

UPDRAFT

15 June 1998

USHGA Chapter 119

Volume 23, Issue 2

The Newsletter
of the
Massachusetts
Hang Gliding
Association

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Meeting Schedule:

Saturday, July 18

7:30 PM Holiday

Inn North Adams

Other dates

August 8

October 10

**November to be
determined**

Where to

Send Money:

MHGA

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**North Adams, MA
01247**

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Greylock Challenge underway

With the 1998 season off to a great start, the Greylock Challenge is once again paying cash for the farthest flight from Mt. Greylock.

For a \$5.00 entry fee, the winner will split the purse with the club. The club will guarantee a minimum purse of \$25. (As of this writing, there was \$30.)

Brooks Ellison has been winning for the past few years, but so far, Jack Hannus is in the lead with a landing at the Petersburg Pass LZ.

Meeting Notes

The first meeting of the year was called to order at 7:50 PM May 10, 1998. 8 members were present (out of 13 who renewed so far). There is \$1469.54 in the treasury.

First order of business was to start the 1998 Greylock Challenge. Then the project to design a new club logo was (finally) voted out.

There was much discussion about paragliding at Mt Greylock. The consensus was that the MassHGA could assist the paraglider club(s) in meeting State officials, but the negotiations should be theirs. MassHGA had previously agreed to written proposed rules in 1996 - with a notable exception being the opening of the site to intermediate pilots - but those rules never saw a meeting with the State. As far as site protocol, the methods used at Rutland should work well at Greylock. It was voted to purchase 2 First Aid kits to place at the Cirrus field, and, with the RC club's permission, to the exterior of the RC shack.

We voted to place a trash can at the Mohawk Trail launch, with signs, asking the local bonfire and beer party folks to keep it clean. The can and signs may just become something else to burn, but it's worth a try...

No news on a New England Regionals yet. There was some discussion about the "secret" one last year.

Meeting adjourned at 10:19PM

Points for discussion at the next meeting

- 1) Bylaws. Our bylaws are getting outdated (some say ignored). It's time to update them and put the changes to a vote. The proposed changes will be attached to the next Updraft (if you are a member), and will be voted on with forms included in the October Updraft.
- 2) The discussion about paragliders checking in with the State brought up a point that State and AMC employees will start checking not only USHGA HG ratings, but also ASC ratings, and PG ratings, etc, causing lengthy 'how-to' sessions and confused paperwork. Perhaps it is time to do as the rock-climbers do, and self-certify oneself directly on the local waiver form, leaving the recommended site rating to the club. Anyone who would falsify information on the waiver, or sneak past the rangers would be treated as criminal trespassers. Not only would they be subject to arrest, they would have little ground on which to sue if they get injured. The method certainly works now at sites which have less formal check-in methods.
- 3) First Aid Courses- we are looking at suitable first aid/rescue courses. There are some 2 day courses out there, and the 6 day SOLO wilderness rescue courses. It would be great to get a group together to take these courses.

From the net:

Wills Wing put out a bulletin about tight inboard battens and their effect on handling. Check with your dealer or the manufacturer before adjusting yours:

"Batten strings on any batten inboard of the crossbar leading edge junction on any Wills Wing glider should never be tighter than necessary to just begin to tighten the sail. Overly tight batten strings in this inboard area of the sail will significantly stiffen the handling. This is another of those issues where leaving the glider 'at the factory settings' is the wrong thing to do, because both the sail and the batten strings tend to shrink, tightening this important adjustment."

North Adams Area Ambulance/
Rescue - 155.220Mhz

Site Info

Greylock:

Advanced HG/PG site. Sign in with the Bascom Lodge Staff before flying. See the State Rules. Landing area is the radio-controlled airplane field off of Route 8. Needs some work on launch.

Prospect:

Advanced HG only. Sign in with the Bascom Lodge Staff before flying. Hang 4 site. See State Rules.

Land by airport or over the back at RC field. Work party pending for some brush-cutting.

Skinner:

Intermediate HG/PG site. Sign in with the Park Rangers before flying, even if they are hard to find on weekdays. Vehicles should be outside the gates 30 minutes prior to closing. See the State Rules. Land in large hay field across Rt47 west of launch.

Needs some trees topped under launch.

Mohawk Trail:

Advanced HG Site. Hang 3 with sign-offs. Route 2, North Adams. Launch is north of towers above hairpin turn. Usual LZ is the RC field on route 8. Bailout is Cirrus Corp field in front of launch.

Petersburg Pass:

Advanced HG/PG site. Has about a 10:1 glide out to the landing area, can get tight on a dead glide with a little headwind.

Route 2, just past the New York border.

Pocumtuck:

Intermediate HG site. The road to the launch has been widened and regraded, and has a new gate with a new combination lock.

Deerfield MA, behind Eaglebrook Academy off Route 10. Launch is north of the radio towers. Landing is across route 10. Check with landowners in garden shop before landing there.

Common Courtesy:

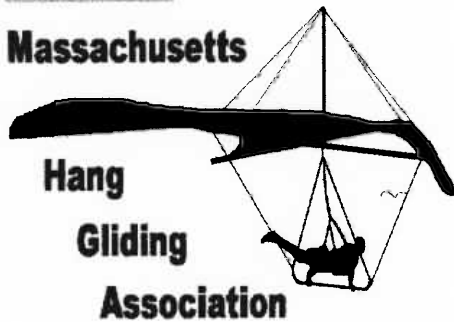
Be respectful of landowner's property. Avoid landing in crops, or trampling hay. Break down off the field. There was a minor incident at the RC field on the first weekend that Greylock was open. Many pilots took their time packing up, and blocked the RC pilots' (our hosts!) setup area. Please remember that we are guests, and pass that fact onto visiting pilots.

Massachusetts Hang Gliding Association

**PO Box 1549
North Adams MA 01247**

Since 1975...

Massachusetts



**Hang
Gliding
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Next Meeting : Saturday, July 18, 1998

7:30 PM Holiday Inn North Adams