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Easthampton, MA 01027

**Mass
Hang
Gliding
Association**



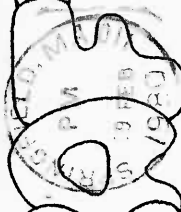
REPORT

"SPECIAL DOUBLE ISSUE"

Volume 6 #1 January, '80 #2 February, '80 © MHGA, Inc. Editor: Mark LaVersa

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MEETING NOTICE

The February meeting of the WPGA Inc., will be held at the Northampton Moose Lodge on the 20th, which is the third Wednesday of the month. The meeting will convene at 8:00 pm sharp.

Agenda highlights include:

- the 1980 Regionals
- the discussion of an appreciation picnic
- plans for a string kite and flying model airplane day
- the formation of the WPGA, Inc.'s own "speakers bureau"

Discussion of recent events of importance to WPGA, Inc. members

There'll be a lot of new stuff covered, and we don't think anyone will want to miss it. So, hope to see you there!!!

PRESIDENTS JOURNAL

VOW! 120 outside. Freeze dried brown grass everywhere, and specks hanging in the sky eight out of the last ten days. I'm tempted to ask whatever happened to winter, except I'd much rather marvel at the consistency of the NW breeze, with those super well defined light thermals and the ease of getting to the launch at this time of year. (Don't tell anyone I said that, I'd like to keep my job at the ski area, where, by the way they have made tons of snow.)

Pilots have been really getting into it this winter, and interest in general is on the rise. I've had more inquiries at this time than ever before, and so you'll be seeing a multitude of fledgling pilots at the hills this spring.

Our board of directors meeting was very significant this month, as incorporation, bylaws, insurance, fundraisers, public education programs, and member performance incentives are all jelling nicely.

The club is on its way to a really fun year as our direction, strength, and cohesion are reinforced with the opportunity to get 1000 rpm again.

See you in the sky, guy,
Pres. Chas.

VP's RAMBLIN'S

By now you've noticed your arms getting tired and weak, and you've put off the next six days of everything so you can read this issue through in a single sitting. You may also find yourself wondering if it will make the Guinness Book of Records. Well, put some liniment on the sore arms, and write to Guinness if we made it, but the fact is that I spent too much time out of commission last month, and when I sat down to do it AFTER the meeting everything just STARTED letting loose, all the newsworthy stuff, that is.

So here we sit, you an' me an' the rubbin' compound, reading the latest words.

It would be the understatement of the year to say a lot has happened recently, and some stuff still wasn't gonna fit into THIS special DOUBLE ISSUE, so there's already a pile banked up for March. Of the stuff that's too important to wait? Well, read on, folks, read on.

The good people at CALL ONE, a new citizen/business ombudsman office the State of Mass. has, have intervened at our request in the matter of the missing incorporation papers. Guess what they found,

copied, and mailed to us????
YES!!! Only 21 months after
our filing date, only 13 months
after the incorporation was
granted, and after a mess of
phone bills, letters, and
general periodic harassment,
we HAVE OUR "ARTICLES OF
INCORPORATION" IN HAND!!!!
THANK YOU TO MAUREEN, MARGO,
SANDY, AND ALL THE HARD
WORKING FOLKS AT CALL ONE FOR
GETTING US THE RESULTS WE
SOUGHT!!!!!!!

One little snag is the
loss of, with the original
ARTICLES OF INC., the legally
corrected version of our bylaws.
BUT NO PROBLEM....we can take
our interim bylaws, make the
legally necessary and
desireable modifications, and
then readopt them ourselves.
This is the same procedure we
originally used to come up
with the ones we had submitted.

With what we've learned
since, we're assured of even
better results this time
around, and we don't have to
depend on the US MAIL and
the papershufflers down the
road for any of it. SO,
you'll soon see newly
revised proposed bylaws, and
lookout world, 'cause the
MASSACHUSETTS HANG GLIDING
ASSOCIATION, INCORPORATED,
IS COOKIN' ON SIX BURNERS!!!

Other important stuff,
and issues from the board
meeting, appear in the
Secretary's Report. Check
it out, Matt Chapman's
writing hand got a workout!!

Mark LV-VP, ETC.

SECRETARYS REPORT

BOARD MEETING, Feb. 6, 1980.
Meeting called to order at
7:40 pm. Matt Seddon, new Reg.
3 Director, to receive PROPERT
for duration of directorship.
Jim Burrill announced that
powered ultralights are joining
the FAA. Discussion of factory
test flying of gliders.

Discussion of letter
received from new Region 3
Director, Matt Seddon
PO BOX 23
Middlefield, CT. 06455

Board will look into the
feasibility of hosting a portion
of Regionals finals at Skinner
one weekend, competition
committee to be selected at
next meeting. Letter going
out to Matt Seddon requesting
details on insurance, etc. for
regionals, and number of pilots
needed to get each slot at the
Nats. Chuck will contact Matt
Seddon on further details of
Regionals.

Discussion of awards to
MHGA members in 5 categories
selected by Board. The awards
will be presented to pilots
nominated by a committee
selected each year. The
categories are:

Most Valuable Pilot
Most Significant Contri-
bution to the Club
Most Improved Pilot
Rookie of the Year
Best Flight of the Year

Pilots awarded each year
will get a seat on the next
years' nominations committee.

Discussion of landowners
picnic to be shelved till spring.
Tentative date will be in Aug.

Discussion and motion to
form a "speakers bureau".
accepted. Mark will contact
Springfield Explorers Club
about speaking to their mem-
bers.

A letter will be sent to
NEHGA about status, list of
members, advertizers, monies,
etc. Discussion on site
insurance for Skinner, Greylock,
North Sugarloaf, and other sites.
We need monies for insurance.
Letter to HSHGA people inquiring
about such insurance.

Meeting adjourned at 10:45pm.
Present were: Susan McGuire;
Jim Burrill; Charles La Versa;
Mark La Versa; and your Sec'ty,
.....Matt Chapman

For the past eight flightless months of being a sailor, nary a night has passed without a dream of flight. No No breeze has blown, no height has been climbed, no paper airplane has glided without reminding me that I once remained unattached to the ground. I find it hard to believe that anyone exposed to any realm of flight can sever all ties to it without being haunted to return again.

It was with these memories in mind that I collected these chronologically arranged quotes from past issues of UPDRAFT, the first ones coming from Volume 1, Number 1.

We have been burdened and buffeted by numerous crises, yet the club has survived due to one factor- we want to fly.

Return now down the cloud street of memory, when these quotes and headlines happened:

1975

"The Western Mass Hang Gliding Association is alive and well, and living in Chicopee Falls...President Mick Morrissey...National Parks to Ban Hang Gliding... We've seen a number of kites on the hill lately that have been modified through the installation of deflexors... These gadgets are a great way to insure a smooth flying sail... We've had some reports of seatbelts being accidentally unbuckled in flight... Features of a "VENUS" hang glider (include)....

1976

Sue McInnis will be celebrating the removal of the cast from her arm with a party... For what it's worth, an ICAPS with a 12 horsepower motor has taken off from level ground... It was decided to hold future meetings at the

ME BAR AND LOUNGE... Doug Weeks is in Arizona at least until May... Sundown Ski Area- Flying In Luxury... The Hang Glider Trade Show and Convention had to be cancelled... Party time- the annual WMHGA BLAST will be held... The SUMMER SOLSTICE HANG GLIDING FESTIVAL was held at Mt. Mansfield and Spruce Peak in Stowe, VT... Jim Finkowski and Spencer Smith have departed the area on a long term hang gliding safari... The Mass. Hang Gliding Assoc. has been formed from the WMHGA... Word from Windward is that all Sun SWIFTS have been grounded... UP has issued a recall on all Cloud harnesses... Chuck La Versa has been invited to participate in the Masters Tournament of Hang Gliding at Grandfather MTN, NC... Introducing the UP TELEBUSH... Glidersports International, basically a sound idea, is failing... From the Feminine Perspective by Andi Parker..

1977

"Party time... By the time of the January meeting, MHGA will most likely be a fully chartered corporation of the state of Delaware... Well, folks, the midnight beaver has struck again... John Dempsey has made another pioneering flight in his "White Kite Mk IV", opening up a SW launch on the corner of Mt. Tom... Party time... On Sunday, the first weekend of Spring was celebrated by an impromptu fly-in at Mt. Tom by 17 pilots!... the situation at Skinner park has progressed from the bizarre to the absurd... We have just received a letter from the NERHGA, and it appears that our proposed merger with that group is about to happen... The University of Mass at Amherst now has a hang gliding club... We are functioning without an acting President, and will hold nominations... Mark Oroy is now President.

Jim Burrill is Vice Pres., and Sue McGuire is Sec-Tres. ...The club is in need of money, and a good bash; hence it has been decided to hold a...Full Tilt Boogie....New shop- the Hang Glider Center in Hadley...MHCA now has an official address... Bob "JT" Perwak is leaving soon for the fly-able skies of California....

1978

" Here we are, starting the fourth volume of UPDRAFT.. ..Designs are still being accepted for the club emblem ...Skinner Park is closed to hang gliding during the winter months...Night Flying by Dave Scheumann...Representatives of MHCA met with the Director of Forests and Parks ...The Passing of the Windsock ...Incorporation by Mark La Versa...Official Club T-Shirts...Club stationary has been donated by Ralph Bratton.....The Region 8 Qualifier for the US Nationals will be held May 25-27 at the Festival of the Arts at Pico Peak, Killington, NH...It's party time again...New officers elected..President Jimmy...Don Raymond in hospital...Alfie flew to Wilbranam from Skinner.... This month we will be discussing our reply to the Mass. Aeronautical Commission....

Bring back any memories? For those of you who love quilzes, name the event and the pilots involved from the following passage:

"At last, two picnic tables sat like a raised runway, aiming out over the fence into the void...."

"Almost unrecognized without his sunglasses, the second pilot....."

"What happens if the last guy off crashes in the dark?"

And the memories go on and on. But this is all

politics. May your fondest memories be that of soaring the wonderwinds 1000 feet over the launch at MT. Tom, looking daydreamingly into an August evenings' sunset.....
Mark Droy

MORE SECRETARYS REPORT

General Meeting, 1.16, '80. The January meeting of MHGA, Inc., opened at 8:10 pm. The Secretarys report was read and accepted. The Treasurer reported no change in the account status. Report accepted.

There was a discussion of the picnic for landowners; Mitcha' Marina and Skinner Park were nominated as likely spots. Chuck read a letter from Windward about the end of the NEHCA. The VP gave details of the continuing saga of the search for our incorporation papers. Chuck requested that Mark continue the search.

There was discussion of the chapterization requirements of USHGA, and site insurance. Half the MHGA members must be USHGA members to qualify us as a USHGA chapter. Site insurance is \$150- for the first site, and \$50- for each additional site.

Chuck has a library of local and regional club newsletters for browsing, if any club member is interested.

Murphy proposed a fund-raising string kite festival to be held in Huntington, on April 20. He will give further details at the Feb. board meeting.

Flight Director Jim P. reported little flying this month, and that Jim Burrill had the longest flight this month.

Discussion of annual flight awards.

Meeting adjourned at 9:30pm.
Matt Chapman, Sec.

General Meeting, 12. 19. '79
The Dec. meeting opened at 8:20 pm. The Secretary's Report was read and accepted. The Treasurer announced that the '79 income statement would soon be ready, and the club account held \$34.78.

Phil Mancuso will check on the availability and price of sweatshirts for club members, which could be printed with our club logo. There will be a notice in a future UPDRAFT.

Chuck reported details of his recent meeting with Westover AFB Officials, and announced an upcoming safety meeting. Discussion followed. The Shattarack closing was discussed; this site was lost due to some off-roaders abuse of the mountaintop last season.

Jim Finkowski plans a Flight Recording Form for the UPDRAFT. There was a discussion of plans to hold a landowner appreciation picnic this summer.

There was an announcement that the NEMBA was folding. The NEMCA held site insurance on Mt. Washington and other sites.

The meeting adjourned at 9:15pm.

Watt Chapman, Sec.

WORE RAMBLIN'S

Several months ago this writer had reported a new XC distance record was established at Ellenville, but erroneously reported it as JJ LaMoche going 36 miles. Much as we like JJ, it must be corrected. (Sorry JJ; hey, maybe this spring, right?!!) The pilot who set the new record was PJ Young, flying a Moves Maxi 3.

After reading the account in the Jan. issue of HANG GLIDING, we got out maps and plotted the course of a likely XC from Ellenville in a NW.

Yep, there was Fishkill, just past and a little North of Beacon, where George E. had landed for the previous record. Good flying TJ! That is going to be a nice day for XC when it gets broken again, and there's a lot of people hoping not to miss it.

A real nice flight and a new XC record for the site, it's enough to make any number of past downwind memories fade into oblivion.

It'd be even better if this duno ruler and calculator would work right, they're makin' it tough to figure a way to beat it. They're even messin' up my measurements. The old record of 26 miles and extra air distance beyond to Fishkill only adds to 28 on my set...

Oh well, guess I really don't need this ruler and calculator when I go flyin', anyhow, long as I know how to read the map when the flight is over.

Seems we've been escaping the throes of winter too easily this year. It's so nice to hike without cramp-ons, tho, that more pilots are out this winter than the last couple. The NW days have been late, but they're making up for it now. Some strong winds have kept us grounded, but a good number of reasonable and even very good soaring days have come by lately. It's almost like an extra cold Autumn.

John Demosey has been around lately with occasional Dave Knoler of CT, and they've joined us for some friendly Skinner soaring. Both have Scirocco 3's.

Alfie and Bill have been spotted over MT. Pom lately, in their Soyders. Bill did buy a little red Saab 96, so that's who's flyin' if you see the as-yet-unfamiliar car at one of the local sites.

Lenny and Murph are rumored to be building lawn furniture

from their gliders. I didn't believe it either. Murph DID mumble somethinerothor about a new type of lightweight tent and camp hammock, tho. Naw. I don't think Lenny'd let him talk himself into that! (Would you, Len?)

The rest of the local sky squad has been out with fair regularity, as evidenced by frequent dots and specks lingering over the local hills. Jim Burrill got the duration flight of December.

There's even been a fair amount of activity in the slot, largely from the fresh egglets of the UMass HCclub.

Local winds have been blowing everything but snow, so the trails are clear, the launch is clear, and the sky's wide open, let's go!

This last board meeting got some fuel into the budgetary fire, so to speak. The MHGA is forming it's own speakers bureau. Just what that means is that any time anyone wants a speaker or slide/lecture about the sport we are organized to provide a program for them. So any group, from citizen service groups to schools, from libraries to golden agers to professional organizations can obtain some educational entertainment pertaining to hang gliding.

This also means that the MHGA, Inc., receives donations for programs from some of the orgs, and that in all cases it gets good press, public exposure, and accomplishes its public educational goals. These, in turn, may contribute to establishing more solid acceptance in the community, and possibly local sponsorship of our future events. More at the meeting.

Also at the board meeting,

was the issue of the regionals this year. For more on this see the accompanying letters (from the new regional Director, and from your Editor) later on in this issue of UPDRAFT.

Basically, the board has resolved to try and get the regionals back into the region, and to investigate the possibility of hosting some segment of finals here, in an attempt to facilitate that. More at the Feb. meeting.

Another development of the board meeting was a program of annual club awards. This should prove to be a very valuable program in that it provides additional incentives for continued excellence and/or effort within the club.

The careful consideration of this aspect of the sport and the organization will demonstrate its value to us all. Chuck will have more details shortly.

All in all, these new programs the MHGA, Inc. can institute and develop aim to better our ability to reach and educate both the general public and the flying public, as well as provide us with the means to foster new ideas and programs, and maintain a healthy organization. This means the sport grows, improves, and the flyin' gets better and better all the time. Get in on a good thing, the elevator is goin' up!!!!

Mark LV

The UPDRAFT is published monthly by the Massachusetts Hang Gliding Association, 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 MHGA & 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:

Mark La Versa
UPDPART Editor
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Northampton, MA.
01060

WEATHERWISE

The purpose of this column is to answer your questions about weather, especially how we, as hang glider pilots, deal with the ocean of air we fly in. Your input and questions are welcomed and encouraged, and any further observations and/or referrals to info sources are greatly appreciated.

This month, as long as we're catching up on January too, I'll finish the coverage of seasonal weather changes and their causes.

Atlantic Maritime Tropical air, which only rarely seeps into the Northeastern US with little effect, in winter, is of large consequence to us during the summer months. This South Atlantic and Caribbean Seas originating air floods our skies with very high temperature and high humidity from summer thru early fall. Often these hot and humid masses crawling up the eastern seaboard violently clash with the Continental Polar air flowing down from Canada, and vicious frontal activity results. This is primarily due to the vast contrast in temperature of these masses.

The Atlantic and Carr. Tropical air also provides the perfect breeding conditions for the tropical hurricane. While advancing Northwardly and slightly inland these warm air masses are cooled at ground level by the cool

Eastern forests and the cool lakes and waterways they travel over. Thus, the bottom of the air mass is cooled, and the stability of the air system is enhanced, making it persist for days on end.

Maritime Polar air masses travelling down the Eastern seaboard from their source in the North Atlantic bring our coolest summer air. Generally this air is not particularly stormy by itself. Moderately cool and clear weather results unless it either travels too far inland or Southerly and contacts the hot, humid Maritime Tropical air. This not infrequent summer encounter along the mid-Atlantic coast is another clash of temperature extremes that can persist, once started. Since it is the temperature difference that is most contributory to front formation and frontal storms, the extremes from the North and South Atlantic areas can be our worst headache, although the farmers may like a few days of steady even rains at intervals.

The Continental Polar air is a little weaker in the summer, as the Canadian Northlands warm with the more direct sun rays summer brings there. (From the Earths tilt, remember from last issue?) The CP air is still moderately cool and clear, and less humid than our other summer air masses, so it generally brings bright sunny weather that's not too hot or humid for comfort, just maybe lightly chilly at night. The cold fronts from this air in the summer are usually less severe than the coastal fronts, and usually move through much faster, as well. This is the clear, cool air that the Canadian Rockies are known for best, to vacationers and those of us who still attend those grade B movies, rated GP of course, about the wilderness farm family and their talking

grizzly bear. Anyways, you get the idea, right?

The weather maps issued by the FAA and the National Weather Service note in red and blue the initials of the colliding air masses at fronts on the maps. This way, the origins of the weather patterns can contribute to forecasting, as certain characteristics are reasonably consistent with the given air masses in the given seasonal weather that the map portrays.

When examining these weather maps, the aviation weather services can give fairly accurate forecasts, and this same data and maps are used by TV and radio weathermen. There are some media meteorologists who are very consistent; we are lucky enough to be in an area where there a few real weather aces on the tube.

There is also a weekday TV show called "A.M. Weather" put on by the NOAA (National Oceanic and Atmospheric Admin. I think). This show is MADE for aviators and weather buffs. It used to be on at 8:45 am on some local station, but it's been moved, I'm told, to 9:15 am on another station. I don't know which one, if anyone reading knows please let me know and I'll put it in next month's column.

But back to seasonal air masses for just a bit.

The spring brings a decrease in the strength of our Continental Polar, and allows more Tropical air to extend northwardly into our latitudes. This period of transition comes at a time when the daylight hours are increasing and filled with gradually less slanted sunlight. All this adds up to melt that accumulated winter snow and ice, which frees all that moisture. This increases

our humidity, because there is a lot to be evaporated. This higher humidity and supply of groundwater contributes greatly to the instability of our spring weather. Humid air is less dense than dry, and the air warmed over the relatively warmer landmass is likewise less dense. Sounds like a lot goes on in the spring, doesn't it? Bet on it!!

Likewise, in fall, the winter patterns are gaining strength while the summers' weaken, and the sun's rays get angled lower and last fewer hours. The temperatures and humidity gradually lower, and the air grows denser with the cold. The cool nights turn into bright clear chilly NW days with those famous evenly distributed thermals, and LO! another Leafsoaring season comes upon us.

Though spring is a welcome time with warm temps and the reawakening of nature, it tends to be riotous. HEY, still great flying, but some prefer the laid back gold of the fall soaring season. Me? I prefer flying to sitting here makin' paper comparisons. All FOUR seasons can scratch my flyin' itch, regardless of how much of a pain in the butt the disadvantages of a couple may be. Look upon each as a new and challenging variety of itch, and don't hesitate to scratch!

Hope this column is providing you all with as much info and insight as it does me in the writing. All the better for flyin' and flyers.

So soake out those gliders, kiddos, and don't forget to preflight 'em, and the harnesses, and the ole airhead, itself. SPRING IS JUST THE OTHER SIDE O' THE SHEAR LINE, AND BREAKIN' THRU!!
Back La Versa

AN EDITORIAL

The facing page is reprinted with a letter I received recently from our new Regional Director, Matt Seddon. He asked that it be reprinted in the UPDRAFT, to let us all know who the new director is, and to inform us all of his tentative plans to hold our Region 8 Qualifier at Ellenville, NY. I said "tentative" because when I called him up he explained that he'd decided to do it that way, but that it was not an unchangeable decision.

Matt also said he looked forward to hearing from the regions pilots about the Qualifier. If enough people let him know of their preferences he'd try to do it the way the regions pilots desired. He also said that they'd have to contact him with their input, and he was putting out the letter in hopes they would, if they had something to say.

There are some points however, that seem to have been missed in the letter. Matt seemed to want to do a good job as director, so now it's up to the pilots of the region to make those points clear.

Will enough pilots go to get us NATS slots? The # of slots each region gets in the NATS depends ENTIRELY ON THE # OF PILOTS WHO GO TO THE REGIONALS. That is the new USHGA rule about THAT. So far, we don't know how many pilots must attend the regionals to get each slot. Matt told me he'd try and find out. MEANWHILE, if not many pilots will bother going out of the region to NY we may get few, IF ANY, slots. Remember, out West they commonly get large numbers at meets, which means the ratio may be so high we could be in bad shape. Even if it's not too high, we need

all the slots we can get, SO we MUST have a good turnout at this meet. Will we get it? Very few of the regions hang 3 & 4's live anywhere reasonably close to Ellenville, and any need to return an extra weekend or two, as in many past years, will be extremely taxing to the largest majority of the pilots, not to mention the earnest officials. Being aware of the poor spring conditions there, it seems we would all have a lot of traveling ahead of us, and that doesn't promote good turnout. Don't get me wrong, when Ellenville is good it's GOOD, it's just not that frequent or consistent in the spring. And if our meet was held in conjunction with the NY regions, as so far planned, how, even if the weather ACED OUT A-OK, could we possibly do both regions at the same time and get enough flights in to have as good a meet as last year? For those with poor memories let me reiterate that we had more rounds and more tasks than any other region in the US. Indeed, the USHGA ranked the meet, for its Quality Point System, as THE BEST REGIONAL QUALIFIER OF 1979.

People I've spoken with through the region have not favored the idea of the meet at Ellenville. Many offered their help in doing it in order to get it held IN the region, and with an improved meet design that would continue our high standards of flight. WE as pilots must generate discussion and inputs that will make the meet one we all can and will attend, or we'll have little, if any, chance at top spots in this years Nats. Last year OVER ONE-THIRD THE US PILOTS IN THE NATS WERE FROM CALIFORNIA. That's a fact. I have nothing against them, they're GREAT folks; I'd just like to see that New England is not left out. WRITE TO YOUR DIRECTOR, NOW!!! Mark La Versa

UNITED STATES HANG GLIDING ASSOCIATION INCORPORATED

BOX 56306, LOS ANGELES, CALIFORNIA 90066 -----



Fellow Region 3 Flyers

Thank you for your support, but it's really going to be tough to follow an act like Harry Tayors.

Looking at other areas of this country, we have something they don't. Organization! It will be this quality that will be drawn upon to take us toward that goal which is easily within our grasp--A NATIONAL FINALIST!

This year the regionals will be held in Ellenville, New York in May with Region 12 (those are the guys who wouldn't carry a kite to the top even if it were downhill). They will also be competing for their regional spots. In June and July, further competitive training against Region 12 and hopefully 9. (CANNON FODDER ALL OF THEM!) The idea is simple. The more competitive experience for all of us the better our chances to beat them guys west of the Peccos.

So you say, "I can't go to the Nationals so I won't spoil it for the next guy." Well not only are you hurting yourself but the rest of us too. If you've ever played tennis, then you know you don't play better by beating an inferior opponent. So fly with us good buddies, we need your experience.

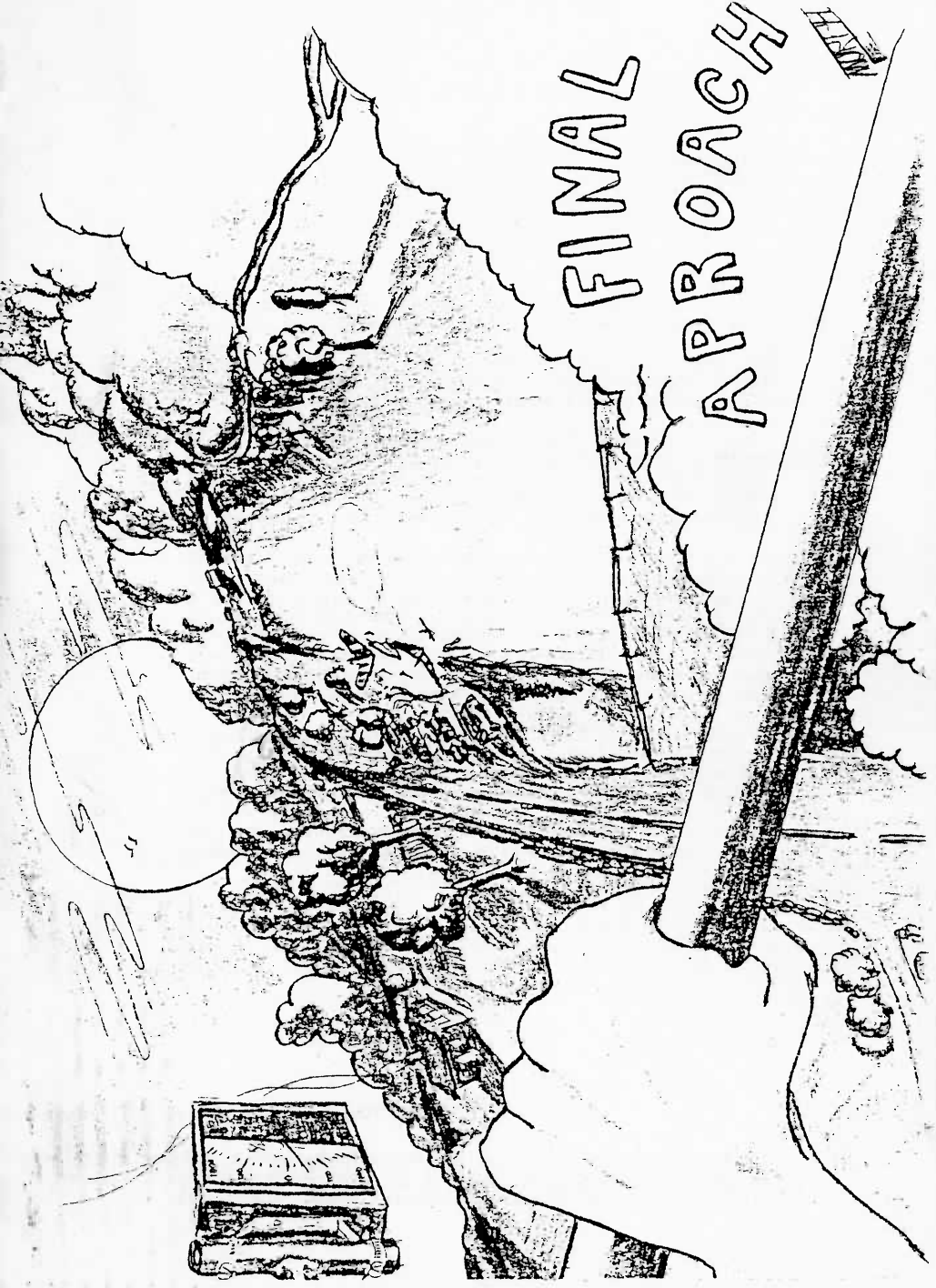
If you are a Class 3 or better with at least 6 months in grade by the time of the regionals, think about competing. It will be one of the greatest war stories of your flying career!

Send your registration fee (\$20.00) to cover insurance, transport, judges, prizes, beer and bail to:

Matt Seddon
P. O. Box 23
Middlefield, CT
06455



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