

Mass
Hang
Gliding
Association

UPDRAFT

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Meeting Notice

It's almost that time again! Our next MHGA club meeting will be held on the 19th of this month. The meeting will begin at 8:00 PM at the ME Bar and Lounge on Route 47 in Hadley, Ma..

A Slide Show

Jim Burrill is planning to give a slide show of photographs he had taken with his brand new camera. Jim went to both the Pico invitational meet and the Nationals in Hyner View, Pa. this summer and helped out as a pylon judge. When he wasn't doing that, he was clicking the shutter on his Cannon.

If anyone else has some slides or even a movie to show, bring'em along.

The Treasury Report

Sue Mc Guire is doing an outstanding job as treasurer and she has presented to me a record of the Mass Hang Gliding Association, Inc. Income Statement for the six months ending June 30, 1978. (on page two)

The Treasury balance on June 30, 1978 was \$115.67. This amount is the gross margin shown below plus the treasury balance on Jan 1, 1978 of \$45.34.

You may notice that we can turn a profit on the club T-Shirts. However in the month of July we invested another \$40.50 in T-Shirts that are not yet sold. If you've already hot your shirt, show it off to friends. If you haven't gotten one yet, you can buy it at the next meeting for \$4.00 and that's (cheap)!

Some of the items lumped under Misc. expenses are rent paid for the post office box, reimbursement for gas and tolls to club members who went to

Boston to meet with State Officials regarding hang gliding regulations statewide and a contribution for the gift certificate that was the prize for the club emblem contest. The initial cost of incorporating is a one time expense which is the reason I've shown it separately as an extraordinary item. You should all be aware of the fact that Massachusetts requires an annual "filing fee" of corporations that should run about \$30.00.

This statement shows you where our money is coming from and how it is being spent. Comments and / or suggestions are welcome.

Sue Mc Guire

Updraft Articles

Have you had any exciting hang gliding experiences recently? Are you selling your glider, harness, vario? Do you know of a new flying site or do you wish to comment or give any suggestions concerning our club activities? Put it in writing and get it to me at least two weeks before each meeting and it will appear in the UPDRAFT.

A New Address

If you have moved to a new address, and are not receiving your UPDRAFT, please forward your new address to me. I have moved and my new address is, 231 Belmont Avenue, Springfield, Ma. Apt. number seven. And my phone number is 1-739-3088.

Trash

The trash is gone! Yes, all thoughts bags of bottles and cans that were collected and placed at the bottom of Mitch'es slot are no longer there!

Income Statement
 Mass. Hang Gliding Association, Inc.
 For The 6 Months Ending 6-30-78

REVENUES:

Club Dues	176.00
Advertisements in UPDRAFT	14.00
Donations	12.00
Profit from Spaghetti Suppers	2.36
Interest Paid on N.O.W. Acct.	39.81
T-Shirts Sales	165.00
Less: Cost of Shirts & Printing	<u>129.97</u>
Profit from T-shirt Sales	<u>35.03</u>
Total Revenues	279.43

Expenses:

Printing Expenses, UPDRAFT	31.53
Postage Expenses	50.12
Bank Service Charges on N.O.W. Acct.	2.40
Miscellaneous Expenses	<u>45.05</u>
Sub-Total	129.10

Extraordinary Expenses:

Cost of Incorporating	80.00
Total Expenses:	<u>209.10</u>
Net Gain	70.33

Thunderstorms

Hang Knowledge

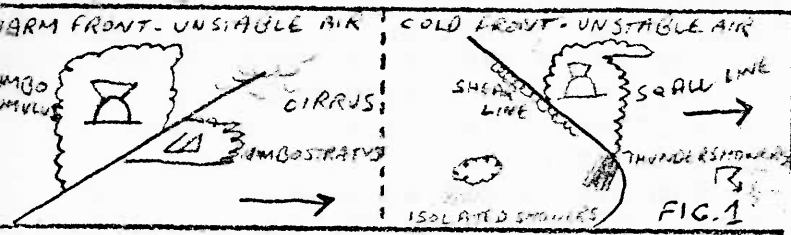
By Mark Droy

Peter shmigelsky and I were at Hane's Hill earlier this summer, taking numerous sled rides and otherwise warming up for the competition season. Off to the west we watched a nimbo cumulus cloud getting darker and threatening, but decided to walk up the mountain for one more sled ride. For our misjudgement we spent 20 minutes in an outhouse next to the launch, waiting out a down pour with winds in

excess of 40 knots. Thunderstorms are not to be messed with. They move fast, producing turbulence miles ahead. Any pilot attempting to out-fly a storm may find him or herself in the hardknocks school of turbulence -today's lesson-how grand a scale nature works on hang gliders are insignificant peices of dacron and aluminum compared to the winds of a sotrm. The pilot is treated just as insignificantly.

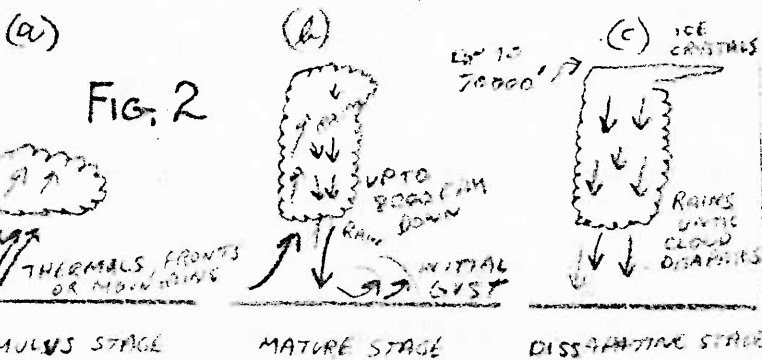
Thunderstorms are associated with unstable air, and can occur in warm or cold fronts (Figure 1)

Figure 2

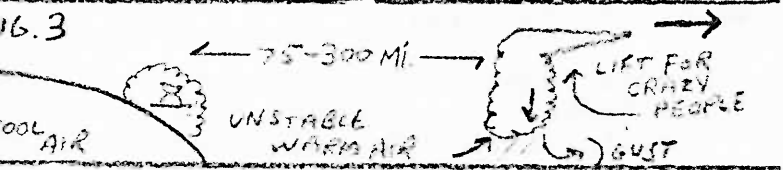


Thunderstorms start in the cumulus stage either from rising warm air (thermals), from a front, or from orographic lift (air lifted over a mountain), reaching an altitude at which it is cool enough to condense the air's water vapor to form cloud droplets (figure 2a).

During the mature stage, (figure 2b), the cloud top continues to ascend until the cloud droplets freeze, or form rain. Being heavier, they begin to fall, creating



downdrafts which may reach velocities of 8000 fpm. As rain becomes heavier, the entire cloud becomes a downdraft. No air is now rising, and the cloud starts to dissipate (figure 2c). The rain diminishes and stops. A single cell of a thunderstorm may be 5-10 miles in diameter. Multiple cell storms are common, such as in squall lines, which may precede a front by hundreds of miles (figure 3).



It has long been known by pilots of power and sailplanes that thunderstorms and squall lines are to be avoided. But some hang glider pilots have thoughts toward soaring riding it hundreds of miles. They are crazy.

In front of a squall line is an area of lift being pushed upward by

the front (figure 3). But to get into this air, you have to launch into it, and pray you survive the initial gust of the storm. When that 8000fpm downdraft hits the ground, it is forced to spread laterally, causing a gust of wind which signals the cautious pilot to go home. This gust occurring miles ahead of the storm can be from 15-30 knots and cause a 40°-180° shift in the wind, as well as a drop in temperature and a rise in pressure. This well defined gust inherently sets up shear layers and their related turbulence.

When you learn enough to envision 5-10 mile wide wall of air coming at your 30 ft. kite, you'll get humble fast.

You may hear stories of pilots surviving flights in of near storms. They are stories of pilot ineptitude and extreme luck, not skill. Don't take chances, avoid the storms, fly safe!!

For more information on storms, read Dennis Page's "Hang Gliding and Flying Skills" or Nelson's "Aviation Weather".

Parachutes

For those of you who own or eventually plan to own a parachute, there is an article in Flying Bull of the July issue of Hang Gliding Magazine. Bill Allen lists five tips on how to care for your parachute. Bill received these tips from Joe Juena who worked for Howie and Bainbridge and is knowledgeable about the kinds of fabrics used in Hang Gliding today. I feel that these tips are worth remembering, so I have listed them below

- (1) Always store your parachute in a cool dry place out of the sun.
- (2) When repacking your chute, be certain it is clean and dry.
- (3) A parachute that is left in a closed car on a hot sunny day is not good.
- (4) If you do not know how to repack your parachute, it is a good idea to have it done by an FAA certified Master Rigger who can be found under "parachute" in the yellow pages or at your airport.

Flying Wires

Flying Wires

Most hang glider pilots know how important it is to keep a critical eye on the condition of their flying wires. Always checking for broken strands (which are usually brought to your attention by surprise when you grab them and also examining the condition of the thimbles, to see if they have been damaged in any way. If they are bent or loose you may be able to carefully shape them with a pair of good pliers. If this does not work, the only other alternative is to replace that wire, with another wire of the exact same length. Thimbles have a tendency to snag on tangs and it is a good idea to straighten all your wires before assembling your glider. When your wires are, (not too tight because they do stretch) walk around the glider and compare the side, back, and front wires for equal tension. When folding up your glider, arrange all the wires in such a way in that they do not wear against ^{the side and} get dirty, especially around the thimbles. A mild soap and a cloth will clean them nicely. If you take good care of your flying wires, they should outlast the life of your glider.

Fortnight at the Nats

This year the U.S. Nationals, at last, came together. The site was optimum, the officials were experienced the weather was cooperative, and every pilot wanted this meet to be the best. It was.

Hyner View is beautiful. Located in North central Pennsylvania, the state's least developed area. This 1300' vertical, westerly facing summit overlooks the village of Hyner and the West Branch of the Susquehanna River Valley. It has taken the local club years of negotiations and months of work to prepare the site. Much brush was removed to facilitate kite set-up and entry to the launch slope.

The landing zone is an old air strip, one of the largest landing areas I've used, and one of the smallest which the western pilots have used. Pilots were allowed to camp along the LZ and use the Susquehanna River for swimming and or bathing. Nationals or not, it was an excellent

vacation area. The camping rules resupposed the nature of the campers bathing suits had to be worn during the day, no fire crackers during competition, quiet hours from midnight to dawn.

Tom Mickie did an outstanding job as meet director. He was fair, polite, stuck with the rules, and meant this meet to succeed. When a pilot would argue a rule during a briefing, Tom would smile his boyish smile and say, "tough, I'm making the rules this year you can do it next year!" And the rules stood. Ten tasks had been worked out for the site although only four were used during the seven rounds of competition.

The atmosphere at such an important competition was unbelievably relaxed. Pilots started loading the canoe racks with kites about 8 AM, two rounds of competition could be completed by 6 or 7 PM, then there was a pilot's meeting at 8PM to discuss the next day's flight task.

After that, many pilots frequented the tavern, conveniently located on the grounds, or participated in some exciting and well self-regulated volleyball games which also occupied much down-air time. On the last Friday of the Competition, the Renovo tourist Association sponsored a free food and beer party, followed by movies brought by pilots, and music by Terry Sweeny and Becky Sucrest.

The weather wasn't perfect, but was a dream compared to pico. Flying in heats of four, pilots maxed out their man-machine combinations for the role of national champion. And the East coast pilots ran away with it. Dennis Pagen, the hometown boy of Pennsylvania, took many agreed there was no one more deserving. The top five finishers were:

1. Dennis Pagen Sirroccoo II
2. Tim Cocker Phoenix 8
3. Sterling Stohl Seagull 10m
4. Steve Moyes Moyes
5. Bruce Case Oly 180

Steve Moyes, being from Australia, was welcome to compete, but could not take a trophy.

Placing in the nationals hold many benefits. The top finishers are invited to the masters in September. The top two were invited to defend the America's cup and four placed for

the world team for the meet in Kossen, Austria, were offered to the top 10.

Two cuts were made before the final rounds of competition, narrowing the field of 60 to 32. Region 8 lost half of it's 6 competitors to these cuts.

But Bob Vicari took 24th in an oly 160, a glider he tried for the first time during the practice rounds- talk about wiring in fast!

And yours truly, Mark Droy took 8th in his "Old" Spyder 192. Peghiny still beat me (so what if he is the masters champion?)

Also representing MHGA at the Nats as volunteers (who made the meet work) were Bill Clark, Bob Cummings, and President Jimmy.

Much discussion will be dome by the USHGA directors concerning future nats. An option proposed is canning it and opting for a national fly-in, with no champions, or (better yet) having the competition in the same place every year, which would greatly increase the efficiency of the meet, as well as give it a base on which it could show some profits.

Hyner View was an excellent place and it proved the nationals can work.

Classified Ads

For Sale: Colver Variometer with altimeter. \$75.00
Odessey Parachute,
brand new. \$175.00

The Vario and the Parachute are owned by Mick Morrissey.
527-9075 67 Brient Ave
Easthampton, Mass.

For Sale: MHGA T-Shirts in assorted colors and sizes. Available at the next meeting. \$4.00 Adult sizes
\$3.50 child sizes

My Apologies

In case you are wondering which you probably are, the August UPDRAFT was never sent to you. Circumstances not under my control, (no transportation, my job, and moving) kept me from completing it and not having it dissappointed club members who would have gone to the meeting, had they been informed.

Labor Day on Mt. Tom

"It was around 3:00 in the afternoon, and gliders were being set up on Mt. Tom. Jim Fankowski was wire launched by John Hayward and Jim went up like rocket. The wind was from the North West and there was a tremendous amount of thermal activity. About ten minutes later, John Dempsey launched and was soon way north on the ridge with Jim. Bill Clark assisted me with a wire launch and the air was starting to fill with gliders. Bill launched his glider, but couldn't stay up very long because his CG was not adjusted properly. He maintained some altitude while flying up the ridge, but then headed for Hicks'es landing field. John Hayward finally launched and was up with us for about a half hour befor he decided to land. John landed down from Hicks'es field in another field owned by some people who saw him land. They were all excited and thrilled that he landed on their property. After a while, the thermal activity mellowed out and the ridge lift was still strong and doing about 15-18 miles per hour. The sun was gradually sinking for the horizon and the sky was clear and cool. I tried to fly upright in my prone harness so I could get more comfortable. John swung up in his harness and flew with his feet on the control bar and Jim was doing some impressive wing-overs. The Sun was almost below the horizon and I decided to land. Jim and John landed after I had already gone for my car and by that time, it was getting dark. There were spectators who watched our flights and we asked for the time. "8:30", someone said, and I couldn't believe it. That worked out to about 4½ hours for Jim and John and 4 hours for myself. Time sure flys when your having fun!