

MEETING NOTICE

This month's meeting of the MHGA will be held at the ME Bar and Lounge, Rt. 47, Hadley, at 7:30 PM on Tuesday, March 21. This meeting will be one of the most important of the year, at which nominations for all elected and appointed posts will be accepted. If you wish to be nominated, or nominate someone, please attend. Nominations may be made by mail, they must be received by April 4, 1978. You may also nominate yourself. Elections will be at the April meeting, April 18, 1978. Please attend.

Entertainment will be provided by Walt Niemi, presenting some well done movies, accompanied by music. Much of the footage is area flying. Don't miss it!

There will be an executive committee meeting at 7 PM.

The April Executive committee meeting will be April 8, at 10 AM at the Hang Glider Center.

PRESIDENT'S REPORT

Mark Droy

This month, I have two very important subjects to discuss - our standing in State Parks, and the April Elections.

Representatives of MHGA met with the Director of Forests and Parks, Gilbert Bliss, on March 9, to discuss the problems at our State-owned flying sites and put together a reasonable regulation system for all parks. The meeting showed our sport to be very organized. In attendance for MHGA was VP Jim Burrill, Former President Mick Morrissey, member Rob Cummings, and myself. Also present at the meeting was

Walt Niemi, VP, Windward Club; Rich Archambault, VP, U of Lowell Club and a member, MHGA; Phil Friel, Pres., NEHGA; and USHGA Region 8 Director, Don McCabe, and Bill Allen. Hang II pilot and State Legistator, Bruce Wetherbee was responsible for organizing the meeting with Mr. Bliss and Mr. Dane - we owe him a great debt of thanks.

The meeting went smoothly, both "sides" obtained a greater understanding of the others' concerns and responsibilities.

During the meeting, the State presented its proposed regulations on hang gliding for the 1978 season - they were very close to the regulations used at Greylock for the past few years - show them a rating card, sign in, and fly, whether you were from Hadley or Hawaii - no lists, or people to chase down to tell the state it was OK for you to fly there.

Sunday flying MAY be prohibited on some Sundays, mostly depending on an upcoming meeting with the Hadley Selectmen to discuss positive steps to take to curb those traffic-block-ing sightseers who love to stop in the middle of Rt. 47 to watch us fly. The State is very sensitive to causing more work for the town police by allowing hang gliding on its lands.

We will propose the posting of "NO PARKING OR STOPPING" signs along the areas easily congested. YOU can help! In your post-flight-hang-out-in-the-landing-area, keep the road clear. Clowns stopping in the middle of the road may cause YOU to loose a Sunday and Holiday flying site - don't be afraid to politely ask them to move.

We met after for an impromptu region 8 meeting. Discussion at this was devoted to recommending some minor

changes to the proposed regulations. These have been sent to Mr. Bliss for consideration of inclusion in the '78 season hang gliding rules.

I'll have a copy of their proposals and our recommendations at the meeting.

Turning to more internal matters, elections are during the April meeting. During the March meeting, we will be taking nominations for the elected posts of President, Vice-President, Secretary, and Treasurer; and the appointed posts of Flight Director and UPDRAFT Editor. These latter posts have traditionally been by the appointment of the new Executive Committee (Pres., V.Pres., etc.). The duties of each post will be explained at the March meeting.

The only qualification for running is membership (and dediction !) Anything you don't know about hang-politics, you'll learn fast. GO FOR IT!!!, it's your club.

FLYING SITES IN NEW ENGLAND

Rob Cummings

(Ed. note: This is the last of a three part series. The MHGA now has a USGS map in the Hang Glider Center in Hadley with many of our local sites marked out.

This month--- New York and New Hampshire.)

New York (Eastern)

1) Ellenville W- NW, 750', 850' and 1070' launches. An Excellent site, wide open landing areas, drive to take-off. Was considered for '78 Nationals.

2) Mt. Brace SW 1500' Fine site, need waiver and strong legs for a one hour hike. Must also have a driver for the 45 minute drive from pilot drop off to the landing zone.

New Hampshire

1) Hane's Hill, Claremont 15' to 400' Resident Instructor (Basic and Advanced) and Observer. Take I-91 to Claremont and 112 to Morningside Recreation Area.

2) Mt. Ascutney- Hang III and IV, 2500' NW. Winsor off I-91. (Can be seen From Hanes Hill.)

3) White Mts., MTS. Washington, Cranmore, Attitash, Contact Sky People, Box 898, North Conway, NH 03860 for more info.

ROB'S CHALLENGE AND DAVE'S IDEA

Rob Cummings of the Hang Glider Center in Hadley is offering a \$20 Gift Certificate for the first pilot to land either in front of (across the street) or behind the shop. Be carefull not to land in a planted field! Do it (and get your name in UPDRAFT!)

Dave Scheumann has proposed that the club undertake a "fly-athon" to benefit some charitable organization. Flyers would be sponsored by a group of people to for either the number of flights taken or time aloft, depending on conditions and further planning.

Skinner, or, more likely, Hane's Hill would be good areas, as they can handle Hang I through IV pilots. Any ideas along this line, or especially a helping hand should be brought to the attention of Dave (525-7875) or Mark Droy.

Yours Truly, Mark Droy, is working on getting the club prepared to become a USHGA Chapter. Work includes revising our mysterious bylaws (now where the hell are they???) and printing up a membership application form, the latter of which will be done by the time you read this. Now that the State Park situation is almost out of the way, I can devote more time to projects such as this and incorporation, club publications, and other organizational matters.....Sue McGuire, Sectetary-Tresurer, is working on another club party for June(?) and with Dave Scheumann on making and selling club T-shirts.....VP Jim Burrill is still negotiating with the Power Companies to bury the lines running across Mitches field, and is working to increase the size of the slot by about 20 feet to increase safety there.....

LATE NEWS- CLEAN-UP AT "THE

SLOT" MARCH 25, 10 AM, WEATHER PERMITTING, PLEASE

ATTEND.

Mark LaVersa is working with the agencies in Adams interested in turning the take off area of the Hoosac Range ("The Trail") into a park. They are talking of a ramp on the launch and easier access..... Dave Otto, who recently moved to New York, is getting married...Congratulations!!!

And what have you been up to, besides 3000 feet? Let me know!



HANG KNOWLEDGE

A SERIES

The Pre- Flight - Don't Leave the Cliff Without Yours!

It's a hypothetical Spring afternoon, after a winter of freezing temperatures and hiking up mountains, the air is warm enough to fly in a light jacket, the wind is out of the northwest at a gentle 10 knots, cottonny "cumes" dot the sky, and the road to the top is clear. You are finally on you way up with the others, after a morning of last minute errands, phone calls to other pilots, and hanging around the general meeting place while there was always at least one pilot holding up the group. The feeling between pilots is excitement; there is chatter of altitude gains, duration flights, and cross- country. The conditions look perfect for all.

The vehicle pulls over at the beginning of the trail to the launch, everyone piles out, grabs their kite, and begins the short walk to launch at a brisk pace. You get into the launch area second, set up your kite,

zero in your vario, load your camera with film, and watch as the wind dummy launches into smooth 18 knot winds, and slowly works his way up to 500 feet over launch.

You're next, and you move with a blurr of excitement. you hitch in, pick up the kite, have a few blurted words with your wire-man (who is next to fly and can't wait to get you off), and steady the kite into the breeze. You shout, "Release!", and run forward into the lift and climb out. Suddenly the kite turns hard to the left for some reason, you instantly reate with total control to the right, holding yourself clumsely to the right upright. You glance to the left in horror as you realize your neglect to put out your left deflexor system before launch!

Will you land the kite safely? Will you become too exhausted to control your final and hit the trees in that tight landing area? Will you be hurt? Killed? Paralyzed? If only you weren't in that rush to get off, this nightmare could have been a dream.

The Pre-flight is the most important safety step in hang gliding. People have been killed by neglecting to do it properly or at all.

First, develop a system for setting up your kite, and do it the same way every time. After a careful set-up, start at some point, say the nose, and do a complete walk around inspection, checking for loose bolts, missing safety pins or lanyards, feel for dingged tubes. Go under the kite and check all the bolts there, your suspension system, check cables for twisted thimbles and frays. Site down your leading edges for deflexors, check each of your battens. Check everything, then do it again. Then trade kites with a freind and check each others. Just before launch, do a static check, and look one more time at your deflexors and battens- some pilots fold in the deflexors after a preflight and then forget them. As you prepare to launch, have your wire man glance over the kite.

When you launch, you'll be in a much safer kite.

 Ads in UPDRAFT are \$12/page, \$6/ 1/2 or \$ 0.15 / line with a 10 line min. 5 line ads are free to members. Ads must be in writing.