

P.C. 365 45Z  
Easthampton, MA 01027



# Mass Hang Gliding Association

# REPORT

THE NEWSLETTER OF THE MASSACHUSETTS HANG GLIDING ASSOC. INC.

Vol. 6 Number 3 March 1980 © MHGA, INC. Editor: Mark La Versa

M. H. G. A.  
P.O. BOX 652  
EASTHAMPTON, MA. 01027



4D A1716  
4E B3110

AGAN M. DROY, USN 81/01/01  
IM3 630  
USS INDEPENDANCE CV62  
FPO N.Y. N.Y. 09501

*(Administrations due @ April meeting)*

### MEETING NOTICE

The March meeting of the MHGA, Inc., will be held at the Northampton Moose Lodge on the 19th, which is the customary 3rd Wednesday of the month. The meeting will start at 8 pm sharp at the lodge on Cook Ave in N'hamp. Agenda highlights include:

A report from the board members who attended the last Conn.HGA meeting on several topics covered there ( notably- the Regionals )

Proposed MHGA promotional pamphlet outline/prototype  
Important news and rules & regs info about Skinner  
String kite festival plans (?)  
Plans for a benefit party or spaghetti supper to coincide with the coming Spring FLY-IN  
AND MORE, MORE, MORE!!!!

### PRESIDENTS JOURNAL

Hi guys! All kinds of developments in the friendly skies these days. Mark LV and Matt C attended the state meeting for the Amherst Region and have great news for us all. Brooks E and I attended the same type meeting for the Greylock Region and we seem to be reading 600'/min up on that end of the state, also. We'll have details at the meeting.

Good winter soaring is blending into our usual Great spring season , and the hardcores have been cashin' in on the lapse rate lately ( much to the chagrin of a groundbound instructor we all know! ). Ah, but look out! and up, because I've retired my boards and I'm preening my feathers- the Fledgeling rises again!

In the sky, guy,  
Pres. Chas.

### SECRETARY'S REPORT

General membership meeting, Feb. 22, 1980. The meeting was called to order at 8:10 pm. Mark L. read a letter from Matt Seddon on the 1980 Regionals. Chuck asked the membership for their views on the letter. A discussion followed and Chuck requested members to contact Matt S. with their ideas.

The topic of an appreciation picnic for the local LZ landowners was officially proposed and passed, (again I think). It was slated for mid-summer, location Mitch's or Skinner Park.

Our proposed Kite Festival fund raiser was thrashed around some more trying to decide how involved we should get in promotion. Mark will call for info on the annual Franklin Park K.F. in Boston.

The proposed Speakers Bureau was passed by the members. Mark will continue work he has been doing on a MHGA pamphlet and include this item in it.

Phil M. cued us in on his progress with Levis. Sweat-shirts were ordered by members present. He will keep us informed on the sponsorship details.

Treasurer's report was accepted; \$51.67.

Chuck read a letter concerning the Mass. State Parks and asked Mark and Jim to attend the next Mt. Holyoke Advisory Meeting in Amherst to propose opening Skinner to flying on Sundays.

Board meeting slated for March 3rd.

Murph discussed problems at 40 acres and requested MHGA support in dealing with non-pilots who have been abusing the site. It was granted unanimously.

The proposed MHGA Awards were passed and will be handed out in January of each year for the preceding years contributions.

The meeting was adjourned at 10 pm. Mark showed a film of the 1978 Pico Peak whodunit.

Board meeting March 3rd, 1980. The meeting opened at 7:30pm with Chuck, Sue, Murph, Mark, and Matt in attendance.

Treasurer's report and the minutes for the February meetings were read.

A change in the state rules for gliding was proposed and discussed. The change will more closely define who may sponsor an under rated pilot at the state parks.

The landowners picnic was penciled in for August 9th and 10th.

Brooks Ellison called to discuss opening Prospect.

A Skinner fly-in/spaghetti supper was proposed for April 9th and 10th.

The SNYHGPA was added to the Updraft mailing list and the NEHGA was dropped.

The meeting adjourned at 10 pm.

Matt Chapman, Sec.

#### VP'S RAMBLIN'S

A LOT has been happening recently. All sorts of issues have sprung up needing attention, and your board members have been pretty busy takin' care of business. Among some of the results are some definite advances of particular noteworthiness.

It has been decided by the USHGA Competition Committee that the Nationals will be held in Ellenville, NY, in mid September. ( I think they tentatively set the start for the 13th, we'll know for sure soon.) With the Nats only a few hours away, we'll probably have a pretty good turnout at our Regionals, which is shaping up nicely by the way. Our Regionals WILL be held IN the region, and there is an organisational meeting and general New England pilots and clubs POW-WOW in Amherst on March 22nd. Your board will be there, and we strongly urge other concerned individuals to attend. Check the letter from Walt Niemi & Windward reprinted a little further on in this issue for details.

Also regarding the Regionals and Nats is the news that at the last USHGA Directors meeting, the one held in Denver that almost all the Directors attended, it was decided to go back to the old system of distributing Nats slots among the regions; the # of slots each region gets is NOT dependent on the # attending the regionals, it IS dependent on the # of USHGA member/pilots in the region. Since the ranks of Reg. 8 are a little fuller ( relative to the rest of the U.S. ) than last year, we have four slots at the Nats this year in Ellenville. The distribution of Regionals slots between fixed and flex wings will be proportionate to the # of each attending, with a minimum of one slot going to each category in attendance.

A pilot pre-registration for the Regional Qualifier will

be finally going out after the upcoming Region 8 Pow-wow in Amherst on the 22nd. Remember, if the weather drops a good soaring day on us, the meeting will convene later in the day at the ME BAR on rt. 47 in Hadley ( 5 or 6 pm. or whenever the soaring winds subside or the sun sets and we HAVE to come down ). If the wind is good there'll be a hefty crowd of pilots at the launch, as people from all over the region will be bringing gliders along to the meeting in just such hopes that Skinner will be cookin'. So let's be sure that our visitors and our selves all watch out for each other, know the site and LZ, know ridge rules and obstacles, and that those who are not going to fly right away do not fill up the limited set up area. Also, let's help see that there are no parking or other problems. And remember, even though the park is not officially open for the season yet, the rules and regs regarding flying ( ratings and such ) are in effect. So keep an eye on things, and we'll all have a real good time. This will be a real good time to check out some of the recent gliders that are just now getting a little exposure in the area, too.

We've been hearing some number of compliments for the great artwork of Murph's that has been adorning the pages and cover of the UPDRAFT in recent months. Lately, what with the high frequency of conversations between our reps and those of the rest of New England's pilot population over recent affairs, we've been hearing many more. The first thing people mention, when we get on the topic of interclub communications, is that the drawings in the UPDRAFT are great. We heartily agree, and would like to express our compliments and thanks to Murph for contributing such high grade stuff to the mag. The UPDRAFT welcomes all levels of proficiency in art, stories, technical articles ("43 Ways to Get a Flex Out of a Thorn Tree Without Rankling Smoky the Bear"), and other contributions. Please don't hesitate to submit material, even if it's less polished than Murph's. After all, we can't all have his inspiration ( a bar in the living room! ). Thanks Murph!!!

Well, as a sign off, I'd just like to note a couple things kinda quick-like the signs of spring:

Looks like its gonna be a boom year for the sport in New England. Old standards have been changin' hands like bees on dandelions, lately. A lot of new faces are coming into view at training hills. A few are coming up with new potential sites. We'll give you directions if they get opened.

More promotional stuff seems to be happening using the sport, including the possibility that a local business will be purchasing a new trainer for the UMass HG Club. It's wing will carry the logo of the benefactor, of course.

Time will tell Dept. Lately it seems the community is becoming more aware of the sport. Finally, eh!!!! After the past few years of hang glidings obvious prescence and growth, people are taking on a different perspective. We've been hearing a great deal less of "What kind of boat/carpetstretcher/interplanetaryradarsopiccommunicator is that on your car?" and instead it's getting common to hear, "HEY, you with the hang glider, when can I take my kids over to Skinner to see you fly?" The slow coming change is welcome. Géeez, though, I am gonna miss those screwy faces they used to make when they'd say, "It's a HAM AND WHAT...?????...!!!!

Mark LV, VP and court clown

## WEATHERWISE

The goal of this column is to examine the weather phenomena that affect the flying we enjoy so much. An analysis of the various conditions that affect us and our craft leads to safer flying and higher flyer proficiency. Your input, questions, and descriptions of things you've experienced/learned are welcomed and encouraged, and greatly appreciated.

This month, as last month was filled with the 2nd half of seasonal weather change info, I'll cover a question asked by Lenny ( and the rest of us, on many occasions ). Len wants some information about cloud streets; maybe that far away look in his eyes was really a XCountry gleam. Whatever, hope this'll get you up and away.

Cloud streets are basically rows of cumulus clouds lined up from thermal generating sources and going downwind without dissipating much. This condition can happen when a potent thermal source generates continuously and the thermals, due to many variables, are sustained for quite a while as they travel downwind. Streets may also form when the wind is travelling along a line that crosses many thermal sources which may feed the passing thermals from upwind, strengthening them.

What are the variables?

The primary considerations are things that promote thermal development to begin with. A good lapse rate is a prerequisite. The alignment of the local wind with many thermal sources can help sustain and increase them. The fact that air, to some extent in any conditions, tends to try and retain its balance of characteristics adds to street formation. ( Remember last fall we had a column about thermals, formation, and the air's combined pressure-density-temperature-relative humidity characteristics? If you need to, go back and check it out, OK? It'll really contribute to making sense of today's column.)

This effort at maintaining its balance of combined traits is simply a matter of natural physics. If any one variable is made to change then the others must change in an "opposing", compensatory, manner. So if pressure changes then temp, density, and rel. humidity change to maintain the overall balance.

If the conditions of the day are such that they contribute to the balance of the combination, then the thermal will be sustained or enhanced. If not, then they'll deteriorate as quickly as they form, and there will be no lasting thermals to create streets.

Specifically, if the wind is very strong it may move air away from warm ground areas before it has sufficiently heated to rise. If it has gained enough heat to rise, but is not well formed through continued heating, then it may be felt as widespread turbulence over an area that one may be trying to thermal, but to no avail. This often happens in strong conditions at Skinner, Tom, and elsewhere. We'll spend some time working the beat of some thermal turbulence for nothing, because there'll be no core and little, if any, useable lift under that circumstance.

If there is a high inversion layer, one high enough to stabilize the air ABOVE an unstable thermalling layer, then the rising air will all be stopping their climb at the same level overhead. If the thermals are strong and well formed, then often a cloudstreet will form at the lower margin of the inversion above.

Remember that conditions favorable to cloudstreets mean lots of lift concentrated into one "band" across the sky, or maybe more than one, most likely. This means that around the sides of the street there will be corresponding areas of sink, also lined up. If there are a number of parallel streets, it may well be impractical to cross the sink between to jump from one street to the next. As always, stay within reach of a close LZ if you are daring ( or foolish! ) enough to try it.

There are times when we see broken streets; that is, streets that come across the valley towards us that stop just out in front of where we are waiting for thermals to arrive. Why do they seem to tease us just out of reach? They're probably within reach, but not forming visible clouds. When the rising air cools and stops rising BEFORE it reaches its dew point ( the level at which condensation occurs ) then we'll see no cumulus clouds signifying lift. If there is a difference in the temperature at altitude over a wide area, such as in the valley out in front of Skinner, then the altitude at which dew point occurs may be raised as the thermals cross towards us, and the clouds may dissipate while still useable lift continues to travel the street.

With or without an upper level inversion, there is a point at which the thermal will cool enough to stop rising. If it rises so high it gets "supercooled" and condenses heavily throughout its vertical "body" it becomes a thunderhead, cumulonimbus. If it rises to the level at which it condenses ( dew point ) and stops there then it forms a nice "fair weather" cumulus indicating the top of the thermal. If it stops climbing before it condenses there will be no cloud, but still is producing a useable thermal.

Anytime there is thermal development that is widespread with a big "blue hole" among the clouds, there are probably thermals in the blue sky area as well. Look for some factor contributing to an increase in temperature ( and the corresponding higher altitude necessary for dew point ) underneath and a little upwind of the hole. From Skinner the most frequent reason the thermals are not producing clouds out front, despite the fact that all around us the valley is just packed with cumulus, is because the town of Northampton and the huge fields in and around it will be sending up warm air earlier than the rest of the surrounding area. This slight increase in temperature over town is, then, mere "thermal pollution". That only means that the heat that human civilisation causes creates a change in what otherwise would naturally be different. Under the circumstances we see the effects readily, but this doesn't mean it is harmful.

Who knows, maybe at some time in the future the scientific community may discover a correlation between the variances in natural weather patterns that coincides suspiciously with the changes we have wrought on this planet, and the massive amounts of air temperature changes we create when we build and manufacture, and travel, etc.

On the other hand, think of the possibility of scientifically designed "cloud HIGHWAYS" that we could follow, each being fed by strategically placed "parking areas" that are designed also to be very efficient thermal generators!

Enough! Starting to feel a little like the imaginative faculties are sinking between the streets of logic!

So there's a little fuel for your XC fire, Len. Gimme a shout if it doesn't do the job I hope it will. An' keep them cards an' letters comin' in folks!!!

Mark L V

The following letter was received pertaining to the upcoming Region 8 Pow-Wow. We urge all interested pilots to attend. ( Sorry I left the Windward logo off, Walter, but it was too light to reproduce, so the body of the letter was just retyped.) Listen up, gang....

HEAR YE, HEAR YE, HEAR YE

TO: All Clubs, Organisations, & Interested Persons of Region 8.

It has been quite awhile since the last Region 8 Pow-Wow. The Windward Club, in conjunction with the MHGA, Inc, cordially invite you to send several representatives to a regional get together.

THE DATE: March 22, 1980

THE TIME: 12 NOON

THE PLACE: UNIV. OF MASS., Amherst, Mass. -Campus Center Bldg.

Check in at Information Desk as to whereabouts of flock.

If it appears remotely flyable, you might check out to

see if group is at Skinner State Park(Mitch's) after 10AM.

Meeting would be held @ ME BAR, Rt.47, Hadley, if we can fly(5PM)

NOTE:Try to park legally @ UMASS.Ticketing/Towing plentiful in past.

The purpose of our meeting is to discuss current issues and happenings in our respective area(s). We certainly hope our new Region 8 Director, Matt Seddon of Conn., will be able to be in attendance. Several rumors have been floating about concerning the location(possibly OUTSIDE our region) and format of the U.S.H.G.A. Qualifier. Our director has requested input from all U.S.H.G.A. Region 8 members as to the running of the regionals. As a group, it is our responsibility to give as much help to Matt as possible. The success of any region depends upon the participation of all its members. Hopefully, something concrete and worthwhile can be decided upon March 22.

Also, a discussion will be sought among the varied Repts from different areas regarding "FLYING" in general at their local sites(eg.What's coming up this season for meets, activities, etc.) AND MUCH MORE!!

WHAT TO BRING:

- (1) Yourself
- (2) Your Glider. If the day is flyable-well 1st things 1st. The meeting will be held at the End of the Day.
- (3) Movies & Other Entertainment(We might be able to use a spare Super 8 Projector).

We'll be looking for you after the Ides of March.

Sincerely,

WINDWARD KITE & GLIDING CLUB

Walt Niemi, President

1-617-582-6200

