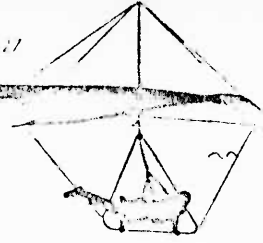


Mass
Hang
Gliding
Association



UPDRAFT

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TWENTY QUESTIONS

By Mick Morrissey

This is a new twist to an old game. There might not be exactly 20 questions but then, you may only need one of the answers some day to keep breathing, not to mention flying, our local air. See how many you can answer:

1. What is "Controlled Airspace," both legally and in practice?
2. Have you ever flown a hang glider in Controlled Airspace?
3. Wanna Bet?
4. What popular local flying site lays smack in a Control Zone?
5. What other local site sends virtually every downwind XC flight into a Control Zone?
6. What is a Military Operations Area?
7. What popular New England site is in a Military Operations Area?
8. Have you ever flown a hang glider in a Military Operations area?
9. What is a Military Climb Corridor?
10. Is there one near your favorite site?
11. What is an Olive Branch Route?
12. What is Terminal Radar Service Area?
13. What three Pioneer Valley sites produce soaring flights into a TRSA?
14. Which local airports do and do not have Airport Traffic Areas?
15. What is an Airport Traffic Area anyway?
16. What is a Restricted Area?
17. And why would an area be restricted?
18. Where can you get the detailed answers to these questions and more for 2 bucks?

How well did you do? Don't feel bad, most flyers wouldn't do any better. Hang glider flyers, that is - everyone

else is required to know this stuff, and you're bound to find it helpful. So here are the answers.

1. Controlled aircraft is that within which all aircraft are subject to Air Traffic Control and are required to maintain two-way radio communication with ATC. For all practical purposes, at altitudes short of the hypoxia levels and away from major jetports like Boston, it consists of the Control Zones around tower-controlled airports. In turn, the Control Zone around a tower airport includes the Airport Traffic area - A cylinder ten miles wide and 3000 ft. high around the center of the airport plus extensions can be seen on a Sectional Chart. In a Control Zone, an airplane pilot expects the tower to inform him of the presence and actions of most (many pilots wrongly assume all) other air traffic. The tower can do this because it is in radio contact with all other traffic, and knows where it is. (Unless a hang glider wanders along.)
2. If you have ever flown Mount Tom, even a sled ride, then you have flown in a Control Zone. The CZ around Barnes encompasses the entire mountain from back to the river, out past Easthampton, all the way out to where the river cuts through the ridge line. This also answers questions #3 and #4.
5. Skinner. Anyone who blows over the back of the ridge is in the CZ around Westover AFB. The extensions of this one run clear out to Quabbin, so there is noway to avoid it if you run downwind from this ridge. Strictly speaking, you're only inside it if you get below 3000ft AGL so to be kosher, you shouldn't run over the back unless you're confident that you can stay WELL ABOVE 3 grand for over 10 miles.
6. A MOA is an area set aside for operational training missions involving

high performance combat aircraft. You can use your imagination about the potential hazards of these areas.

7. The answer to this one is Mount Washington, perched happily in the midst of Yankee One Military Operations area. Technically, Yankee One doesn't extend below 9000 feet, but the launch is over 6200 feet, and there's more to it than that. Yankee One is used for the two majortypes of activities. One is air to air mock combat, which, if you remember all the old WW2 movies, always proceeds rapidly from altitude right down to the deck in the heat of the moment, especially in a remote area like the White Mountains, who's to say that every pilot, every time, is going to break off the engagement at the MOA floor? It seems safe to assume that occasionally someone dips a bit lower. And what if he does break off at 9 grand - heading straight down? Or what if, as often happens, someone lets their eye drift away from the machometer and goes supersonic? Wonder how well a hang glider would stand up to a shock wave from a supersonic jet passing a couple of miles away? That's only half the fun - the other is that Yankee One contains an Olive Branch Route. See answer #11 for this. The answer to #8, then, is yes if you've ever flown Mt. Washington or any of the many mountain sites in that area - or, at least, you flew not far under one, and maybe not under it since the Olive Branch Route goes right down to the deck.

9. A Military Climb Corridor is a slice of airspace, beginning at ground level, reserved for the maximum performance climbout of jet interceptors. Need we say more?

10. At present, there aren't any of these in this local area. However, both Westover and Barnes have been interceptor bases in the past, and since they are both Reserve and Air Guard bases, and since the Air Defence Command is now composed 100% of Reserve and Air Guard units, either of these airports could become host to an interceptor outfit and a Military Climb Corridor in the future.

11. MOA's are for fighters, Military Climb Corridors for interceptors, and attack bombers have Olive Branch Routes. These are strips of airspace set aside for high performance jet attack aircraft to make simulated maximum speed run ins

and bomb drops on the deck. The one in the Yankee One MOA is used by F-111 and FB-111 aircraft, which feature advanced terrain avoidance radar that makes it possible for them to operate at supersonic speeds right on the deck - altitudes as low as 50 feet - bobbing up and down over mountains and into valleys as the black boxes operate the controls and the crews bounce around like beads in a rattle. Those radar sets are no more able to pick out a hang glider from the ground clutter than any other - which is to say, you'd be totally invisible to them.

12. A TRSA is simply an area where radar service is available on a voluntary basis to provide pilots with traffic advisories (i.e. they let you know when another aircraft is nearby.) There's no reason to avoid them, but it's nice to know where they are because they tend to live in high traffic density areas, and they also represent areas where some pilots allow people on the ground to do their looking around for them. Radar, of course, doesn't see hang gliders.

13. Any time you get above the ridge at Talcott, or well above at Skinner or Mt. Tom, you're in the TRSA around Bradley Internat'l Airport, while Bradley Approach is letting everyone flying by believe that your airspace is not occupied.

15. An ATA is a ten mile wide, 3000 ft. cylinder around the center of the airport (tower airports only!), within which two-way radio communication with the tower is required, and which an aircraft should not enter except for landings and takeoffs at that airport. It is part of, but not necessarily all of, the control zone.

16.&17. It is an area within which exist hazards to flight which may be unusual and are often invisible, and often unpredictable. (No, not the Bermuda Triangle!) Places such as military weapons test or practice areas, rocket launch sites, blasting activities, and anything else you or the FAA can think of. MOA's are a sort of restricted area. You shouldn't fly through one unless arrangements are made in advance. If it's a prohibited area, such arrangements cannot be made, and the area must be avoided.

18. This is the nifty part - detailed information about all of this stuff can be had for two bucks by buying a sectional chart from the nearest airport operator. But you don't know how to read a sectional, you say? Fear not - now that we've got your interest, we'll teach you how to read a sectional next month - after you've had the time to go out and get one! For this area ask for the "New York Sectional".

(Editors' Note.- The editor would like to thank Mick Morrissey for this interesting article, and hopes you all purchase sectionals so we can follow the next informative article on how to read them.)

AM WEATHER SERVICE

Tune into channel 57 at 8:45 am, for an in-depth weather forecast. It is called AM Weather Program and can be seen Monday through Friday. Chuck LaVersa will have an article in the next UPDRAFT about this program.

Boston Flight Service

Call: 1-800-962-3550

ONE VIEW

When I first became involved in hang gliding, I idealistically felt everyone should have the opportunity to fly. Fortunately, everyone does not want to fly, which relieves me from the burdensome task of explaining the virtues of flight when I would much rather be experiencing the freedoms myself.

My objective is this; Are you willing to devote your time to teach, advertise, repair kites, and do any other running around necessary to operate a successful club instruction program? You can't get high in half a thermal. A half hearted attempt by the membership would only create a conflict within the organization and still not achieve the purported goals. Any workable school needs total devotion and full participation! Take a good look at your real reasons for flying and try to anticipate your enthusiasm when next summer rolls around before you offer your time by voting for a club run school.

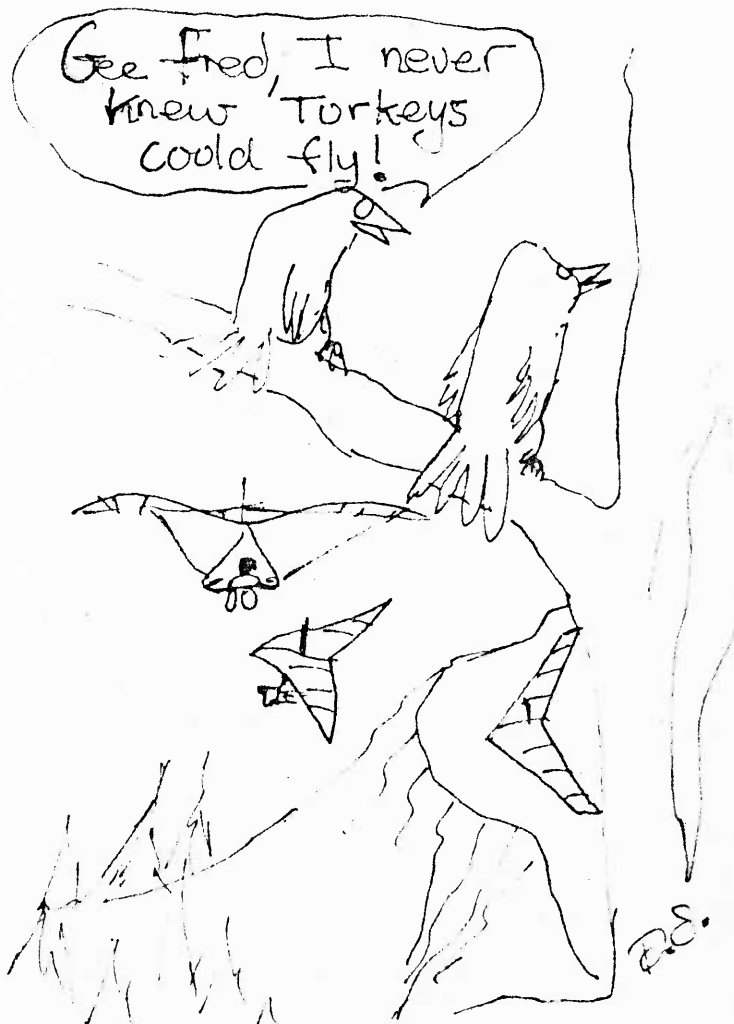
Jim Finkowski

CLASSIFIED ADS

For Sale: 1977 Ultralight Products Firefly. Never been crashed or broken. All original frame, sail, very good condition. Custom sail with split panels. Excellent ship beginner to advanced. Comes with lessons from experienced and certified instructor. \$850. Mark Laversa. Call 586-1067 or come to a club meeting.

For Sale: Olympus 180, new Spring 1978. Easy to Launch, quick in a turn, good condition. Asking \$750. Jim 665-2462

For Sale: 1977 Seahawk in good shape Multi-colored sail with large control bar. Is rigged for both seated and prone. Is an excellent beginner's glider. \$700. David 525-7875



LOCAL STREAMLINES
by Mark La Versa

The latest communiqué from Mark Droy, down in Millington, Tenn, included the news that he'd probably be home for the month of April, ready to fly for a month with the home-hill gang. In addition, the letter included a long and detailed document called the Master Plan. No, we're not taking over the world (yet!). The Master Plan is the long-awaited long range planning guide that Mark has been working on since his MHGA presidency. It's basic purpose is to outline some existing and some potentially valuable programs and alternatives for the direction the club takes in the future. The slightly edited version of the Plan will appear in next months UPDRAFT due to the fact that the twenty page document was recieved so near the mailing date for this one. Our thanks to Mark Droy for his continued concern and input, even though his military duties keep him occupied.

Only four people turned out for the board meeting on March 6th at the ME Bar. Jim Burrill, Jim Finkowski, Dave Scheumann, and myself held a productive meeting in spite of the poor turnout. The meeting was planned and announced at the February meeting in response to the expressed concerns of the membership over the MHGA training program recently proposed. All interested parties were urged to attend; however, none showed up to help propose, formulate, or support any program whatever. The board had no proposal to act upon, and no member input other than the previously expressed opinions from the Feb. meeting.

Therefore there is no training program and no plan for one at present. The board has decided to direct its efforts into several areas where work has been done and results are evidently imminent. Whenever issues or proposals are brought to the attention of the club it is important that the club (its MEMBERS) really make an effort to understand and act upon matters important to THEMSELVES. Otherwise, all such proposals can only fail through neglect. The MHGA is not some nebulous haze of official figurehead, it is its members and can

only accomplish what the individuals in it accomplish.

In other board matters of the night:

Matt Chapman submitted the nominations arrived at (and confirmed by the nominees) by the nominations committee.

The nominees are;

Pres.- Jim Burrill*

V.P. -Dave Scheumann
Mark La Versa

Sec.- Rob Cummings
Matt Chapman

Tres.-Susan McGuire*

(*) Denotes unopposed nominee

The annual election will be held, as previously, during the March meeting. Please plan on being there. The future of the next year depends on it.

New proposals for club activities were also discussed by those in attendance, and several recommendations were made. These included advice to several individuals present to gather more info about particular projects before presenting them to the general membership. Here are a few ideas that were discussed.

1. Continued efforts to have a Memorial Service atop Mt. Greylock are being investigated. At 3487' ASL the peak is the states highest. The top is the site of the Massachusetts War Memorial Beacon, which is that giant stone "lighthouse" . It is the states memorial to all its citizens who were killed in all American wars from the Revolution and Bunker Hill down to the present. It seems only fitting that an important service be held there on Memorial Day. If MHGA can help formulate, or at least help conduct such a service or annual tribute it would certainly be commendable. Citizens honoring their war dead with MHGA help would also garner a shiny public image for the organization. This could even lead to better relations with the state. Other organizations, Veterans, DAR, etc. have, upon inquiry, shown favorable inclinations towards such a service to the community.

2. T-shirts. The board is investigating the possibility of having these produced professionally. This is not to say they haven't been pro quality in the past. Dave Scheumann (and his crew of assistants- Jim Burrill, Matt Chapman, Sue McGuire, Rob

Cummings, & John Hayward) did a great job, and we've received lots of good vibes and compliments from both the general public and the flying public about them. It has just become apparent that it may cost less to have them made, and let someone else have the production headache besides. More details will be available by meeting time.

3. A string kite festival.

Some local legwork and research has been conducted to see if a string kite festival would be a feasible fundraiser for the club. Several area businesses have expressed an interest in providing prizes and advertising, and at least one said it would provide kites and string at cost to those who take part in it. An all day family type affair would attract many people in the good spring weather, and this could be a good chance to get people outside for some fun, make a little profit for the club, and do some great public relations work. This will be developed a little more for discussion among members at the next meeting. That wraps up the board meeting.

We are pleased to report that the efforts of thousands of aviators and concerned citizens nationwide ARE indeed paying off. To wit; the date the NPRM was due to go into effect was pushed from March 5 back to April 5! This is to allow more time for public response and for the formulation and discussion of alternatives to the DOT & FAA plan. The "GREAT AIRSPACE ROBBERY" appears to have been foiled for the moment. This is the plan that would have required approx. \$2500. in radio equipment on all aircraft flown above from 700' in some areas to 1200' and above in other areas. Essentially this would add a great burden to all light aircraft pilots like ourselves. It also held a tide of other requirements to be implemented in the future if it passed. Hopefully they're all foiled now. There will be another mini letter writing session for those who haven't

written yet. Those who have should either have received responses or will be very soon. Thanks to our own concern and efforts we're keeping the sky a decent place to fly. (Applause, applause.)

The UMass Hang Gliding Club is growing stronger, thanks to the interest of some of the local pilots. Their members have, in about 6 months, purchased two standards as trainers, and are purchasing a third now. (ALL have wheels.) The club owns two UP Cloud prone harnesses, a number of books and training aids, and has established itself as a solid organization. UMass HGC meets Thurs. nights in the campus center, if you would like to attend call the campus center for time and place details. If anyone has any copies of GLIDER RIDER, HANG GLIDING (or GROUND SKIMMER) and would like to donate them to the club, or would like to show slides, movies, or experiences with them they'd appreciate it. They are also trying to get students at other area colleges interested and want to open some of the nice training hills around the local campuses. They're sponsoring a footrace for joggers as a fundraiser, with support from local businesses, and may also have an on campus string kite festival.

If you have any ideas for new activities, fundraisers, etc., please write them down and bring them to the meetings. It'd be great to have some fun and promote our club and sport this summer, in addition to all the great flying we're gonna get soon! In this vein, if anyone is interested, contact Mark La Versa if you want to have a spring warm-up for the club at Hanes Hill in N.H. sometime soon. Mark's tel. # 586-1067.

He's also going to organize a slot clean up and a hiking trail check for winter damage in about three more weeks (when the ground dries a little, at least). So be prepared to work a little to help keep our sites beautiful and safe. Thanks.