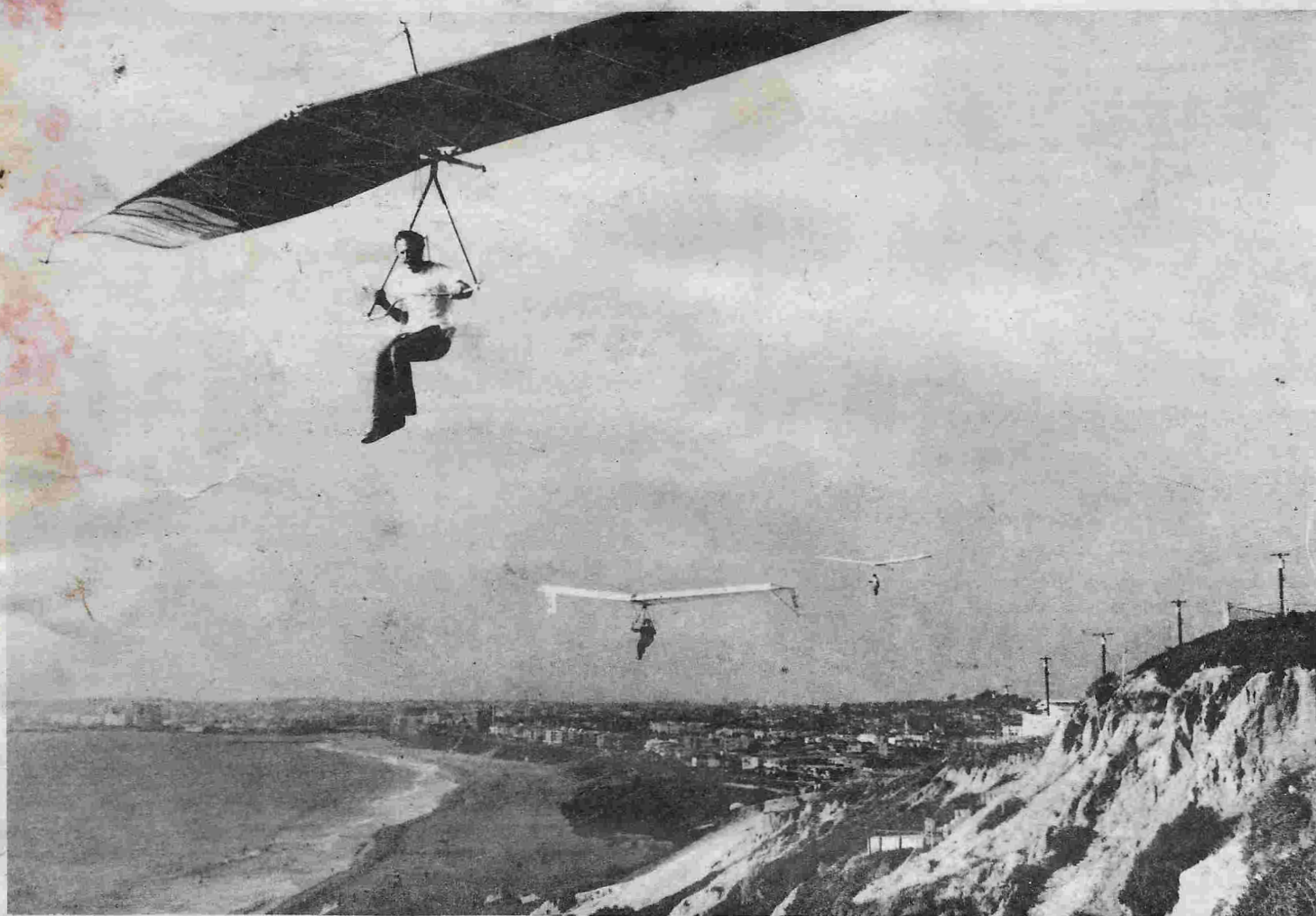


HANG GLIDER WEEKLY

Vol. II, No. 4 March 22, 1974
(late, but timely for Jan 27 expectation)

CRONKSAIL LEADS IN 'SIMPLICITY PLAUDITS'



"IF IT CAN BE SOLVED AERODYNAMICALLY THE CRONKSAIL WILL BE MOST WANTED TYPE WING SO FAR."

DAEDALUS REMEMBERED IN STEEL

Mount Desert High School is graced with a steel sculpture by Mr. Fitz-Gerald weighing 300 pounds in hopes that it will remind young people that imagination and creativity can surmount difficulties and provide escape from the shackles of the world.

Daedalus, the legendary Greek who escaped from captivity on Crete in flight on a pair of homemade wings, lost his son as his son's wax melted and feathers faltered when flying too close to the sun.

The sculpture was commissioned by the Swiss Federation of Protestant Churches, with a matching grant from the Maine State Arts and Humanities Commission. ▲

OMEGA AIRCRAFT

Notice: All plans by Omega Aircraft are of experimental craft; anyone using any S-SA plan or Omega Aircraft plan is warned that the plan is never to be used 100% for duplication. The plans are only published in hopes that people might improve or essentially advance ideas in their own version. There is no contract that errors will not happen in our plans or the plans of others sold by S-SA. Anyone copying plans in the form of real construction ought to model test the device thoroughly and assure themselves of the desired balance and controllability of the craft they might fly.

MILITARY LEGGINGS

Mark Schwinge, editor of *Flying* tells *HGW* that U.S. surplus military leggings are useful for keeping foxtails, soil, and insects on the outside of your boots for a change!

Hang Glider Weekly is YOUR newspaper. Contribute to it; share your news. Subscribe.

Only 23¢ per week.....
Box 1671, Santa Monica, CA 90406

CIRCULATION *HGW*: This issue: 269 paid; 720 circulated as stuffers to inquirers of Self-Soar Association.

HGW Advertising rate: \$5 per column inch; no extra charge for photograph insertions.

HGW subscription: 52 issues for \$12. Non-No. American Air is \$25/52 issues.

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DELTA WING SKI KITES

AND

GLIDERS INC.

P. O. Box 483, Van Nuys, Calif. 91408 (213) 785-2474 or (213) 787-6600

WANTED!!!

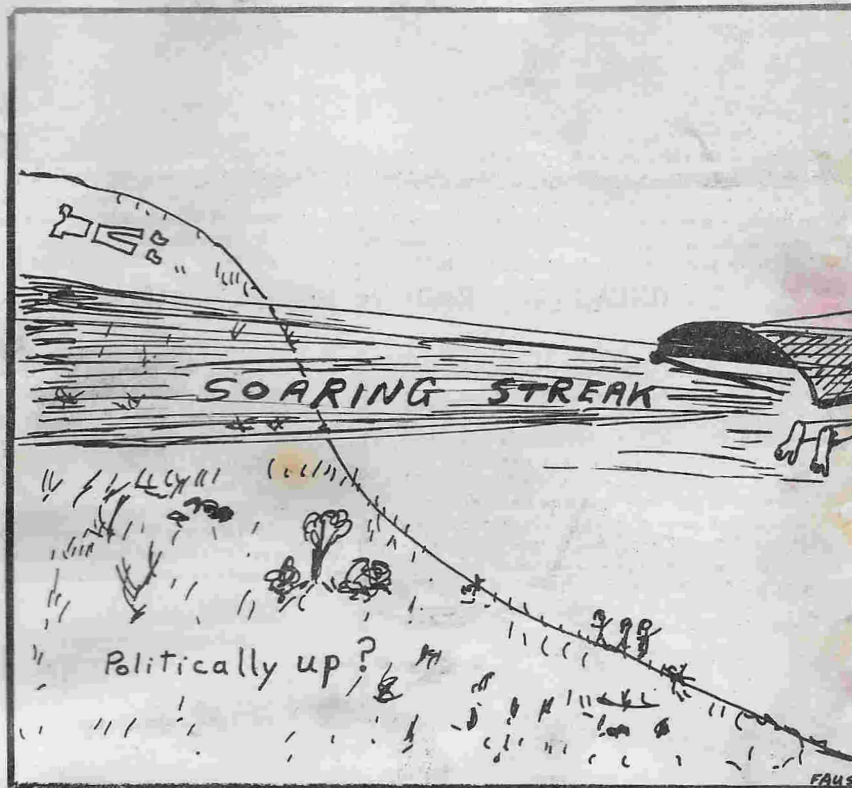
New Dealers to handle the World's Most Popular Kites and HANG GLIDERS.

SPECIAL

New Dealer Program. Write or call for details



RUDY KISHAZY'S NEW WORLD RECORD FROM FRANCE'S MT. BLANC
Vertical descent: 13,152' Distance traveled: 18 kilometers Time in flight: 35 minutes



STREAKERS, repent! Your end is in site!

DIRECTORS OF S-SA MEET

Decisions made:

1. Refrain from all Waterman biplane plan promotion until plans are completed. Latest date will be April 11, 1975, should further delay happen by the present draftsman.
2. Since the intended sub-lease for S-SA property unexpectedly 'fell-through', planning costs have been abnormal.
3. Business clients of Self-Soar Assn. are to keep their end of serious contracts and covenants in order to have any further presence in any Self-Soar publication or campaign. Only one account remains with serious non-fulfillment; it involves a costly package of many covenants.



4. Advertising for the finalized 32 or more page bimonthly format will be limited to 1/3 of the magazine.
5. Contrary to the Jan. 1 ad rate sheet, because of the 3. above, ad space is now open at full page use for \$100 and half-page use for \$50. For the same reasons, the deadline for Low & Slow 37 and 38 have been indefinitely extended. If ads are in they will be placed as possible.
6. Readjusted press goal date for the Low & Slow 37 is April 10. It will be 32 pages.
7. The fatality rate was discussed. Its impact on planning will be an increased stress on the development of instructional and safety literature. The rate of change in frequency of fatal crashes indicates that over 100 people could die from hang gliding in the world in 1974. The score could have been zero. Strength of parts and frames is not the problem. Judgement, control, and controllability are the places for movement action.

HANG GLIDER WEEKLY AD RATES

Column width: 2 1/4". Each down-the-page inch is \$5.00. Fee with ad, proof sent. Circulation this issue is 1000: Paid is 265. Ad photo inclusion at no extra charge beyond the basic space charge. We take no responsibility for errors in first inclusion of an ad; please do correct errors in proof copy. 'proof' here means that issue went out and you have a sample.

Legal Notice

The ad rate sheet mailed out in Dec. and Jan, just recently should be amended to permit indefinite extension of the deadlines for the bimonthly issues, although the schedule is a goal that looks like it will be reached except for L&S 37 & 38.

Also amend to the now available full and half-size pages. The legal rates for the added spaces is \$100 for full and \$50 for the half page.

Curt Stahl Flies by 'bar-pressure'

'I fly nearly three times a week. I do not much use sail and facial signals; I have my wing so wired now that I read the slightest pressures of the bar. The bar is not just a 'trapeze', but again it is my source of 'control'.

((One movement newsletter editor that is trying hard to get rid of the term 'control bar' ought to taste the full reason why the trapeze is more than a trapeze. That bar is a good control bar.

* That bar lets the pilot control where he places his body.

* That bar is the source of pitch control signal pressures.

* That bar gives out vibratory information that lets the pilot initiate control actions.

* We will not confuse it with the power aircraft control stick, because we do consider ourselves as the "control stick".))

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BOB JENSEN, president of N.A.S.S.A. reported in. The name of his newsletter is Telltale. First issue just got out. The editor is Fred Morfit. Based in Colorado, the North American Sky Sailing Assn. is led by fliers who are really showing us that they could be a great membership organization. Contact Chandelle temporarily.



STAHL SEAT-PRONE Harness to be given to the movement :

Chuck Stahl said that he has given Low & Slow first publication rights to a full plan for the harness if L&S prints by April 15. It is thus scheduled for the Low & Slow 37 large issue.

After that date any club newsletter may copy that plan and do with it as they wish. No copyright will be held.

Chuck Stahl teaches at Escape Country in Orange County when he is not flying as captain for United Airlines. His harness has been in development for over a year. Its several stages of development indicate a support to the thesis that Chuck holds that his harness has a definite solution for the landing ills of hang glider pilots. He claims that the seat-prone-Stahl harness not only lets the pilot be comfortable sitting or in prone or not only lets one have the alternative control advantages and choice of aerodynamic drag, but that in landing hard, even if the kite catches the ground, that the so-held pilot will have a better chance of low injury than in any other harness around.

Not all go along with Chuck so smoothly. Wills fights him on any prone. Keeler heavily questions the seat belt buckle position. Others doubt that if the pilot swings through the triangle in a crash, then he won't have just as severe a potential of head injury as others using alternative harnesses.

The seat belt buckle should be of a special type. But even with the old first-used type of push-button buckle, when a pilot last week had his set-up incorrect and the button was accidentally pushed at take-off, the pilot simply flew by being harnessed in the arm-pit part of the harness.

ALL COMMENTS ON THE PLAN and harness should be returned to L&S so that correction and improvement can serve us all. Include all harness ideas; we will continually feature such.



SKY SAIL

This is an optional term for hang gliding as initiated in Colorado. Some chagrin the name because it may borrow from the activity of 'sailing' as opposed to flying or soaring. This is the same kind of objection that is sounded for 'skysurfing' which may borrow from 'surfing'. Yet these names have the ring of popularism and no doubt will stay strong in use.

The pull of 'skysailing' is now found in the following favors: Chandelle calls their hang gliders instead sky sails with sky sailors or saylors flying them. The likewise Colorado based North American Sky Sailing Association will one day, not before too long, rank 1,2, or 3 in membership total. To the best of known facts, the magazine Sky Sailing, published not yet ---- from Newport, California, is not financially connected with Chandelle. In Colorado, one hardly understands anything beyond skysailing.

Sailplane groups throughout the world have frequently referred to their sport as sky sailing with sailplanes. This priority and the connection with the off-base idea of sailing, seems to some that the term does not adequately give the root identity that is wanted by people who soar themselves. Soaring and self-soaring, supported by the two longest standing groups of the movement are generic to the dream of true flight. Hang gliding is a hardware term denoting the most popular way that man soothes his frustration to really be able to self-soar throughout the universe.

1974 FATALITIES SOAR

2½ months of 1974: 6 fatalities.

Last Saturday marks the last flights for Eric Wills and Churk Irwin.; March 16.

Colorado at Lookout, Chuck in a Chandelle 'Competition' allegedly was in very gusty airs when he got 'blown' back into the mountain. The Competition Sail is the sail also used by Jim Foster who died in a Colorado mid-January high-wind crash. Full report on Chuck is not in. See HGW soon and L&S 27.

Eric Wills took off the Crestline take-off in the San Bernadino, CA range, a frequented site. In a turn, allegedly, he 'lost the wind' and plunged 200 feet. He is the younger brother of Bob and Chris Wills of Sport Kites, Santa Ana, CA. *NEWSPAPER

OTHER ACCIDENTS

Eddie Paul, cartoonist and Porta-wing cable leading edge rogallo designer met a yet fully described situation during a high velocity blow at Torrance Beach. He was hospitalized and reportedly is healing, but he suffered several broken bones and internal injuries as he crashed out of control. Eddie's crash was but tens of feet away from the spot of two other Porta-wing accidents of last year involving straight ahead out of pitch-control situations by Jim Hein and by Mike Remineh. Mike broke two wrists. At last year's Montgomery meet another associate of Eddie Paul broke two wrists in a Porta-wing out-of-pitch-control forward moving accident. Eddie Paul reported to us that these associate events were caused by special gusts and special pilot error similar to those situations that are part of accidents happening with other brand name kites.

A Torrey Pines critical downwind accident case is still critical. 30 wings were soaring that day in February (3 Sundays ago). This person headed downwind across the ridge line and just kept going without ever turning back into the wind. It was a full downwind landing. Kite name is unknown.

Telluride snow meet: Mahoney did not leave enough altitude for proper recovery from the so called 'transition' zone of the newly released Chandelle Competition Sail.

March 17, 1974, rumor only of another severe accident: no information. Please do report as completely as possible.

SUMMARY

Foot-launched hang gliding, which had no fatalities in 1970, none in 1971, one in 1972, and six (maybe 7) in 1973, has so far four in 1974 with only 2½ months going:

74(1)	Jim Foster	Chandelle Comp.
2	Tom Williamson	'rogallo'
3	Eric Wills	Wills Wing
4	Irwin	Chandelle Comp.
5		INT
6		HI.

TRAGIC WEEKEND REPORTS 2 MORE FATALITIES

....THAT IS 4 IN 4 DAYS: NO DATA IS AVAILABLE ON THE FOLLOWING TWO FATALITIES:

3RD REPORT: A HANG GLIDER DEATH IN BILLINGS, MONTANA

4TH REPORT: A HANG GLIDER DEATH IN HAWAII

Please forward any information you have on any accident.

*One should not assume that because a certain brand name or type of wing was involved in an accident that the wing or manufacturer is part of the cause of a mishap. Up in the air there is Air, Pilot, and Wing. The mix of the three elements are all part of the situation. To understand the full facts is very difficult and we make no presumption in HGW in the above to have settled anything as causal to accidents.

WHAT IS HAPPENING?

Thousands more people are now with a wing with and without adequate skill and knowledge. Add to this the weather and the seasonal fact that mankind is not not careful for himself in pre-Spring months, we suffer the truth that we have a widespread human activity being partaken by a full cross-section of human drives, needs, and circumstances. This inevitably results in non-zero accident histories; yet it is thought that we are having more than we should.

A regression in our movement's rate of change of accidents is needed (without doubt from this news office.) If not, the last year forecasted fatality total of 12 will be surpassed by more than 3 times. 36 by the end of 1974 will be a burden on all of us who do not now do something positive to encourage wisdom in training and practice, courage in commercial design (by holding back a non-proven modification until fully understood). Users of wing ought now to realize that no-one who dares the rough winds can have a good bet. A strong wing is not enough; it must have adequate aerodynamic characteristics and be flown in weather that speaks sanely of the pilot. No more than Class 1 weather conditions ought to be used by anyone who has not made it second nature to fly very well all essential maneuvers that might be needed in Class 2 and 3 weather conditions.

Those design hybrids which have aspects highly suspect by the community of designers and good pilots ought now especially directly confront that community on the chance that the community might have something critically right in their suspect focus.

ARE THERE BRAND NAME KITES THAT ARE INHERENTLY DANGEROUS?

....Ans: They are all so ...when incorporated with certain pilot and wind parameters. Given the same pilot and wind condition is there a wing being sold that is far and away less safe than other wings on the market?

QUICK RELEASE

This generic term is applied to devices that let one disconnect something very quickly either for convenience or as an emergency action.

One must be wise to design and use any quick release system so as to prevent accidental release or failure release.

Self-soarers intending landing in water or who simply want a safeguard, may be interested in the Wollard Product, which see, and other devices such as the Stahl Key-lock Tang, Over-center Come Along, Seat-belt latch, and Pip ball-pins.

JOIN & SHARE IDEAS:

Self-Soar Association
Box 1860

Santa Monica, CA 90406

McBroom Sailwings, England

Safety: The pilot needs to respect the elements and exercise enough self-discipline to progress in experience in small stages. Most important of all, if conditions do not suit the pilot's experience he must be able to say no - even if there is a large group of spectators eager for action.

The sport is primarily for those who are reasonably fit as very few escape some knocks and bruises during their training on small slopes. These are soon forgotten when the pilot is able to make prolonged soaring flights from hilltops.

Our Arion is a 16'9" rogallo.

*Listed on Hang Glider Directory

POLYETHYLENE PAINT

Mark Schwinge tells us:

In order to enhance the plain polyethylene wing, Sinclair Paints now puts a special paint which, when applied above 70 degrees F., forms a fairly good bond with polyethylene. This paint has withstood numerous foldings and unfoldings, not to mention actual flights. It comes in red, orange, blue, black, brown, and other shades. The product is 'Vinalite,' and most of the Sinclair paint stores carry it. A 15 oz. can will be around \$2.

Town kite shops will also be carrying supplies that can aid the designer of plastic wings. The new fiber laminate sails will replace much of the dacron sailcloth business once good supply opens of suitable laminates and sandwich ply sheets.

GEORGE UVEGES

SHUTTER THE THOUGHT

When you have an idea, get it on fil.

Write: George Uveges
Freelance Photographer
2401-B Oak St.
Santa Monica, CA 90405

....again George tells us to be candid and ask him about photographic needs.

JANE'S YEARBOOK

JY lists S-SA for the second consecutive year along with other hang glider professionals.

TRANSPORTING YOUR WING

(Please report all methods and problems you have had in trying to take your wing on a trip of any kind to anyplace)

Vacations and distant flying sites have us take wings afar. Not all means of transport bend with needs of wings.

Buses seem to limit packages that breakdown to 10 feet. 6 feet looks like the limit that one could carry a wing inside the passenger parts of city buses. Tram boxes at resort areas are about the same.

Airlines can bend to longer packs, but handcarry and begging sometimes let recreational packs go easier if the user has a ticket on the same flight.

Investigate REA for shipping. The price is right.

The fuel crises will increase the small car count in hangliding with consequent encouragement of shorter packages. Cycle-variable geometry wings will be on the increase.

WEEKLY POYNTER POINTERS

* Manufacturers should get info. to me for a revision in my book.

(Book now on discount for those that renew to Low & Slow 37-42. Send \$10.50 to get book and renewal at some time. Add \$1.30 if you want 1st Class on book.)

* My parachute manual can be a good reference tool for any new hang glider manufacturer or sail maker.

* Nylon ripstop can work just fine as a rogallo sail. It is lighter and less expense than the popular dacron sails.

* Sears has a nice plastic rugged lawnmower wheel for you to use.

★ For developing this column, please direct questions to Dan Poynter at 48 Walker St., No. Quincy, MA 02171 ((Use S-SA address for book orders.))

PLIABLE MOOSE

1350 N. Wellington Pl., Wichita, KS
67203 or phone (316) 265-1869

A Pliable Moose delta wing won the duration event in the recent Colorado Telluride meet. The company claims a 6:1 glide for their product. Maybe they have a secret. They were going against the finest pilots and wings of the nation. If anyone discovers their secret, please report to HGW or L&S.

HGW is afraid of their statement in their catalog that reads: "Each keel is engineered for self-adjustment--between two inches positive and five inches negative reflex under varying flight conditions--giving optimum lift at all times. At high flight speeds and in gusty conditions, negative reflex allows for greater penetration and lift." For the sake of movement safety we ask that the statement be clarified or corrected. The Pliable Moose is a fine product, but we did not see any 5" negative reflex in heavy winds; and we are happy that we didn't, we would like you to stay up!

Hang Glider Weekly
Box 1671
Santa Monica, CA 90406

FIRST CLASS



Icarus V

CALL TO DESIGNERS

Indices point to soon solution to the hang glider aerodynamics of tail-less tip controlled simple wings. Please be neat in your drawings as you share news on your developments. Lets circulate all those neat ideas you have.