

MEETING NOTICE

This month's meeting of the MHGA will be on Tuesday, February 21, 1978 at the ME Bar and Lounge, Rt. 47, Hadley, starting at 7:30 PM. The discussion of regulations, competitions, and other subjects are starting to intensify in anticipation of Spring. This is the time of year when the most planning gets done, be in on it!

Entertainment after the meeting will be a slideshow by one of the clubs finest photographers, Mark LaVersa. Come see it, you may be in it!

There will be an Executive Committee meeting at 7 PM. All are welcome to sit in on these think-tank sessions.

PRESIDENT'S REPORT

Mark Droy

My first draft of this article was a scolding of the general membership for not completing the Hang Gliding Survey forms sent out a few issues of UPDRAFT ago. The lack of information may hurt us.

But add to this the mounds of assistance I've been receiving in dealing with the State, landowners, and other club business, such as UPDRAFT, it is hard to call the membership apathetic.

Instead, I'll reiterate the way of thinking I have been forcing on the membership since my election—the president and the rest of the Executive Committee provide organization, direction, and initiation of club work. They aren't supposed

to be the only ones working. This club exists to provide a unified association of pilots (that's you) interested in preserving flying sites, insuring safety, and supply a means of disseminating information on hang gliding. Let's do it!

SKINNER CLOSED

A phone call to the Amherst office of the Department of Environmental Management has confirmed that Skinner State Park is closed to hang gliding during the winter months. This does not mean it is unregulated, as in previous years, it means you can not hang glide there. Members are asked not to fly there until the park opens in April. We are currently negotiating with the state for statewide regulations, and these will hopefully allow us to fly there next winter. But until April, Skinner is a closed site. Flying there will surely hamper our talks with the state.

FLYING SITES IN NEW ENGLAND

Rob Cummings

(Ed. Note: This is the second in a three-part listing of New England sites which Rob has compiled. Further info on these sites and others can be had from Rob at the Hang Glider Center. This Month- Connecticut.)

- 1- Talcott MT. Avon, Hang III & IV. Rt. 10 Avon WNW, 850'. Excellent soaring site, bad launch. Must follow posted rules.
- 2- Meriden Mt. Hang IV Meriden 750'. Nice site. Very tight landing area controlled by ConnHGA.

3- West Rock, SW,W,NW and talk of E face (checking further). West Haven, Rt. 15 Merritt Parkway.

4- Chesire, 50' cliff, good practice area for cliff launching. East Johnson Ave, Chesire

5- Sandy Hook, 125' WSW Excellent trimming site, Hang II, Possibility of closing.

6- Walker's Hill, Portland, 200' You'll need detailed directions.

Next Month- Eastern New York and New Hampshire

### PARTY RESULTS

Sue McGuire

The Party was a financial success as well as an entertaining evening. The cooks - Joyce Burrill, Rose Cummings, and Sue McGuire - must have done something right since everything was cleaned up by night's end. However, the beer drinkers in this crowd will have to do better next time. About 3 gallons of beer went down the drain the next morning! Except for the standard complaint - that there are never enough women at Sue's parties - All reports I've heard have been very good and we'll probably do it again. The Treasury gained \$43.50. Much of that amount came from a couple of raffles which Jim Burrill handled expertly.

Besides the cooks, I'd like to thank Gloria Zanette, Jim Burrill, Bob Cummings, Tom Belisle, and John Dempsey for helping me to contact people before hand.

(Ed, Note and more stuff) -

The raffles at the party were fun in themselves - the first one, for a bottle of Crown Royal 12 year old Scotch, was won by yours truly, Mark Droy, who, despite a hatred of the taste of scotch, managed to consume the small amount which could not be shared immediately.

Mark LaVersa then donated four of the log books, which he has had printed, for raffling. The Logs, worth \$3 each, were won by Tom Cayer, Matt Chapman, Ted Briggs, and Rick Orlando:

A smaller version of the winning design contest entry by Dave Scheumann,

you may have noticed on the front page. (In fact, Dave redesigned the entire "template" for the UPDRAFT logo.) He was awarded a \$20 Gift Certificate from the Hang Glider Center in Hadley, for his winning design. Half of the amount of the certificate was donated by Rob Cummings of the shop.

The party provided a good time for all, and I, for one, look forward to the next.

### TREASURER'S REPORT - 1977

Sue McGuire

|                                 | Debit           | Credit          | Balance   |
|---------------------------------|-----------------|-----------------|-----------|
| Balance 12/31/76                |                 | \$112.57        |           |
| Dues                            |                 | 307.56          |           |
| Interest                        |                 | 3.91            | \$424.04  |
| Activity Charges on NOW account | \$2.25          |                 | 421.79    |
| Misc. Receipts                  |                 | 9.00            | 430.79    |
| Updraft Printing                | 193.37          |                 | 237.42    |
| Postage                         | 66.70           |                 | 170.72    |
| Printing                        |                 |                 |           |
| Member. Cards                   | 20.68           |                 | 150.04    |
| Telephone Calls                 |                 |                 |           |
| Reimbursement                   | 41.14           |                 | 108.90    |
| USHGA Director's Fund           | 36.00           |                 | 72.90     |
| Misc.                           | 31.56           |                 | 41.34     |
|                                 | <u>\$391.70</u> | <u>\$433.04</u> | (1/17/77) |

### HANG KNOWLEDGE

The Editor is starting to get the "hang" of running a monthly newsletter - a good sign of that is a series of articles. And here it is, bits and pieces of know-how and what-to for beginners and/or experts. Future articles will be authored by a variety of pilots, but I thought I would initiate the series with - The Wind Dummy.....

THE WIND DUMMY - Would you let your sister date one?

By Mark Droy

The wind dummy can be one of the most informative pilots in the area on any given flying day. How do you spot one? The wind dummy is the first pilot off the ridge, launching into a wind we can assume is safe to be flying in,

but which no one knows the details of. From the dummy's flight, both by verbal (sometimes radio) or visual contact, pilots on launch can judge wind direction and relative speed aloft, areas of best lift, and turbulence.

A wind dummy isn't useful only in heavy wind conditions, a flight in light conditions can tell pilots whether they are in for a sled ride or marginal soaring.

There are a few criteria for a pilot to be a good dummy. The first and foremost is that he or she be a well qualified pilot. That is, exercise good judgement based on a great amount of soaring experience, and couple that with being capable of handling any conditions which may arise during the flight.

Another good criteria is that the wind dummy be familiar with the site - in a case of light conditions, he or she would find the areas of best lift; on a heavy day, the best areas to penetrate or fly over the back (suggesting that no one else flies!)

It's nice for the dummy to have a high wing loading for kite maneuverability and penetration in high winds; and in the case of light winds, all other things being equal, if a high wing loaded ship stays up, a lighter one should too!

Lastly, a considerate pilot is best for dummies. A person who will come back over launch to shout down conditions, or who sets up a code (i.e., a clockwise 360 means no turbulence problems) is infinitely more valuable than a pilot who hogs the launch, insists on going off first, and then trips out cross-country to leave his fellow pilots still pondering on the details of the conditions.

Details, THAT'S what a wind dummy can tell you. And everything you can learn about conditions away from the hill is what you want to know before you launch.

Next months Hang Knowledge- Standard Glider Approaches with Chuck LaVersa:

A New Record was more or less uncovered from the Summer of 1976.

It was found that Conn HGA pilot Jim Hugo holds the altitude record for the area with a recorded 4700 feet off of Skinner. in his Kestrel. Let's get the record back in the club!

### NIGHT FLYING

David Scheumann

Night flying is quite an experience. Especially when there is a full moon and ridge lift as smooth as glass. Jim Cobb, Mark Droy, Donny Raymond, Rob Cummings, Matt Chapman and myself left the Hang Glider Center for Mt. Tom with a snowmobile in Matt's truck and most of us riding in Rob's truck. We arrived at the entrance to the top of the mountain and Rob thought that his four-wheel-drive truck might get us all to the top; and it sure did. The camper cap looked and sounded like it was going to fly off with all the gliders, but everything managed to hold together.

We assembled our gliders in deep snow and soared through an evening sky, illuminated by a full moon and a spectacle of city lights. Rob Cummings did not fly that night and neither did he fly the following Saturday when he again drove us up. That was really nice of him. He suggested that we could make it up to him by taking him out to dinner or something. After all, we have a good thing going, why spoil it?

On Saturday, the road up was all ice and we managed to ride most of the way up. Mark Droy ran to the top to check out the wind conditions and came back down slipping and sliding past us as he yelled, "Stop me! Stop me!" That was funny, I have to admit. Saturday offered better soaring conditions with stronger lift. However, there was no full moon and the air was much colder than the previous Monday. Despite the cold, we all had long flights, and the hang gliding party at Sue's to look forward to.

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Bill Blood of the U. of Lowell Hang Glider Club is starting to initiate intercollegiate competition. Hopefully it will reach a national level. More info on place and time of these meets when we get them....Bennett's new Phoenix Mariah reportedly weighs around 80 pounds. Good way to increase wing loading.....