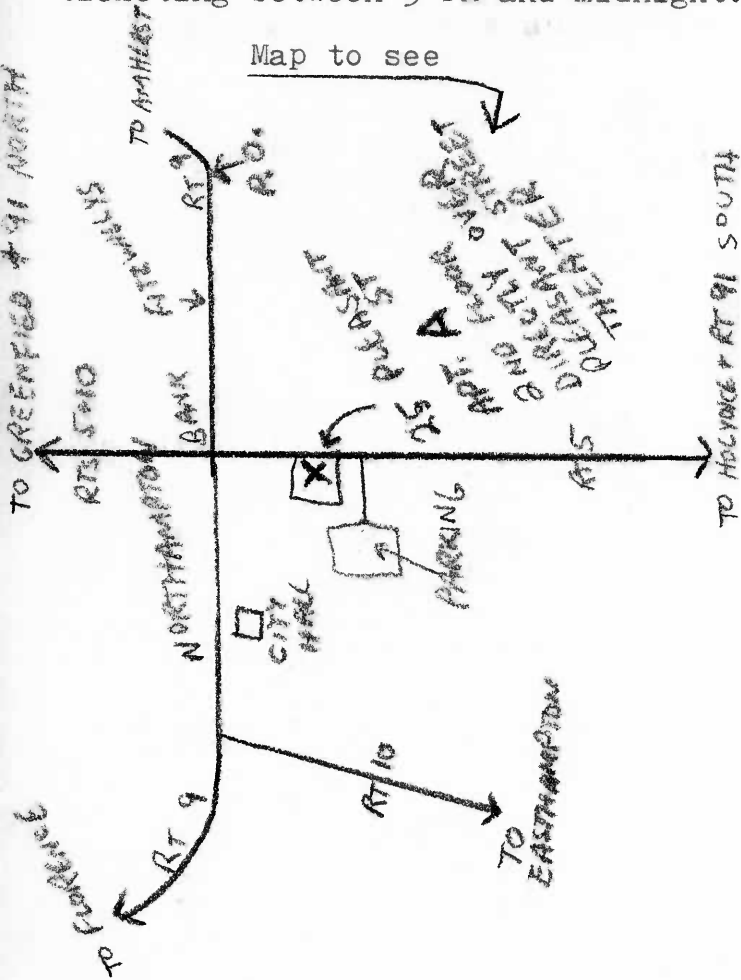
Menu

broiled chicken/ meatloaf
 spaghetti tossed salad
 garlic bread / french bread
 beer soda coffee tea

All this and more for only \$2.
 Join us for good company, games, raf-
 fles, and the club emblem contest.
 Invite a friend or few. LET US KNOW
AHEAD OF TIME IF YOU'RE COMING AND
 HOW MANY TO EXPECT. (Ed. Note- Club
 members will be contacted personally
 for this information)

The party is on, regardless of w
 weather, January 28, 1978, at supper-
 time (if your suppertime is before
 6 PM, eat a late lunch).

The place is 25 Pleasant Street,
 Northampton, MA- See map. Park in the
 metered parking lot in the rear- no
 ticketing between 5 PM and midnight.



LOOK ON IT AS CLUB SUPPORT!
 SEE YOU THERE!

400 FPM, OOPS!

Charles LaVersa

This article is dedicated to every
 pilot who has ever looked up and asked,
 "Where did they get that extra 100
 feet from?"

You are all familiar with the 360°
 'til your arms fall off technique of
 coring thermals, even if you haven't
 done it. When you do it we'll look
 for you in Granby or Holyoke, but I'd
 like to concentrate on all of us back
 at the ridge where a few runs up and
 down the area have given us all a good
 idea where the areas of best lift are.
 Why? That is, why are they areas of
 best lift? Mountain shape? Possibly,
 but when unstable air is occurring
 many, many "almost" thermals pump
 past you and peter out constantly.
 Usually they stop within 500 to 1000
 feet above the ground, any going fur-
 ther can safely be called real therm-
 als. Those almost-thermals are usable!
 Most pilots blaze up the ridge too
 fast to notice them. Take it easy, a
 mile an hour or few above stall speed
 is safe unless turbulence is startin g
 to go outside moderate proportions.
 At this lower speed you'll go up 50
 feet, down 70 feet, up 30 feet, etc.
 Now try doing a nice flat 180° where
 you are going up 50 ' , then wait
 until you are going up 70' for your
 next turn. You are thermalling, though
 not in a classical sense, but sooner
 or later you'll find yourself in a
 real thermal and if you're the pilot
 with that extra hundred feet it could
 be just enough to make 360°'s comfort-
 ably safe in this "real one". Let's
 see, South Hadley, Granby, Oh Yea!
 Springfield!

Joe Greblo beat me out of the finals
 of the '76 Masters with one of those
 almost thermals. It was a scratchin'
 day, and we were stuck with a duration
 event. Joe took off directly in front
 of me and should have been down when
 I rounded the cliff from the SE launch
 on my way to the NW lannding. My vario
 did the old M&M (miserable monotone)
 as I watched Joe run downwind in a

stray bubble of almost thermal, half-way across the lake at minimum sink speed, gaining about 200 feet.

If he turned at all he would fall out of it because it was so small, and he finally headed back because he didn't want to chance the lake landing. Well, he landed right before me with a time minutes longer than anyone else in the heat, and that was the only time his Ball vario said up during the whole flight.

Oh Boy! 400 FPM and climbing!
OOps!, where did that little devil go?

THE SLOT

Jim Burrill

The Slot has more problems than just the powerlines. During 1977, the Slot "ate" several gliders. This was probably due to the narrowness of the Slot which results in uncertain wind currents and lack of room for recovery.

A move is underfoot to double the width of the Slot before the Spring rush and while the ground is still firm. We will ask for permission from Mitch first. He will undoubtedly ask for the wood to be cut and stacked. We are also contacting the Forest Service for advice on the best approach to removing the trees while not causing ground erosion.

Your help (and chainsaw) is greatly needed. Even some Soaring Eagles have volunteered! We will try to do the work in February and March on weekends, and have some fun doing it. More details will be in the next newsletter. Please let one of the club officers know what tools and time you can make available.

(Ed. Note: Mitch has said in the past that we could take out any trees we wanted, as long as he got the firewood...and trees have been removed. For such a major project he will of course be consulted again. A wider Slot will make the area safer for those crazy sledders, too!)

Spring wouldn't come soon enough, and John Dempsey is in the air again. Chuck LaVersa has donated an 8mm movie projector, and Sue McGuire has donated a projection screen. Super thermals to both! David Otto has left the area for Rochester, New York. Hope he gets some high flying in.

FLYING SITES IN NEW ENGLAND

Rob Cummings

This article is to help our flyers in finding different sites to fly, and also what is required to fly there (ratings).

Massachusetts:

- 1- Skinner State Park (Mt. Holyoke), Hang III or IV or Skinner Card* Faces NW, 750 Vertical. Directions- Rt.47, Hadley Ma. Training site (The Slot) directly under launch, Hang I or II. Drive in Summer, walk-up in winter.
- 2- Mt. Tom. Holyoke. Hang IV. WNW 1000 Vert. Contact the Hang Glider Center for details .
- 3- North Sugarloaf, S. Deerfield Hang III or IV . 4WD to top 600 Vert. Face W-SW
- 4- MT Greylock-N. Adams, 2200 Vert, Hang IV, SE, Road to top open summer.
- 5- Mohawk Trail, N. Adams, 850, WNW, Hang III or IV. 7 Miles of soarable ridge. Short walk to launch. Rt. 2.
- 6- Cape Cod, Longnook, Truro. 150'-200' hang I-IV East face. When soarable "excellent".
- 7- Cape Cod. Truro SeaScape Motel. Stay and fly at the motel. 50'-125' West face. Waiver Required (at Registration desk)

* Skinner Cards Are not yet available, pending approval by the state- Editor

Any questions, directions, corrections, or additions? Contact me at the Hang Glider Center.....Fly High!

....To be Continued- Next Month, Connecticut !!

DONTFORGETDONTFORGETDONTFORGETDONTFORGET

Designs are still being accepted for the club emblem contest until Jan 21 Get yours in.

ALSO, fill out your flying survey form from the November issue of UPDRAFT. More forms are available from M. Droy if you need them. The information is important to us.