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Mass Hang Gliding Association

UPDRAFT

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MEETING NOTICE

The December MHGA meeting is this Tuesday evening at 8:00 PM. Our usual meeting place is at the ME Bar and Lounge on Route 47, in Hadley, Mass... To get there, take Rt. 9 East from Interstate 91 and then South on Rt. 47 at the Aqua Vita Restaurant.

PRESIDENT'S REPORT

At this month's meeting, Mr. Welton Lenard, the manager of La Fleur Airport, has agreed to come and talk with us. Come prepared to ask questions and answer them.

Wednesday, the 13th, Joyce and I have been asked to "explain" the corporation we are forming. Finally some movement on the club's incorporation!

Dear MHGA Friends:

Well, here I am in the bigtime, if great lakes was purgatory, this must be heaven! (Bill Clarke said it woudl be!!) The base is about 20 miles North of Memphis. Half the base is a school for both Marine & Navy Aviation students (20,000 of them) and the other half is the Naval Air Station.

I've been getting lots of time off (I haven't started work yet, so I only do clean up work 2-3 hours in the morning and have all afternoon & night off), so I've gone down to the airfield once in a while. The other day the jets were screaming over the LZ with about 2000 feet of altitude. Camn, are they fast!! Then they'd roll into a wide (2 mile) 360 and come in for a landing.

There isn't a HG club on base, but there is a shop in Memphis. Some weekend, I'll get down there and check it out.

There are some good articles in the December issues of Popular Science and Home-built Aircraft. PS had an article on the Albatross, and McCready's plans for crossing the channel; and H. A. has an article on the Wright Brother's work on Gliders (I guess they were actually real Gliders) at Kill Devil Hill prior to motorizing at Kitty Hawk. It also has a short Blurb on one of Volmer Jensons powered gliders crossing the English Channel. Both Good Reading!

Heard that you people got your first snow! Down here it hasn't gone below freezing yet, but it's getting colder.

I'll be here for the next 5 months, unless I decide to go to officer's school. I have a whole list of pros & cons of OCS, so I don't know what I'll do with it. The worse I can do is get trained in electronics over the next 5 months.

Hope you are all doing well, and skying out, despite the snow. The first snow. The first time I soared was after a winter's first snowfall, it's beartiful, and if you dress right, comfortable. Y'all be good now, hear?
MARK (Droy... used to drive a jeep... never talked while sober... Remember??)

PARTY TIME

At the November meeting, we talked about having another party in January. Sue McGuire hinted that she will host the party at her Northampton apartment. A date has not been set, but this can be decided on Tuesday.

This letter is in response to the letter our club composed at the November meeting concerning an interest in meeting with the owners of La Fleur Airport:
Dear Jim:

Since our first meeting with Mike Morrissey a while ago, I was unaware that anyone felt that another meeting was needed regarding hang glider/LaFleur Airport traffic but if you feel that one is necessary, I'd be happy to get together with you and the Northampton LaFleur Airport Manager to review what came out of our original meeting.

Please let me know your desires for dates and times and I'll coordinate with the Airport Manager.

Very Truly Yours,

David W. Graham
Aeronautical Inspector

An Invisible Hazard to Light Aircraft

Merv takes credit for the contents of this article. He handed to me at the last meeting, a federal Aviation Agency VFR Exam-O-Gram. Most of the information in this exam does not apply to hang gliding, however there are a few subjects worth mentioning. Wing Tip Vortices is one of the topics and I have presented it in outline form:

What are Wing-Tip Vortices?
They are violent, compact, and fact-spinning air masses which resemble a pair of horizontal tornadoes and extend back from each wing tip. Wing Tip Vortices are often referred to as "prop wash" and "jet wash". We know of it as Vortex Turbulence.

Why are they dangerous?
Should a small, single engine aircraft enter the trailing vortex of a much larger aircraft, there may be enough turbulence to alter the course of or even cause structural failure depending upon how intense the vortex turbulence is.

Under what conditions are they most dangerous?
A large aircraft produces a larger vortex disturbance, especially when approaching stall speed. A large jet liner, when climbing at approximately 420 mph, the peak turbulence is 3½ miles behing and a relatively high degree of turbulence will exist for seven miles. Wind Velocity, altitude, angle of attack and a host of other factors control the intensity of vortex turbulence. The vortices created by a hang glider are not anywhere as severe a powered aircraft, however, pilots who are flying fairly close to each other should avoid flying closely behind another glider.

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