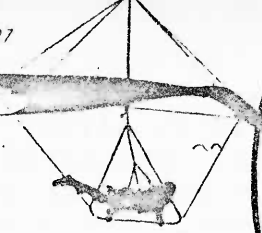


Mass  
Hang  
Gliding  
Association



# UPDRAFT

VOLUME 5 NUMBER 6 JUNE, 1979 © 1979 MHGA EDITOR: Mark La Versa

### Meeting Notice

The June MHGA meeting will be held Tuesday the 19th of the month at 8:00 PM. The usual MHGA meeting hall will be used, that is, right close to the suds of the THE BAR & LOUNGE on Rt. 47 in So. Hadley, MA. At this time arrangements are not complete, but Matt Chapman is trying to get us a speaker from the control tower of Barnes Airport in Westfield. The topic of air traffic and control may be discussed productively even if the rep can't make it.

### PRESIDENT'S JOURNAL

Word is out and spreading fast that the permit system has been reinstated at Skinner. Just fill out a copy of the waiver form at the Ranger station and show your USHGA rating card. You'll get a permit slip back and then must sign into the pilots register every day that you fly when you check in. The register is kept at the Summit House, stop at the Halfway House to check in on the ride up if you think the Summit may be closed.

Greylock is running smooth as silk and giving up a lot more flying than you'd think. I went there twice this month and flew both times, despite weather reports of a contrary nature. Four miles in a half hour flight doesn't feel contrary at all.

I've spoken to several very interesting persons lately to set up some club outings in related areas. We can get quite a deal on two-days-one-night-with-meal rates at Bascom Lodge on top of Mt. Greylock, and with the west face of the Mohawk Trail staring at you from the east side of the valley it's easy to see promise in the air.

Also, there are a large number of Radio Control Sailplane clubs in the valley, and you, as I, may find this an

amazing learning situation second only to a video tape of your own flying. I think a lecturer at our club meeting and a field trip to a local fly-in would be entertaining and enlightening.

Another possibility is a group rate on introductory sailplane lessons. The intro lesson isn't that expensive and we would be smart to take advantage of group rates to see what our fiberglass-feathered friends are up to. It's guaranteed we'll learn something there to make us better pilots.

Well, the Regionals were super! It's not over yet, though. We took a real optimistic view and scheduled four days of flying, two at Hanes and two at Mt. Ascutney, from June 7-10. Well we needed two days of West wind going to Northwest for two more. The order was kinda tall. So we flew Morningside on Thursday, played volleyball on Friday, flew Morningside again on Saturday, and Sunday was a day of R&A (Rest and Argumentation). Well, the Meet Director, Jeff Nicolay, decided that we'd had a good preliminary. In just two days at Morningside we had produced eight task scores per pilot on valid tests of pilot skills, and the field of thirty-eight pilots was narrowed to the top twelve. New England's Dirty Dozen is quite a crew, and there isn't a pilot anywhere in New England who wouldn't think three times about flying against any one of them in competition. There was even one finalist who got so nervous looking around him that he wanted to be exempted from the finals and sent to California based on his qualifying scores! Needless to say, Jeff N. said no and rescheduled the cross country task to the weekend of June 23 and 24 at Mt. Ascutney. Ought to be a very interesting contest. Jim Cobb went up

to Ascutey on June 6th to practice for the meet and climbed to 5500' AGL and flew to Morningside where he had to turn off 3600' AGL to land there ( on the BULLSEYE, no less!- Ed.) for a first time ever done flight of sheer beauty. The mountain has the potential to give the Dirty Dozen a helluva ride!

Well, now, consider this; Jeff is losing money everytime he takes a week-end off from teaching to oversee the competition, and Phil Hanes gave us an incredible discount on camping AND susoended his normal \$5.00 per pilot per day flying fee. Many other people directly involved with the design and operation of this meet lost money doing it. There was no sponsor looking for profits, no advertisement to attract spectaors, nothing but a dedication to Region 8 and a fierce pride that wants the Creme of the Dirty Dozen to come home the National Champion. This is really a pilots competition, for, by, and of, with no other motivation, and every pilot there ( including the nervous one ) has said that it is the fairest, funnest, most well run meet they've ever seen, andfor me that makes a dream come true. Well, gotta leave room for Mongo, see you all Tuesday!

signed,

Pres. Chas.

( Right Arm, Farm Out, Out Of State, & Amen to them woids! Bydaway, does Cream of Dirty Dozen come in a can?-Ed)

( And now an earnest letter from a dear friend and fellow pilot who is serving time---in the Navy! Ed. )

Dear MHGA & Friends,

Catching me at a moment of paranoia and guilt, the 3/4 page blank at the end of Mays "UPDRAFT" hit me like a lack of harness tension immediately after takeoff-I knew I forgot to do something- and that was to write an article for Dave and Mark after saying I would. But first I have some diversions and other stuff.....

Virginia Beach is one of the most beautiful, flattest towns I've ever lived in. It is a big summer resort area; M ain Street is within a few wingspans of the ocean; and with thousands of young "people" ( it's sexist to call 'em women ) converging

here like thermals to Alfie, the place gets pretty crazy. The streets are more crowded at midnight on weekends than during the day. There are even a few hippies and motorcycle gangs to yell "get a job" to! Feels strange to be a resident in a resort town; it has a Cape Cod atmosphere, only the hotels are bigger ( but not wide enough to soar ). But I'd take a quiet mountain over it anyday- they don't make you old before your time.

Oh, yes, I'm still in the Navy, which I do sometimes during the week when things quiet down in town. ( HEY, was I dumb enough to say "serving time" in the intro to all this stuff about Virginia Beach???? Maybe I had oughta READ this stuff people send in BEFORE I type it up!!!!!!-Editor.)

How do yall feel about powered flight? I think the EAA ( Experimental Aircraft Association- Ed. ) should handle it. I feel it's getting REAL hang gliding into trouble. (AMEN BRO-Ed.) Write the USHGA with your opinions- it's your club.

And while your at it, write an article for the UPDRAFT. Iremember when we used to have articles written by members about their first flights at different mountains, or all sorts of stuff. Now it's rare to see a new style of written words. So much for club plugs....

I received my Silver Lilienthal Award, and Matt C. was right, the one I received was #33. Get 'em while you're hot and the numbers are low. It's something to show your grandchildren....

I was really impressed by Chucks ad- I used it as a checklist for the kites and places I've flown. But what about Hanes Hill and Bobcat Ski Area, Chuck? And is it true that you have 1500 flights and 40 hours in a POPULAR MECHANICS homebuilt? Come on, you can tell friends.....!

As you can imagine, having my hours per month drop to about .2 lately, writing an article is painful.....

So is reading GLIDER RIDER ( every word ). So the best thing to do is dig into some old stuff snd submit it as a change of pace. It was written in 1975, long before I first flew with a hawk. Now they just seem like birds....

Y'all Be Well,

Mark Droy

PAUPERS FLIGHT

by Mark Droy (Spring 1975)

He perceives the fading night  
 As so many times before  
 And watches the sun  
 Giver of light  
 Provide the day he waits for.  
 In the valley a wood thrush sings,  
 But he, the hawk, is silent.  
 From his mountain aerie he wings  
 And slowly,  
 Gracefully,  
 With wings spread wide,  
 Ascends and circles quiet countryside.

Now high above his perch he soars  
 In space where he is King  
 And I, the pauper, far below  
 Having unfurled my dacron wing,  
 For a moment,  
 So brief a moment,  
 Mimic the stately King.

FOR SALE: 1977 Seahawk 190. Includes large control bar, prone seated rigging option, and multicolored sail. Best offer. Dave Scheumann @ 739-3088.

FOR SALE: 1977 UP FIREFLY 174. Red and yellow sail, rigged prone. Comes with a lesson from a certified USHGA instructor. Matt Chapman @ 586-1067.

FOR SALE: 1977 UP FIREFLY. Never been crashed or broken. All original sail and frame; in very good condition. Custom sail with split panels. An excellent ship beginner to advanced. Comes with a lesson from experienced certified USHGA instructor. Mark La Versa @ 586-1067.

FOR SALE: 19' SUN Standard with seated harness and helmet, at low price. SKY SPORTS Bobcat 3- 205. New, new, new. Just too big for its owner. UP Redtail 18' with seated rigging. Flies really well. Very clean and well maintained, at a low price.

For more info or a flying date with any of the three preceeding gliders please call Mark La Versa @ 586-1067.

FOR SALE: SKY SPORTS Lark 18' Standard. Low price. Seated rigging and coverbag. Call Jim Burrill @ 665-3261.

Secretarys Report

by Matt Chapman

May 15, 1979 MHGA meeting.  
 Meeting open at 8:15 PM. No report was read by the secretary due to misplaced minutes from last meeting. Treasurer reported a balance of \$119.50 after the purchase of a keg of beer. Flight director reported that due to poor weather the Fly-In was resheduled to the last weekend of June. Discussion of getting out UPDRAFT sooner- by second week of month. Secretary gave VP's report on the T-shirts and possibility of the Pine Rest as a meeting site. Discussion on new meeting places- some proposals were: Moose Club in Northampton ( behind Caldors ), and the Pine Rest. Will vote next meeting on Moose Club.

Murph asked club to allocate funds for landowners waivers. Murph also reported about calling Barnes Airport before flying Skinner or Tom on likely soaring days. Barnes # 562-4582.

Pres. discussed current relations with the FAA and proposes that members find material on the power of the Mass. Aero Commision. Three who would check are: John Hayward  
 Susan McGuire  
 Murph Kulisaukis

Pres. discusses Skinner Park opening and new rules, particularly the no flying on Sundays or Holidays rule infraction and punitive measures. The last group of violatirs were on suspension.

Discussion on new club cards- decision to use old cards.

Murph discussed the L/D meet at the Huntington site and will have more info at the next meeting.

Meeting adjourned at 10:05.

Notes From All Over The Place

The Flight Director had rescheduled the MHGA Interclub Fly-In for the last weekend of June just bsfore he left for Wyoming for a couple of weeks. He was unaware at the time that the Conn.HGA has had their interclub Fly-In set for that weekend at Talcott in Avon. Since the goal is to get the clubs together for a fly-in, no purpose would be served by both being scheduled then. In Jim F.'s temporary absence the fly-in should be rescheduled at the discretion of the members at the next meeting.

The demo/display at Hampshire Mall as some of you may have noticed did NOT come off. Matt C. volunteered his FIREFLY to hang from the ceiling so we'd be able to display a more current design ( thanks so much for volunteering your kite, tho, Susan ). The Mall people waited until the night before to make their return call to make the arrangements, and Matt and Mark went out the next morning with the FIREFLY to set the display up. After three hours of being told that someone else would "take care of us", during which the people who were shuffling us back and forth one to the other mostly sat around drinking coffee, we finally got someone to grab a maintenance guy to hang the glider from the ceiling. BUT, that wouldn't work either, because the "heavy duty" ceiling hooks which were supposed to hold the 45 lbs. of glider could not support the weight of the 50' of poly pro rope that was to tie the glider up, and they pulled out of the ceiling.

So then they asked me to just leave the glider in the floor set up. "We have really good security men to watch it, and we'll rope it off", said Barbara Leary, promo director. No one from the Mall, however, would guarantee the safety of the glider in writing. They wanted the free promo and display and blasted about the hang gliding demo on the radio for a couple weeks and they wanted us to leave it on the floor with a rope around it and wouldn't guarantee its safety despite their insistence that security was great there. If it was so safe why didn't THEY have faith enough in their security force to put it in writing. To us that did not seem an unreasonable request. They would not guarantee its safety, and generally proved to us that they were incapable of handling the event, and that it appears they're only out to use any measure to get customer bigbux in there to shop. The much wisened team of V&M packed up and went home, never to visit Mall-land again if they can help it. So much for that.

Things haven't gone well at all in the T-shirt department either. Seems everybody wants your business until they have to commit themselves. So your VP is taking the T-shirt order elsewhere, namely to M. Forte. Guess he shoulda shopped around inna first place, right?

Sorry it takes an army to get things done, but one thing is being learned for sure, if you're nice and polite and understanding people will push you to your wits end limit. So it looks like we just have to be polite and considerate while being a little more demanding of those we do business with. After all, they're supposed to be Earning their profits. I recommend that anytime anyone does the work of making arrangements for the club in any endeavor that they get every word and punctuation mark on paper and signed by AUTHORIZED reps of whoever it is you're dealing with.

Which brings us to the next problem: WHATEVER HAPPENED TO INCORPORATION? Well, I'm sitting here typing with the phone cradled on my shoulder by my chin listening to the same d----- ringing I've been getting out of every number I've tried with those fools this month. Seems that since they cashed our check in late winter and made several local inquiries thru the spring it appeared the state offices were finally processing us. Now they don't even answer their GD phone. If anyone else wants to try and get an answer, here are the #'s.

1-617-727-4176

1-617-727-9643

1-617-727-4274

1-800-392-6089 , toll free and a lotta good it'll do ya 'cause they don't answer their phone either. As VP I strongly recommend that we turn our efforts not just to getting incorporated, but to getting every as----- in that office canned. Sorry, just righteously PO'd. Does anybody know any cheap hit men in Boston? \*I'll keep trying with Boston, and recontact Phil Vachon, the lawyer, about it all, but it seems like we're getting the Royal Scam. Does anyone know any other way we can try to get satisfaction? I may personally put out a reward for the person who can get a straight answer, HELL, ANY ANSWER, out of the present offices of the state that are SUPPOSED to be dealing with this stuff. Please call Mark L.V. with any ideas or helpful alternatives that you can dig up. Call @ 586-1067.

( \* JUST KIDDING  
MR. FBI MAN, SIR

LETTERS TO THE EDITOR COLUMN

Dear Editor & UPDRAFT Readers,

I think its a darn shame that only a bare few of the members write any articles or letters or even complaints to the UPDRAFT these days. Everybody seems to want to see articles and good info on club activities in the UPDRAFT, so why don't they WRITE SOME? Or even WHY DON'T MORE PEOPLE CONTRIBUTE TO THE OPERATION OF THE CLUB AND CREATION OF NEW EVENTS AND ACTIVITIES SO'S there'll be more things to WRITE ABOUT?

It doesn't seem hard for people to open their mouths and complain about how little gets done and how long that takes, but mostly it seems people have little help to offer or valid alternatives to put up for consideration.

Whatever happened to the thrill that pilots used to experience when they first learned to soar, or first flew a high mountain or a soarable dune? Is flying itself becoming passe'? I don't think so, but that's just my opinion.

I mean, where is the enthusiasm we all used to show? Why don't people care to formulate new ideas for ways to improve the club, the sites, the public and state relations, the SPORT AND ART OF HANG GLIDING ITSELF??????? Doesn't anybody care anymore????? Or will the majority always be satisfied riding the coattails of their hard working officers and board members and a few active club members who do most everything for everybody? It's enough to make ya sick. When we all need something done only one or two do it.

Next time again only one or two do it. After dozens of things have been accomplished, or at least genuinely tried it becomes apparent that it's the same half dozen or so that ALWAYS DO THE WORK. Lots of people said they'd look for a new meeting place, or would at least think of places to suggest, and once again those same few came through with the names and places, and I ATTENDED the meeting where no less than 6 or 7 people said they'd check each in their respective locales. I've been an active and paying member for three years, and hung out and came to meetings for a year before that with people who've been members much longer, and this is the worst I've ever seen it. We, who are the MHGA, have a potential to really

make the MHGA strong in its stated goals. We have dedicated ourselves to recreation, education, health, and the pleasure and business of exploring and encouraging the art and science of low speed ultralight aviation. That and much more is possible if only more members will really get involved. Oh, we've all heard it before, and we've all made resolutions to do better in the future, and some few even have made good on it, and thats wonderful. A few more hardcore workers have emerged from the pack lately. But it doesn't appear to be enough of us. We need to do as much for ourselves as we can, and all our other responsibilities notwithstanding, not a one of us can afford to not do something in EARNEST, HOWEVER SMALL IT MAY SEEM TO BE. Just making suggestions, putting in a call or letter on occasion to state reps and the Congressman and Senators, getting off a communication to the USHGA ( HANG GLIDING MAG), GLIDER RIDER, the FAA, the EAA, or to your local grassroots hardcore and weekend warriors via the local newsletter is not so much to ask, is it? If you don't have any idea of what needs doing or how to help the club then don't be shy, ask your officers at a club meeting, volunteer for committees to organize events or efforts and then put a little elbow into it. Don't bite off more than you can really do, then really get steamin' on what you can do. And at least try to show up at meetings, they're only once a month and you can sit down while it goes on. Some people who always loved to can't because they work nights now. Some people who can't do much work for the group because of genuinely excessive loads of responsibility have nothing to be ashamed of. BUT WHERE IS EVERY ONE ELSE???? ( Apologies to those who we all know do their share & more).

Well, let's see if we can't all do a little better, we deserve it don't we? And the subsequent issues of UPDRAFT will be out ahead of schedule, so please send in all those letters and articles and questions for WEATHERWISE ( which I hope you noticed was missing this month, did anybody read it??????? ) early, or I'll just save 'em for the next issue.

Meanwhile fly high & safe,  
Mark L.V.

Thanks mango,  
will write soon.  
working again. be well  
mark L

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