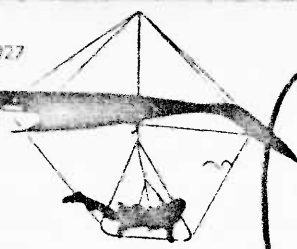


**Mass
Hang
Gliding
Association**



UPDRAFT

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Dave Scheumann, Editor

MEETING NOTICE

This month's meeting of the MHGA will be held this Tuesday the 17th of October, at the ME Bar and Lounge, route 47, Hadley and will begin at 8 o'clock. The topic of discussion will be about a proposed fly-in in the near future for all club members; An evaluation of hang gliding activity at Skinner Park; Ways to make money. How about a party! Bob Vicari is going to show a film on motorized hang gliding and let's not miss it!

PRESIDENT'S REPORT

Jim Burrill

Well, I can't procrastinate any longer. Besides, I finally got my first soaring flight in two months and feel like a pilot again.

The most important information I have to relate is the necessity of checking in before flying at Skinner. The deal was that we would not cause any extra work for the park rangers. It is our responsibility to check in with them and not theirs to keep track of us. If they find that a pilot flew without checking in the result could be the closing of the site!

Now, I realize that they are unlikely to remember an individual pilot

so that one could claim he checked in. But, if something bad happens and they ask to see your rating or they get together and count the number of pilots in the sky.....

If you enjoy the walk up Tom you probably won't miss Skinner. If you like to fly Skinner then follow the rules. To fly Skinner you must have an Advanced or Intermediate rating. Or, you must have a Novice rating and be in the company of a USHGA Observer who will vouch for you. There is no flying on Sundays or Holidays. Pilots should make every effort to not land on the Johnson's property. Don't set up an approach over the Johnson's house or barn (The rotor will screw it up!) Please invite people to move their cars off the Skinner side of route 47. (Maybe we should start asking the drivers for donations - the word would soon get around.) Don't cut down any trees or brush!

As you probably know by now both the club meet and fly-a-thon were a complete bust. What a shame. It was flyable on both days! I talked to many pilots, from our club and the others, trying to get some participation. The story was always the same. Let me paraphrase. "What a drag. Maybe I

will come. If you do all the work I might come and fly. Don't ask me to do anything." I got this from the president of one club!

You turkeys! If you won't go out of your way to help someone - don't expect them to help you. If you want the MHGA to participate in your projects, help out in ours. If you want the landowner to let you fly, do something for him (like following his rules).

Don't expect your club officers to do all the work. They want to fly just as much as you and resent just as much any duty that interferes.

I would like to see the following projects started now to insure success- club fly-in, scheduled club meets next spring, fly-a-thon to generate good will. If enough of you volunteer, maybe I'll have enough time to learn to land upwind.

WINTER, WHO ASKED FOR IT?

Skinner Park will be closing soon for the winter and this means that hang gliding as well as other activities like snowmobiling and motorcycling will not be permitted. Last winter our club received complaints from the park director concerning the use of the park for flying after we had agreed not to hang glide at Skinner until the Park re-opened in the spring.

I ask all club members to cooperate by not flying Skinner this winter. If you feel that this unfair and we should have the use of the park for winter flying, bring it up at the meeting. A change would involve a group of us meeting with the director and trying to work a solution wherever we could possibly on certain ^{days} of the week. The reasoning behind us not being able to fly while the Park is closed for the winter, is that if they go ahead and allow us to use the Park, then they must permit others the same access. That Park sure is a popular place!

BEFORE YOU KNOW IT,

Before you know it, the ground will be covered again with that cold white stuff they call "snow". To some people, winter means shoveling snow, driving on slippery roads, and getting cold hands and feet. Yuck! While to others, it means skiing, snowball fights, new relationships, and even Hang Gliding. Ya Hoo! Of course, in order to enjoy ourselves in this great outdoors of ours, we have to dress warm, especially if you're one of those wild and crazy hang glider pilots! Who Me?? Dress in layers. Wear thermo underwear, wool socks, insulated boots, down gloves, or mittens (mittens are warmer) and a scarf. The more layers of clothing you wear, the warmer you will be. It doesn't take a genius to realize that! A skimobile suit or a wind breaker are good to wear. Your boots should fit loose enough to allow plenty of blood circulation with air spaces to retain body heat. Mark Laversa is planning to wear electric socks. Are ^{they} AC or DC Mark? A tight boot will be very comfortable when hiking, but will make your feet cold when flying. Skimobile boots are great for flying. Your feet never get cold. However, they don't offer your feet much support when hiking. Buy yourself a pair of ice crampons and no matter what kind of boot you wear, never will you slip on ice, especially at the launch where it counts most!

Some of the best flying to be had is in the winter. The air is more dense (making it possible to soar in lighter winds) and ridge lift is often very smooth. And snow makes for soft landing with a little snow up your back instead of grass stains and scrapes! See you in the air this winter. Fly safe, high, and warm!

MARK DROY IN PURGATORY

As most of you know, Mongo is in the Navy now. The turkey ended up at the Great Lakes Naval Training Center anyway. Send him a letter, he's lonely. Ladies, send him some cookies or better yet, send him a pin up picture, he's got a worse problem than being lonely. The address is

SR MARK DROY USN

018385104

CO. 227 23RD DIVISION

RTC/NTC

DIRTY WINGS

What could possibly be worse than watching a black hang glider flying which is made from white dacron? The last time you went flying (whenever that was) did you notice when setting up your glider a large red spot on the sail cloth? No? You didn't? Well maybe that is because you have a red sail. How about a big black spot or something stickly? Tree sap maybe? Does your sail need a face lift? Has it lost that sheen, sparkle, and glow?

Well, you could bring your glider to a car wash. if you don't mind getting yourself a wash and wax job! Or you could fly double in the rain while your co-pilot climbs around with a sponge and a bar of soap. That may be tricky. In case you can not afford a car wash and if you're worried that your co-pilot won't be able to hold onto a bar of soap, put away your harness, roll up your sleeves and go to it with a bucket of warm sudsy water and a sponge. Rinse well and let dry. A garden hose will make the work a lot easier. A mild hand dish-washing soap is recommended with a dose of elbow grease will do the trick.

Dacron when manufactured is coated with a chemical called a sizing. It helps to bond and seal the fabric. With age, dacron will stretch, wrinkle, lose its stiffness and fade its color. However, by keeping a clean sail, dirt and grime will not be present to speed up this aging process, and your glider will look better and fly better longer.

HANG RATINGS

In the latest issue of Hang Gliding Magazine, the October issue, there is a publication by the USHGA called Part 104 Pilot Proficiency System. Just about every question you may have concerning the rating system can be answered by reading pages 59 through 62

CLASSIFIED AD

For sale: 77 Seahawk in good condition \$700.
Dave Scheumann 231 Belmont Avenue Spfld.
1-413-739-3088

I DO!

I feel that I compose this entire newsletter and I do! I am sure that all you club members have something of notable -3-

interest to other club members. This newsletter doesn't represent our club if I am writing all the articles. Do you agree?

HAPPENINGS

Alfie flew to Wilbraham from Skinner. He was attacked by a group of wild, thrill seeking field hockey girls who carried him away in triumph...

Chuck Laversa is back in the area for a visit. He Brought with him his fledgling 2.

Bob Perawhack (spelling must be wrong, sorry Bob.) is back in the area for a visit. California must be really great. Bob came back without his spyder.

John Dempsey is building a new glider. It will have more sail area so that it have a better sink rate and a quick set-up system.

WIND CHILL FACTOR

Moving air can take away more heat from your body than still air. Sound logical? It is. Here is a chart which shows the equivalent temperature in moving air. (EXAMPLE; If the temperature outside is 14°F and the wind is at 25 MPH kite speed you are losing heat just as fast as you would on a day that was 24°F BELOW ZERO with no wind. At this temperature, exposed skin can be frostbitten easily.) Frostbite can happen fast, and it doesn't hurt as much as you think it might (until you start to warm up.) Watch for it.

WIND CHILL CHART

| Wind Speed | air temperature in °F | | | | | |
|------------|-----------------------|-----|-----|-----|-----|-----|
| 0 | 32 | 23 | 14 | 5 | -4 | -13 |
| 5 | 29 | 20 | 10 | -1 | -9 | -18 |
| 10 | 18 | 7 | -4 | -15 | -26 | -37 |
| 15 | 13 | -1 | -13 | -25 | -37 | -49 |
| 20 | 7 | -6 | -19 | -32 | -44 | -57 |
| 25 | 3 | -10 | -24 | -37 | -50 | -64 |
| 30 | 1 | -13 | -27 | -41 | -54 | -68 |
| 35 | -1 | -15 | -29 | -43 | -57 | -71 |
| 40 | -3 | -17 | -31 | -45 | -59 | -74 |
| 45 | -3 | -18 | -32 | -46 | -61 | -75 |
| 50 | -5 | -18 | -33 | -47 | -62 | -76 |