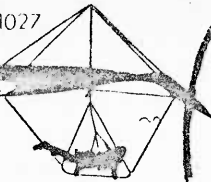


Mass
Hang
Gliding
Association



UPDRAFT

VOLUME 5 NUMBER 5 MAY 1979 © 1979 DAVE SCHEUMANN, EDITOR

The May meeting of the MHGA will take place as usual, on the 3rd Tuesday of the month, May 15th, at 8 pm, at the ME BAR, Rt. 47 in South Hadley, two miles north of Skinner State Park.

PRESIDENTS' JOURNAL

Whoof: " Hey, why aren't you guys flying at Skinner anymore?"

Primo Pilot: " You just aren't looking high enough, boy! "

Matt C.: " Or far enough away! "

That's right, Skinner has been producing some high flight conditions lately. Nothing feels better than that layer of chilled air that we've been encountering as we punch past three grand. Matt C. is convinced that varicos get you higher, seems you can feel your glider being pulled cloudward by the downtube just by turning up the volume! Who's gonna argue with him about it from two grand below?

The big Fig says he got a contact high from Alfie's vario just by being within earshot. Of course, nobody who was still on the ridge at Mt. Tom could find fault with that premise as Alfie and Big Fig sucked up free suds at the ME BAR & SKY PORT, so maybe there is something to this vario story.

Mark L. V. has been listening to a good deal of internal warbling lately, and judging by his last few flights I'll guess that his next purchase will be some binoculars so he can tell who's next on the launch way down there!

Billy C. has put a new twinkle in the local skies with some solid new skills, and we're all gonna have to push out a little more 'cause here comes Murph & Co! Alfie is back in the sky and traditionally high after his confusing ordeal with an in-air structural

failure, and already he's complaining about the extra weight of his new parachute.

Interesting how the power planes have been giving us a little more clearance lately, hmmm?

Speaking of power planes, who's that at 3 grand? Bob Stewart, Mick? Maybe Demps' or Pod, hey! Jack Mac-Millan? Seems Jack has finally met the worlds' most wonderful woman. I figure it must be true because he's been so careful not to bring her out near the wolves at the hill until after the big day in May. We wanna take up a collection for a power amp to go on his vario figuring that'll make it loud enough to be heard over his heart fluttering. Really, we're wishing Jack & Mrs. M. 1000' per minute up forever!

Well, the Mass. HGA skies are continueing the traditions of birds-of-a-feather. The flocks are migrating here from all over the familiar spots. Jeff N. from Hanes, and Harry Taylor from Conn., were up in Mt. Tom wonder winds with some local eagles the other day, despite the fact that every wind indicator from Conn. up to N.H. said SOUTH emphatically.

Jim Burrill? Jim? Ah, there you are! Your presence is requested at cloudbase, sir.

Hey, Doug Weeks came back to get small in his new C5A! The Windward crew have sent there scouts ahead and are home preening feathers right now! The newest promising flock has been passing through from the Aeolus homestead. Keel pocket, keel pocket, keel pocket.

Old "wheels" Droy is getting some sky between dragging us all to the Navy recruiter, but it's just not the same as " anyone for tennis ". (M&M's melt on your roofrack, not in the sky! - Ed.)

Rumor has it that a certain Brooks Ellison has a vroom vroom Icarus V style. Mohawk Trail to Skinner? Only about 30 air miles, hmmm.

Oh, you haven't been out yet this season? Well then, let's get that annual inspection out of the way and put in a short order of sky, my friends! All systems are green and this has been my kind of upbeat month for season openers. Who knows, if things keep going this well maybe even Chester will get above the ridge! Now, if you'll excuse me, Venus and Aphrodite are waiting for expert and attentive instruction!

President Chas.

FOR SALE: 1977 U.P. FIREFLY 174 \$750- Red & yellow sail, rigged prone. Comes with a lesson from a certified instr. Call Matt Chapman @ 586-1067

FOR SALE: 1977 Ultralight Products 174 FIREFLY. Never been crashed or broken. All original frame, sail, very good cond. Custom sail w/ split panels. Excellent ship beginner to advanced. Comes with lesson from experienced certified instructor. Call Mark La Versa @ 586-1067, or come to a club meeting.

FOR SALE: 1977 Sea Hawk 190. Includes large control bar, prone-seated option, and multi colored sail. Best Offer. Dave Scheumann @ 739-3088

WEATHERWISE

This month's column features info that should be very useful this season. We'll explain wind shear, and answer a question about the mysterious sea-breeze front. Remember that the goal of this column is to answer your questions about hang gliding, please don't hesitate to ask anything about flying; if we can't answer it we'll tell you where to get a correct answer.

What is wind shear, and will hang gliders ever encounter it?

Yes, hang gliders very frequently fly in wind shears, occasionally strong shears. A wind shear is the plane along the contacting surfaces of two air masses moving different speeds and/or directions. Two air masses that cause friction by their differences in speed or direction, or both, tend to create turbulence at the level where

the difference is greatest. The friction of the air masses pulling at each other (air does create friction, remember?- see April UPDRAFT- WEATHERWISE on gradients- Ed.) may only cause slight turbulence if the differences in the air masses is slight. However, strong variations between the masses can cause severe turbulence, enough that it has been known to tear light airplanes to pieces. Several weeks ago you may have read about a 707 jumbojet that, was THROWN INVERTED and dove 20,000 (yes, twenty thousand feet!) before the pilot luckily was able to pull it out. The near catastrophe has been attributed to a high altitude shear.

Occasionally we hear or read of "shear soaring". This is in some cases possible if the shear is light and due primarily to a difference in speeds and not direction. An expert and experienced pilot (notably seagulls soaring oceanside cliffs, and between large waves) could, under ideal conditions, convert the difference in speed into a payoff in altitude when passing from the slower air to the faster.

If you are not a very experienced pilot do not fly in any shear conditions. If weather service is forecasting winds that change noticeably in direction/speed, especially at the lower altitudes we fly (surface level to 5 or 6 thou.) then be wary of levels of this shear induced turbulence. And, as always, when you are not sure you are safe DO NOT FLY. Seek the opinions of other, more experienced pilots, and be better prepared beforehand by looking up SHEARS, or TURBULENCE-SHEAR TYPE in your hang gliding books and past magazines. Especially Dennis Pagen's HANG GLIDING AND FLYING CONDITIONS.

Next question this month is this: "Is there a difference between a sea breeze and a sea breeze front? What are they?"

Yes, there is a difference. The sea breeze is a wind that flows from the ocean to the land during the day because the land is warming the air over it more than the sea, causing convection over the land. When the warm air rises from the land, the cooler, denser air over the water moves in to take its place. This in turn becomes heated and the process sets up a steady flow of wind we call the sea breeze. This sea breeze is usually

felt no more than 20 miles or so inland from the sea.

The sea breeze front, however, can cause the same flow to be felt for even hundreds of miles inland from the nearest shore. This is the dominant difference between the two, in addition to their respective causes.

The sea breeze front occurs when a front that has passed by us here (weather moves West to East in this hemisphere) pushes air back inland from the ocean, often assisting the plain ole sea breeze in its run landward. A high pressure sea breeze front is most pleasant for us, because the usual 2 to 4 days of bright, clear, thermally Southeast days means plenty of high altitude gains at Mt. Greylock. (DROOL, DROOL, DROOL- Ed.)

A low pressure sea breeze front usually brings dull wet Northeast winds and storms, hence the name "Nor'easter" is applied to those nasty New England storms. Who wants to sit in the lousy tailwind of an off-shore low pressure, anyways? If you are new to the mountain flying in the area, but are well enough practiced and skilled to fly Greylock, you may get a little firsthand experience with our friend the high pressure sea breeze front this season.

Remember, though, that Greylock is a hang 4 site, and hang 3 with the authorization of certain hang 4 pilots. To fly Greylock call your Prexy. or Brooks Ellison. Come to the meetings for more info about this great site, and study up in your weather books so you'll know when the next sea breeze front is crackin loose the states' best high altitude boogie.

Mark La Versa

P.S. Let me knowwhat YOU"D like to read in this column, ask questions before you get trashed in some strange weather, and it may improve your flying. Otherwise, next month , if nobody has any questions for me I'm gonna get disgustingly drunk, sit at this type-writer, and reminimnisch (hic). You all know what THAT means! So keep the questions comin', y' hea'.

RATING CLINIC

Did you miss it? Sorry you did, but those participating had a GREAT TIME! Sunday, April 22, was a very good day at Hanes Hill in Claremont, NH. The pilots participating in the rating clinic were:

BOB FULSKASKIS (MURPH)
DON GRAVES
LENNY SCHOT
PAUL ROURKE

All four pilots, pending the formality of USHGA processing their papers, have earned their official Hang 2 ratings.

Len and Paul easily worked their way to the 200' plus grass ledge, and Murph, after a day of flawless practice there was rewarded with his first flight from the 400' top launch. This flight he also demonstrated the very good judgement and control he'd been exhibiting all day. As if that wasn't enough, Don showed very good form while successfully parachuting his Dragonfly in from 15' to a softer than soft landing, and Paul and Len continued to put in flight after good flight from the ledge. To top it all off, Alfie Lavertue and Bill Clarke brought their Spyderys along to show what good practice can do. Both easily succeeded in thermalling around while LOTS of other pilots took sleds.

The only way those guys stay on the ground is when they're TIED down! We knew that, but now a dozen and a half visiting pilots (AT HANES) know it too! So MHGA once again flies into the sunset at max altitude after a fun filled and productive flying day. Don't miss the next one, it's gonna be even better!

SKINNER OPENS
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We been waiting awhile to say it, so it felt good to say it again. The new Head Ranger at Skinner is Mr. Roger Ward, really good guy. I met him just recently, and we had a nice talk about the park, the flying, about the damn inflation... Anyways, due to the recent turkey outing on the LAST SUNDAY before the park was scheduled to open (WHATSAMATTA, CAN'T YOU GUYS BE NICE, EH? HOWSABOUT WE TAKA YOU FORA DA RIDE INNA DA BLACK CADDILLAC, EH?) there may be some new rules & regs. comin' down the line. Now, don't kick and scream, but just DO THINGS RIGHT and we won't have any more problems. In the meantime, EACH and EVERY PILOT, on EACH and EVERY FLIGHT, MUST MUST MUST FIND A RANGER & CHECK IN BEFORE FLYING.

.....NO EXCUSES.....

Your board is working hard to get and

keep sites, so if you want to fly,
FOLLOW THE RULES. Hang 4 or 3 is
necessary to fly Skinner, or a qual-
ified 2, with an attending hang 4 or
instructor. There are a few things
in the wind that we'd all love to
see at Skinner, and this new head
ranger is a nice guy, but he can't
help us in any way if the people
upstairs see us (SOME OF US) goofing
on our responsibility. The board will
decide shortly the penalties for
non compliance. So be good, and keep
our sites open. Besides, I can't afford
a black Caddillac yet. Schedule for
Skinner: flying is allowed six days
a week, NO SUNDAYS. The gate is only
open to 4 pm., so DON'T get locked
in. And be your usual courteous selves,
leave your hassles and bad vibes home
when flying. Let's show people our
best, on the ground as well as in the
sky. SKY OUT.

Mark La Versa

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TONS OF VERY LOCAL TRIVIA

Question: Who do you know who has flown every one of these gliders, and has more than 20 hours each on at least 6 of them?

- | | | | |
|-------------------|----------------|----------------|--------------|
| - Zephyr (Zoomer) | Electra Flyer | Manta | Moyes |
| Standard | Sunflower | Fledgeling 2B | Maxi 2 |
| World Cup | Nimbus | | |
| Quasi | Cirrus 3 | UFM | Wills Wing |
| Thermix | - Cirrus 5 | Easy Riser | Swallowtail |
| | - Olympus | | SST |
| Sun | | Icarus 2 | - Alpha |
| Sun 3 | U.P. | Icarus 5 | X-C |
| Sun 4 | Standard 82 S | | |
| Sun 10 | - AS 90 | Sky Sports | Pacific Gull |
| | Redtail | Lark 1 | HA-19 |
| Seagull | Dragonfly 1 | Lark 2 | |
| - Seagull 3 | - Dragonfly 2 | - Bobcat 2 | Sunbird |
| Seagull 3Z | - Dragonfly 2B | Bobcat 4 | Strato |
| Seagull 4 | - Firefly | Kestral | |
| Seagull 7 | Condor | Osprey | |
| - Seahawk | - Spyder | | Bennett |
| - 10 Meter | | Eipperformance | Sky Trek |
| | Starship | - Standard | Pheonix 6 |
| Chandelle | | Flexi 2 | Pheonix 6C |
| Standard | - Aeolus | Flexi 3 | Pheonix 8 |
| | Ariel | Cumulus 5B | Mariah |
| Pliable Moose | | | |
| Standard | | | |
| Thermal Shark | | | |

You're probably thinking that the answer is the whole USHGA by now, but read on for a hint. Who has flown all these major sites?

- | | | | |
|------------------------|------------------------|-----------------------|--|
| Stowe, VT. | - Mt. Holyoke, MA. | Sugarloaf USA, ME. | |
| Jay Peak, VT. | - Mt. Tom, MA. | Mt. Abrams, ME. | |
| Ascutney, VT. | - Mt. Greylock, MA. | - Mt. Washington, NH. | |
| Magic Mtn., VT. | - Mohawk Trail, MA. | - Mittersill, NH. | |
| Gunstock, VT. | Cape Cod, MA. | Mt. Cranmore, NH. | |
| - Pico Peak, VT. | - Plymouth, MA. | - Talcott Mtn., CT. | |
| - Ellenville, NY. | State Coll., PA. | Sundown, CT. | |
| Taconic Trail, NY. | Lookout Mtn., TN. | Morgantown, NC. | |
| Le Sire, France | Raccoon Mtn., TN. | Tater Hill, NC. | |
| Pra Loup, France | Whitwell, TN. | Grandfather Mtn., NC. | |
| Barricatta, Italy | Crystal Cavern, TN. | | |
| Boume La Roche, France | Unterburghorn, Austria | Kitbuterhorn, Germany | |

*THANKS
+ HYMAN
BOBCAT*

Are you getting any ideas? Or maybe more confused? Read on!
Who has:

placed 9th out of 310 competitors from 21 countries in the 1st

World Hang Gliding Championship in 1975?

earned Raven Award #35, second one ever on the South Face of Grandfather Mtn. in 1976?

tied with the designer of his own glider in the 1st Masters of Hang Gliding Invitational Tournament in 1976?

taught hang gliding at the Univ. of Mass. in 1977?

managed a major East Coast hang glider shop in 1978?

is running the most complete flying school, with beginner to advanced lessons and air to ground, air to air communications in 1979?

Stumped? Ready for the answer? One man- Charles La Versa, since 1973, experienced instructor and flyer, USHGA Examiner, Observer, Certified Instr., full time. Service and fine tuning of pilots and gliders, competition coaching. CHAS. LA VERSA 69 Bryan Ave. Easthampton, MA. 01027