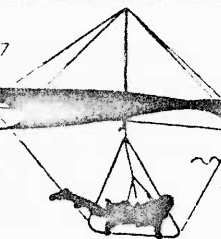


Mass
Hang
Gliding
Association



UPDRIFT

THE NEWSLETTER OF THE MASSACHUSETTS HANG GLIDING ASSOC., INC.

VOLUME 5 NUMBER 11 NOVEMBER, 1979 © MHGA, Inc. Editor: Mark La Versa

MEETING NOTICE

The November meeting of the MHGA, Inc., will convene at 8:00pm at the Northampton Moose Lodge on the 14th. PLEASE NOTE: THE 14th IS THE SECOND WEDNESDAY OF THE MONTH. Due to many requests from the general membership the board has moved the meeting to avoid a conflict with the Thanksgiving Holiday. Many people will be leaving the area Wednesday afternoon, and others will be receiving guests then also, and therefore would miss the meeting if scheduled the eve of Turkey Day. This change is ONLY for this month, however.

On this month's agenda:

Chucks special session on the USGA PILOT PROFICIENCY SYSTEM returns. This session starts 1/2 hour before the general meeting. All interested parties are urged to attend.

Discussion on the possibility of printing club sweatshirts.

A general review of local records, and state records, and corrections thereto.

A report on Chucks talk with the Westover officials.

Flight Director Jim Finkowski will share recently acquired flight figures with us, and report on the closing of Shattarack.

An informal harness clinic will be held, so bring your harnesses if you think you'd like them adjusted, safety checked, or modified. Also, those who have made additions, or

modifications already are encouraged to demonstrate their improvements, so bring those harnesses in, too.

Mark will be showing his freshly processed slides of the trip Chuck and he took to the West coast this summer.

PRESIDENTS JOURNAL

Howdy, here we are again...early even! The fall soaring winds have followed the example of the foliage this year; a little late coming and not quite as brilliant as usual. However, we have had a number of good days. The most notable recent one was Nov. 4th at the Mohawk Trail. Brooks, Bob V., Alfie, Bill C., Doug, and Tim Donovan had a great day with many gains of several thousand feet each.

Grim and Jim B. did up Mt. Tom the same day (and unidentifiable EastMass pilots too), and twenty Umass HG Club students did up the slot.

Fortunately, that wasn't the only day we've had recently, but it's a nice one to note.

I received a letter from the officials at Westover Air Force Base the other day. They would like to meet with me to discuss the airways with an eye towards safety, and I may have more on this at the Nov. meeting. Nice to know they're thinking of us. I hope they'll have some good speakers for us, or

some other spinoffs for our edification.

I sat down to draw up a Master Plan for next year, and decided it was senseless to do it without input from you, so here's your chance. I will be collecting your input at the Nov. meeting. In the interest of organization and simplicity, if you would write down your thoughts, clearly and legibly, and leave them with me, I will review and organize them for further discussion at next months meeting. I hope to get from each of you a brief description of what you would like the club to do or explore in the future. I hope that this will help us outline our interests and goals. That in itself is the first step towards realizing our goals.

In the interest of recovering the organization and direction we had before the " California Lapse " we will resume meetings of the Board of Directors. The next board meeting will be Dec. 5th at Marks house in Northampton, at 7:00 pm, and will be held the first Wednesday of every month at that same time at alternating board members houses. These meetings will be open to board members, committee chairpersons, and others, according to our bylaws.

HEY! I think it's soarable, see you later.

Pres. Chas.

SECRETARYS REPORT

The October meeting was called to order at 8:10 pm in the downstairs bar due to a Teamsters meeting in the hall upstairs. (Knowing how unions are, we figured the evening would be over before a settlement could be reached if we disputed who would get the hall!!!) Mark reported that all the T-shirts had been picked up from the printers and are on sale for a mere \$5.50. So many sold he got orders for more. Therefore, the most popular sizes and colors have been reordered, and should be ready for pickup at the next meeting. Minutes from Sept. were omitted as the Secretary missed that meeting to attend the UMass HG Club meeting.

Chuck reported on the Haines Hill Intercollegiate Competition,

the 2nd annual, warmly hosted by those nice folks from both Lowell and from Morningside Recreation Area. This event was open to all college students who are members of USHGA, and over 60 pilots from all over the Eastern U.S. and Canada attended.

Murph announced that he and Lenny would host another L/D Meet at 40 Acres on Oct. 21st. Sue McGuire, Assn. Treasurer, reported \$24. in the treasury- time to buy a club launch and LZ somewhere? Aeolus people will receive a copy of the UPDRAFT by vote of our members. A work bee for the Greylock launch was scheduled for Nov. 4th. MHGA, INC., sweatshirt proposal will be discussed at the Nov. meeting. Congratulations to Lenny and Murph on earning their Intermediate (3) ratings. Chuck will present the next segment of his famous hang rating clinic 1/2 hour before the next meeting- don't miss it. The meeting was adjourned at 8:30 pm.

Matt Chapman, Sec.

LOCAL STREAMLINES

A little birdie recently dropped some good news regarding Jim Burrill. Seems that JB, on the most recent of his business trips to sunny CA., had stopped by Ft. Funston to watch the flying, and the result is that he logged about 1/2 hr in a borrowed Oly, and top-landed to boot!! Our congratulations, Jim. As it was related by the little birdie, JB offered a pilot out there a hand unloading the guys glider from his car, and they had a friendly chat while the fellow set up.

When they'd gotten to know each other a bit, the Westerner offered JB his Oly to fly! Well, after a checkout with a local site monitor, and a couple glides to the beach to familiarize himself with the Oly, Jim got into the Oly once more. This time things had picked up a bit, so JB soared around and explored the site, the Oly, and some new perspectives on flying, I'm sure. Ignoring the beach, he brought the hi-performance machine around behind the launch, as is usually the place to do so, and

executed his very first top landing! As if all this wasn't wonderful enough, imagine the smile that musta pasted itself across Jim's mug when the guy gave Jim his number with the invite to call up and borrow his glide whenever he gets back out there. Sounds like JB is gonna be just itchin' for his next boring business trip. Congratulations on all counts, Jim. See, everybody; there're lotsa nice folks in the wild west.

Well, the student members of the UMass HG Club had a field day recently, in Mitch's field. Two dozen of their neophyte flyers, friends, and random local pilots enjoyed virtually ideal conditions on Nov. 4th. The event was the first Fly-in held by the UMass fliers, and came off really well.

Although it had been intended to include some form of competition all the flights were pleasure and practice. I guess the most important wins are the personal achievements of the individual on the road to the goal of sustained free-flight. That's what flying is really all about, isn't it?

The UMass club, as a whole, is progressing. It was a real pleasure to see them mingle with MHGA fliers there for the good practice, too. There will be more UMass events like this, we'll keep you posted.

On the 24th and 25th of this month, right on the heels of Thanksgiving, there will be a competition at Ellenville. Brooks E. was in NY recently, and carried back an invite/challenge from our fellow pilots there. We hope to have a good showing, so let's try and get everyone who can to attend. THAT takes care of the quantitative issue, now the QUALITATIVE one. To wit: it's been some time since the "WEST COAST BOYS" (Def: any exported pack of MHGAers, from the WEST "COAST" of MASSACHUSETTS!) ran thru Ellenville scarfin' up the

ultralight loot, pillaging the local thermals, and generally creatin' livin' legends an' stuff like all that. YEAH!!! So let's all git on down and roil the sky in ole E-town with the rest of 'em. And for those who need added incentive, JJ LaMache (SORRY J, I only know what it sounds like) recently swooped like a norseman down outta the green hills of Vermont and sacked the skies of NY, taking hold of the precious XC Record booty and hefted home the story of his 36 mile flight. Good goin', JJ, an' here's hopin' you'll get an excuse to come back and try to break an even newer record very soon!

Remember gang, Thanksgiving was just MADE fer eatin' turkeys, so let's go to Ellenville and FEAST UP!

Plans for a MHGA.INC., December Event will be discussed at this coming meeting, so get your little thinkers' helmets on. A Fly-in, Mini-Meet, or what ever, would get the group out in the blue sky for a day. A Yule party sounds like a good idea as well. Bring your ideas on in, and lets make some more good times.

Word from other New England pilots has reached us about a recall. The AEOLUS people produced some SUSPENSION LOOPS and AEOLUS PRONE HARNESES that had "defective stitching". That is, people have reported they are pulling these items apart with bare hands. Jeff Nicolay was witnessed as doing so, as well as others reported from Conn. and elsewhere.

If you have recently purchased AEOLUS built equipment, or have any doubts about any AEOLUS product, PLEASE contact them and find out if what you have is defective and under recall or not. If that's not possible, I suggest getting in to see anyone else who manufactures, or repairs this equipment and have them check it out for you. BE SAFE, CHECK IT OUT.

Don Graves is hospitalized at NOBLE HOSPITAL in Westfield after a bizzare incident at Mt. Tekoa (Shattarrack) recently. Details in next months UPDRAFT following a USHGA investigation of the unfortunate incident. Sorry, I couldn't get a

room #, but if anyone sends a card or letter c/o the hospital I'm sure they'll see that he gets it!

Well, if you weren't there then it looks like you MISSED IT! Those who made it had a GREAT TIME! "WHAT?" you ask. The MHGA. Inc., 2nd L/D MEET, that's what.

On Oct. 21, according to schedule, the MHGA Inc. held its' second club meet of the season. The weather, as may be getting to be a habit, put up some excellent conditions. By about 10 am over a dozen people showed for the event, and throughout its duration people just driving by stopped and watched, and asked a lot of good questions. Many fliers had donned their snappy lookin' MHGA T-shirts, and many spectators commented on their shirts as well as on the colorful and attractive gliders.

So off into the air the 9 pilots flew, each familiarizing himself with the site and course. Murph and Lenny, who organized the meet and set up the course, then gave a quick rules briefing ("fly straight out, hang a right at the pylon, and land standing up,OK?").

With that outta the way in about 40 seconds, the flying commenced in earnest. Steve La Vertue was the landing zone judge, and after measuring the distance achieved would radio the #'s up to Peggy Mulvihil and Ginny Kos. These two kept the scores and acted as launch directors. Our collective thanks to Steve, Peggy, and Ginny, for the fine work.

So after the smoke of several dozens of flights had cleared, the results were determined to be thus:

1st- Mark La Versa

2nd- Lenny Schott

3rd- Doug Weeks

4th- Matt Chapman

5th- Murph Kulisauskis

The top 5 took home assorted donated prizes, but everyone took home a fatter log and warm memories of an excellent day together. Also participating in the days' fun and flying were these happy people: Ed Batakis; Alfie LaVertue; Jim Hollander; and Bill LaCaprucia.

After the L/D Meet the group retired to the Russell Inn for a real good meal, some brew, and general socializing and war stories. Everyone had a great time, and we got to visit with Murphs sister a bit, when she rode in on her new 350 Honda. She was out ridin' for the day and missed the meet, but she dropped by to say " Hi ".

So don't forget to bring your ideas for the December Event to the Nov. meeting. These really are the good ole days!

GOT ANY NEWS, VIEWS, OR BLUES? Lemme hear from ya, and we can keep the UPDRAFT fat and informative,OK? Write or call:

Mark LaVersa/UPDRAFT Editor
386 Pleasant St.
Northampton, MA. 01060
(413) 586-1067

VP's RAMBLINS

So what else is new in this busy month? Well, for starters, it's that time of year when roads start to get closed. Right after the Oct. meeting Murph was notified that the land owner at Shattarack had closed the top of the mountain. His road was totally ruined by the four-wheelers and dirt bikers, and the top was beginning to get trashed, too. He had no complaints about us flying from there, but closed the area to everyone. That's his land and that's cool, even if we regret the loss. Just when we were formulating plans to help him reconstruct the road next spring, we hear about a severe accident at the forbidden site. We're not so sure if we can help the guy with his road, get to let him know us, and get the site back after bad news like that. We'll have to wait 'til spring to find out. We'll have details on that accident (Don Graves went down hard- see Local Streamlines this issue) by next month.

Skinner Park is also closed now, on weekdays anyways. We've been over there on recent weekdays only to find things all locked up. Last two

weekends we've been there and the gates have been open. Nobody seemed to be around to find out for sure what the program is, though. Maybe I'll be able to contact Roger Ward by meeting time.

Anyways, be prepared to find the park closed anytime from here on. OK? Remember, it's not just closed for a third of the year. IT'S OPEN FOR TWO THIRDS OF THE YEAR. Right? Right.

Dave Scheumann dropped by two weeks ago with a welcome package. Dave, busy as he is with his new job an' all, went out of his way to deliver the existing paperwork on all kinds of stuff into my eager hands. Thank you, Dave.

Included in the suprise box were old historic letters, lists of importance, and the local flying records. By meeting time things may be sorted out so we can review some of this stuff. If you have any record claims, or word of anyone elses, don't forget to write 'em down and bring 'em to this meeting, in case. In fact, bring your logbooks, so we can get the heavy specs to Flight Director Jim Finkowski for his club stat sheets. Thanks.

Mark Droy, sunning himself in the Mediterranean Sea, wrote to say "Hi, everyone". He's shuttling emergency pizzas in and out of Italy, and other top secret stuff. It's all real exciting, anyways, an' he says he'll likely be home on Yule leave for a couple weeks. So get ready for Cherry Bombs and Beers, gang. Mark LaVersa, VP an' stuff.

ANOTHER WORTHY ITEM

(Your Editor goofed, and left this item out of the Pres.' Journal by mistook. Sorry. So here it is, in a little ~~hot~~ flash news flash.)

Many thanks to Susan McGuire and Alfie La Vertue for the hard work that went into a successful costume party this Halloween. The majority of the partyers donned outrageous

costumes for the event, and we all had a real good time. Alfie picked up the clubs keg and accessories, and Susan made food, food, music and fun at her Pleasant St. apt. Thanks you two, and thanks to those who came to enjoy.

THE INCREDIBLE BULK RIDES

The Incredible Bulk, as many of you know, is a red '72 Chevyvan that resides at the Hang Hotel in N'Hanpton and regularly transports eager, hard-core pilots to wherever the flying is happening at any given time.

Rough on the outside and casual but comfortable inside the "Bulk" is totally geared to "hang-a-vanning"; especially with air shocks, posi-traction, and a newly implanted 350 V-8. Besides its regular duties it has also served as a part-time, portable residence, infirmary, hang diver repair shop, competition headquarters, nursery, entertainment center, bunk house, locker room, beer joint, and sexual encounter playpen.

Always eager and dependable it starts first turn of the key and points its battered grill in the direction of the nearest (or dearest) flying spot that's doing it. The following are exerppts from the log of the Incredible Bulk.

16 July, 1979.AM. Off to the races with Doug, Matt, Mark, Peggy, and Chuck. To Huntington over a road that was last paved in 1845. Sunny and flyable for the 1st Murph & Lenny L/D Meet. Depending on who you're watching that can mean lift/drag or Learning Disability. Two little kids immediately decide I'm a playpen, the officials immediately decide I'm a headquarters. Now it rains like hell and I'm the only dry place around. WHEW! Sunny again and they're flying. Jeez, Chuck is making the rest of those guys look funny. Hope he flies into the trees, I want Doug to win. A great day of rain and sun, fly and sit as the deluge finally begins in earnest as the last flyer pant-pants up the hill.

28 July, 1979. What a day! I don't know how much more of this I'll take. Took 3 hrs to get goin' waiting in front of various houses. Greylock?

Pretty (a long climb, too!) but no go. Oh yeah, now the grumbling starts. How about Mohawk Trail? Good, the gliders are off the rack and into the air. Carried a real load today, Mark, Murph, Lenny, Bob Stewart, Stephanie, Rea, Chuck, and Doug. A sled ride in ripple free air and a couple of Domestic Squabbles later everybody's safe at home and I'm bone tired.

24 August, 1979. Off bright and early buckin' a headwind to White Cliffs. The exhaust system fell off on I-495, but Murph jury-rigged it. Good goin', Doug. You just had to off-road it, didn't ya! There goes the tailpipe again!

35 gliders on the launch as it gets flyable. Up to 12 in the air at a time. Mark specks out and heads South. Doug specks out and heads North. Both land in heavy traffic. Murph "specks out" at 50 feet and decides he's aerial photographer extraordinaire. Lenny does a creditable job for his first soaring flight ever. Watch that boy! I don't know about that Murphy guy; every time he comes with us I get roughed up. Last trip my left eye fell out, now my exhaust system needs shoring up. Chevy Trucks Built Tough To Stay Tough! P.S. Mark is awfully quiet.

6 Sept, 1979. A day at Claremont. Quite the hang glider site! Only 6 gliders and 6 pilots not a bad load. Doug and Mark have a "spot-for-a-beer" contest. Mark lands wide and Doug dead-eyes the spot but sacrifices a deflexor thereby handing the laurels to Mark. Dougs 18 hour flytex cross your heart living harness seems to work well. Murph marginally soars while Lenny waits for somebody to test fly his glider. Got the married guys home on time.

7 Sept., 1979. Jeez; 9 pilots and 9 gliders at Claremont! Party! Part time soarable conditions with Chuck eating it up in his Fledge. Doug's playing with his parachute doll dropping it 300 feet over the training hill. The 18 hour harness falls apart on the launch and again in the air. Shazbott! Nothing works; now the parachute

won't open and the little polystyrene toy soldier plummets, " Oh, no, Mr. Doug! "splat! On the way home it's 9 guys and 10 gliders--Holy smoley!

21 Sept, 1979. 2nd Lenny and Murph L/D contest at Huntingt n. Darn that road! Great day though! The wind is just right for real valid speed to fly tasks. Doug is the guy to beat through the first round of competition but he outsmarts himself and watches grimly as Mark thermals at 50 feet to steal the bacon and Lenny " The Streak " Schott burns to 2nd place. I donated a free trip to the 4th place winner. Bright sunshine, good air, friends, pretty girls, and lots of fun flying.

I wonder why more people don't come to these things. Present were Lenny, Murph, Matt, Mark, Alfie, Bill La Caprucia, Ed Batakis, Jim Hollander, and Doug. Awards were presented at the Russell Inn. Nice waitress, right guys!?

4 Nov., 1979. Brooks Ellison called early and Mohawk Trail beckons to those with the XC urge. Alfie and Bill (Clark) join up and we head for the Berkshires. Mohawk Trail, 14 miles of ridge 800-1600 ft high with 15 mph almost straight in. With Brooks, Bobby Vicari, and Tim Donovan there are 6 gliders on the launch and very shortly in the air. The whole crew heads South to Busby Peak 3 miles away where they cavort in a flock. Oh joyous airheads! Alfie and Bill love it, Tim specks out,

Brooks is, as always, incredibly smooth, Bobby is all over the ridge, and Doug XC's to Kings' Supermarket for his first out-field landing. I carted home a happy and tired bunch of flyers that day.

Now, if only all these people will stow their gear properly I'd be in ecstasy!

Anonymous

FLIGHT DIRECTORS REPORT

I finally had a chance to examine the flight statistics for the past two meetings, and have concluded that there's too little data. Regardless of this minor setback

I charged forward to find that club members have accumulated 43.5 hrs of local airtime (total 98.5 hrs if Mark and Chuck quibble about including their West Coast time).

Accidents increased an alarming 300% (from one in the previous two months up to three in the most recent two months). This works out to one for every 6.5 hours, while actual flying time went down 24%.

There's not much to it yet, but hopefully by next year the overall statistical history will be quite a respectable boost of support for our sport. Check your logs, and be prepared to fill out stat sheets at the next meeting, please.

Jim Finkowski, Flt. Dir.

WEATHERWISE

This months column features an item recently requested by a few club members. They want some Flight Service telephone #'s, and basic weather requesting procedure. So here goes, with much thanks to those who asked.

Flight Service Stations are located around the country for the specific purpose of providing concise weather info to aviators. Connected by teletype to the National Weather Service Network, these stations are operated by trained aviation weather briefers.

When a pilot calls in the call is placed on hold until the briefer is thru with queries of earlier callers, then it is answered. If not busy the call will be answered with immediate connection to a breifer. The caller then requests weather info according to the craft being flown, the intended flight plan, and the rated proficiency of the pilot.

Since local conditions are more often the interest of the hang glider pilot, it usually dictates that we ask for info about the area upwind of us in addition to the general local forecast. This way we can try to determine what changes are

likely during the course of the day, and possibly the next. Specific numbers will be given on request, and we find that " light Westerlies " is less helpful to us than " surface winds at 290° from 15 knots up to gusts of 20 knots". Don't be shy about asking. Remember that these highly trained breifiers are there to give answers. As long as the caller knows what info he wants, and asks politely, he'll get useful answers.

When the briefing is over, the breifier will request identification, or ask for an airplane ID #. Just give your last name; anyone who does not own their own plane does this.

Sometimes the breifer, in order to better understand the needs of the caller, will ask questions. Most often they'll ask " are you IFR or VFR? " or "what time ZULU?". Answer "VFR" or " noon to 4pm, local time " respectively. VFR means visual flight reference, and since we don't fly, ever, totally by instruments inside totally cloudy conditions, then we don't fly instrument flight reference. ZULU is a time zone reference, and since we are interested in only our own time zone we ask in terms of local time. I haven't met any of our pilots yet who were planning XC trips to England from New York!

Here's a sample call, starting after the usual amenities of sayin' hi an' stuff.

Hang Glider Pilot: "I'd like a general forecast for Westfield to Albany, including the velocity and direction at the surface, 3,6, and 9 thousand (feet), please."

Briefer: " Sure. They're calling for 310° at 8 on the surface, and 310 at 15, 300 at 23, and 280 at 30 at 3,6, and 9. That's from 10 am local til 4pm."

HGP: " Any turbulence or visibility problems?"

B: "Some light turbulence reported by light planes in the mountain areas (BERKSHIRES) but visibility is fine, 30 miles unrestricted."

HGP: "Sounds great. Please inform pilots there will be hang gliders flying in the vicinity of Mt. Tom and Mt. Holyoke in Western Mass. at altitudes from surface to 4 grand or so for most of the day, and thanks.

The name on that is (YOUR NAME).
Have a good day".

B: "Fine. You have a good one, too."

This last piece of dialog is how we inform the WINDSOR LOCKS briefers when we'll be soaring and where. That way they can help keep airplane traffic at a minimum near us. Through Mr. Gary Bishop, of the Westfield Control Tower, Matt Chapman was told that Mr. Ed Stanton, head of the Windsor Locks Station, set up such a notification system for us, to promote safety around our soaring sites. When it looks like we will be soaring, we inform the briefers there. If any of them resist such notification, be relaxed and polite and ask them to "check with Mr. Stanton, please, 'cause he told us to notify this station. It's a regular part of the program." Or rephrase it to say the same. Remember, at all times, to be cool and polite. We have a nice arrangement, and we can only keep it if it isn't going to cause hassles. They don't have to do this, but they do, and our sport and safety is enhanced by it.

Thanks go out to Matt, Mr. Gary Bishop, and Mr. Ed Stanton for their efforts. This can serve as a working example to other stations, and to the general aviation community. Let's share the air, responsibly.

If you have need of further info or have unanswered questions, please check with me at the meeting. Maybe acting out a call or two at the meeting can answer them.

Submit any questions for this column to Mark LV. Find out what will make us all better and safer pilots.

Mark La Versa

FLIGHT SERVICE STATION #'s

Windsor Locks- 1-800-243-0310
Albany recording-1-800-833-4509
Alb. live- 1-800-833-4505
Boston- 1-800-962-3550

There are a few other #'s I don't have handy, so if anyone else has 'em, please bring 'em to the Nov. meeting and we can copy 'em down for future reference.

GLIDERS 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.

5/78 Electra-Flyer Olympus 180. Good condition, with breakdown option, prone rigging, and coverbag. Colors, from keel out: White, white, white, white, yellow, lime, dark green. \$650- Jim Finkowski @ 665-2462.

1977 Seagull Seahawk 170. Added keelpocket converted it to 1978 model. Rigged prone/seated. Comes with helmet and blue UP Prone harness (Medium). Colors, from keel out: Lt. blue, lt. blue, lt. blue, dk. blue, dk. blue, black. \$700- Kim Dion @ 527-9196 anytime.

1977 UP Firefly 174. Never been crashed or broken. All original, in very good condition. Custom sail with split panels- beautiful! An excellent ship, beginner to advanced. Prone/seated rigging, and coverbag. Comes with lesson from experienced instructor. Mark La Versa @ 586-1067.

18' Brock Standard by UP. Clean shape; with seat. New lower rigging, replaced for comfort. \$350- or best offer. Bill La Caprucia @ 533-2233. (Chicopee) Black "arrow" with orange trailing edges.

1978 UP Firefly 174. Quick set up - Brock box, Graftek battens, rigged prone. Very good condition. Mostly black sail with three panels colored. Tom Fratzke @ 442-9855.

The UPDRAFT is published monthly by the Massachusetts Hang Gliding Assoc, Inc. Contributions are welcome, and must be submitted to the editor in writing by the first Wednesday of the month. Classified ads are free to members. The Association and UPDRAFT do not endorse or assume responsibility for the material, ads, or opinions of contributors, and reserve the right to edit contributions where necessary. Mail, or deliver, contributions to:

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386 Pleasant, Northampton, Ma.



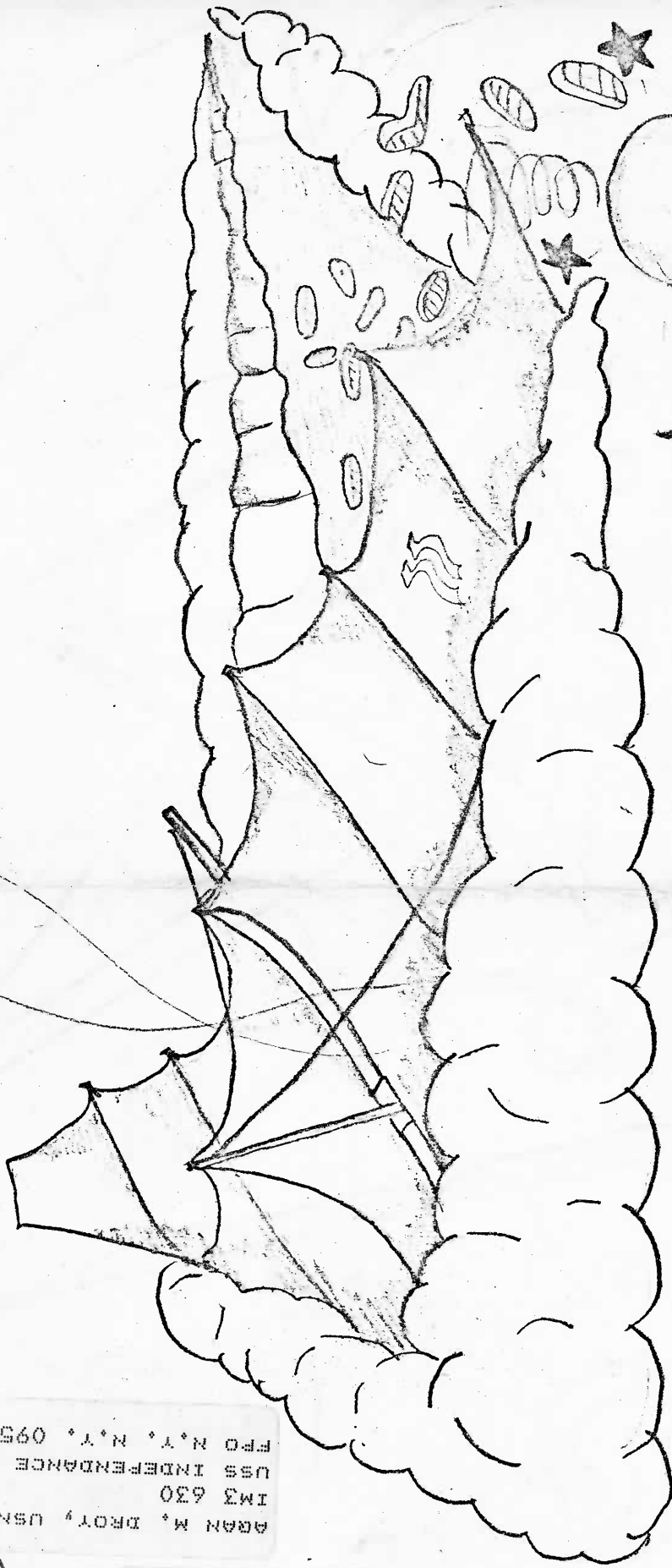
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