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*****NEW HANG GLIDERS*****

ZEPHYR AIRCRAFT CORPORATION

*ATTENTION: East Coast Flyers

We are tooled, stocked and delivering Rogallo Kites 16 ft. to 20 ft. Finest construction by aircraft industry personnel using proven design and Ultralite hardware. Each kite, custom made, with two week delivery guaranteed. *Ready to fly kites from \$510 to \$595.

*Comprehensive brochure and price list is available. 26 Mill St. Glastonbury, Connecticut 06033 Phone: (203) 633-9074

*** Dealer Inquiries Invited ***

*****TUBING*****

NOTICE: ALUMINUM JOBBER'S LIQUIDATION SALE is being handled by Sailbird Flying Machines of Colorado. Prices are below jobber cost. Buy a lifetime! 1 1/2" x .049" 6063T832 x 15' through 20 feet at 37¢ a foot, sold by the box only, 30 lengths per box. Orders shipped within 24 hours: Sailbird Flying Machines, 3123 N. El Paso, Colorado Springs, Colorado 80907

\$2 brings you 25 copies of one issue of HGW by AIRMAIL (No. Amer) We will bill monthly.

DISPLAY AD RATES, HGW

Wdth	Lgth	1ti	8ti	9ti+
1 1/4"	1	\$8	\$6	\$5
2 1/4"	1	11	7	6
3 1/4"	1	12	8	7

Camera ready, fee with order only. Your litho neg if you want halftones. No exceptions.

*****METERS*****

VARIOMETERS, AUDIO TYPE, DUAL RANGE, \$75.00 Send for free information sheet: Colver Soaring Instruments 3076 Roanoke Lane, Costa Mesa, CA 92626 (Calif. residents add 6% sales tax)

DWEYER WIND SPEED METER for every need, \$6.95 (CA, tax), from the Hang Glider Shoppe at 1554 Fifth St. Santa Monica, CA 90406

GLIDE SLOPE INDICATOR, \$5.95; hand held, neat, bubble level, mirror, pocketable, light, for rogallors. CA add tax: HGShoppe, Box 1860, Santa Monica, CA 90406

*****FOUSED WINGS FOR SALE*****

QUICKSILVER: Call CA: (213) 395-4991; \$700; HGS flown checkout. Now SeaGULL III - good condition, \$400, no harness included. Lessons go with the sale: CA: (213) 395-4991

UNIQUE HALF-DONE, \$75, not worth finishing, but materials are sure worth someone taking! (213) 395-4991

*****TURNBUCKLES*****
WORLD WAR II quality aircraft type with fork for .120" tang, and eye for thimble of 3/32" or 1/8" cabling. This is the last bunch available in Southern California. Use on landing wires, leading edge wing wires, keel camber wire, car racking. Each weighs 2 oz. Figure your postage when buying. The new industry wholesale price for a turnbuckle is \$2.50 in large lots and these are sold at \$4 to \$5. YET now while they last you can get these aircraft surplus, cosmolene preserved 'you clean 'em', for \$1 each, but only if you purchase 10 or more. 950 are available from HGShoppe, Box 1860, Santa Monica, CA 90406

*****BOOKS*****

SIMPLIFIED PERFORMANCE TESTING FOR HANG GLIDERS, 17 page, card cover, by Jack Park, past editor of Motorglider Magazine. In this booklet he graphically and theoretically helps you determine the performance characteristics of your glider. The exercise also teaches one much about slope wind effects on glide path. Jack Park is qualified, and although short, the presentation is powerful in its simple helpfulness. Postpaid, (CA add tax), send \$2 to HGShoppe, Box 1860, Santa Monica, CA 90405

GUIDE TO ROGALLO FLIGHT, 30pgs. is a high graphic standard handbook for starting beginner hang glider pilots, by Rich Finley and Bob Skinner. Do not be without this book. \$2.75, postpaid from HGWeekly, Box 1860, Santa Monica, CA 90406

MAN-POWERED FLIGHT by Dr. Keith Sherwin of England; \$7.95, hardcover, comprehensive survey of past and present muscular powered aircraft. The first lot of books are now in transit from Europe. Order now, postpaid, from HGWeekly, Box 1860, Santa Monica, CA 90406. flap, flap, pedal, push!!

FLY, THE COMPLETE BOOK OF SKY SAILING by Rick Carrier, 124pgs illustrated, \$7.95, pp bookrate. The book is now at McGraw Hill's bindery. Order now. Rick Carrier is a professional film maker and writer, author of a best-selling skindiving book. We will ship to you as soon as the first lot comes in. Order: Hang Glider Shoppe - 1554 Fifth St., Santa Monica, CA 90406 Mail: Box 1860

HANG GLIDING, 205 pages, 2nd ed. now available. 70% change over the first edition (\$5 clearance on 1sted) This book surveys the major technical aspects, sources, hardware differences. Your h.g. library must be with this. It makes a good gift too. Send \$5.95 plus shipping of 40¢ 3rd class or \$1.10 first class (CATZK) HGShoppe, Box 1860, Santa Monica, CA 90406.

HANG FLIGHT, 80 pages, 2nd edition of the standard instruction manual for beginner and intermediate pilots. In drawings that picture wind, posture, parts, errors, and efforts, this book is proving itself invaluable to the entire movement. Be sure every pilot has one. \$3.25 postpaid (CA, tax 6%) HGW, Box 1860, Santa Monica, CA

*****MAGAZINES*****

HANG GLIDER WEEKLY, \$12 per 52 issues. A must for all.

LOW & SLOW --- No. 37 will have no advertising. 32 pages total. \$1.25 for single copy. You may subscribe to 37-42 for \$6, each to be 32 pages with no advertising. Irregular freq. Box 1860, Santa Monica, CA 90406

LOW & SLOW, set of all back issues of the booklet and magazine series, minus issues 5, 12, 27, 28, 30, you get 1 thru 36 less those; total of 588 pages; and note that very little advertising is in those issues. This historical set was the base of the modern hang gliding movement started by the core group of Self-Soar Association flyers. Invaluable if you are aiming at a fun and creative self-soaring hobby or recreation. Today's technical hardware is barely touching the topics listed even in issue No. 1. Pay \$14.50 to Low & Slow at Box 1671, Santa Monica, CA 90406

*****AREA CONTACT ADS*****

NEW YORK: For a good start: Dan Chapman, Ridge Road R.D.#1 Box 57, Marlboro, New York 12542. At the New York Hang Glider Store we can serve you with lessons, literature, and a variety of hardware.

*****PLANS*****

ALL PLANS; obtain the catalog of Hang Glider Shoppe, \$1, from Box 1860, Attn. CAT, B. Santa Monica, CA 90406.

Sec. 7: Results of Oct. 26, 27, 1974 Blue Mtn Ski Resort, Collingwood, Ontario, Canada: 800' drop. Wind was wrong direction, too gusty, and only one flight made Saturday. But Sunday, wind was toward hill from 5 mph to 20 mph at 9 a.m. and then to 3 mph for an hour, then 5 for day. Sky: sunny. Sponsor: Export A. Attendance: 40 rods and 1 Quicksilver. No injuries. Maybe 3 repairs. All terrain vehicle assist to near the top, then 200' hard climb unassisted. Much enthusiasm; meet will cause an explosion of interest in eastern Can. Thanks to Deane Rodgers, organizer. Personal: This was my first day of hang gliding without being towed, and I was thoroughly impressed with foot launch hang gliding. My first flight was at about 9 a.m. and the wind was steady at 18 mph. I stood at the top of the mountain and watched a couple of other fliers run and launch themselves into the sky and when I tried it myself, I simply could not believe the lift that I got when I finally pushed that control bar forward. I must have gained about 50 feet immediately and was looking down at the trees which I was quite concerned about before I took off. About half way down the mountain I felt that I had plenty of altitude to do a 360 and did so, and then did another and landed softly on the bullseye. This apparently surprised most on lookers because they informed me that this was the first time that a 360 had been done on this mountain. I guess all that tow boat flying gave me a lot of experience and confidence. Now, if I can only keep my confidence from getting the best of me. This must be a hard-to-realize factor for all hang glider pilots. Incidentally, I was flying my Skytrek which I purchased about two months ago for my towing; it is a superlight hang glider. Otto 11094, Bob Grant. See Sec. 58.

Sec. 58: SKYTREK, HP/200. This is the first letter of response on the HP/200. "I have a HP/200 and am extremely impressed with it's capabilities. This kite is not critical on the stall point and can easily be parachuted in order to lose altitude and still be under control. The HP/200 turns unbelievably tight and if you find you are stalling it, then it is easy to gain a little speed and stay in the turn position by pulling the bar a little closer. It seems that when I am 360's that each time I come around into the wind again the kite gets a great lift and continues to turn losing very little altitude. The off-set kingpost is a super advantage because a flier can adjust very simply for the conditions of the day or type of flight desired. The HP/200 is very responsive to all controls given but seems very forgiving. I am definitely looking forward to using Dick Boon's ne prone harness. You simply won't believe this kite until you have tried it. Sincerely, Bob Grant, Otto 11094, 33 Plymouth Ave, London, Ont, Canada N6H 3T2"

Sec. 56: "Elmira, N.Y. area proclaims to be the glider capital of the world, yet is woefully lacking in any hang gliding activity. I discussed this with Paul Schweitzer, the sailplane mfg. He took the position that this was a dangerous sport and needed much education for beginners. Thus, I've started (Nov. 6, first class) two courses, one at Elmira College. Three men hanggliders are with me acting as flight instructors. We plan 50 students. Howard Soff"

Hang Glider Weekly
\$12/52 issues
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FIRST CLASS

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Santa Monica, CA

Sec. 1: Low & Slow #37, no ad-32pger will be out soon; single copy: \$1.25, or L&S 37-42: \$6 subscription.

FIRST SOLO FLIGHT---done in Icarus II, Dillon Beach, CA. This wing was built from scratch from plan. Steve Patmont of San Mateo said he flew it well with no mishaps. Congrats. OTTO 10464 Plans still available: \$10: Hang Glider Shoppe: Box 1860, Santa Monica. If you want to contact Steve on how he did it: Steve Patmont, 3150 Casa de Campo, #3, San Mateo, CA 94403 Was that chicken scratch? ONE UP ON ALL: Pliable Moose Delta Wings, KS, has 4.5 oz sailcloth sails. They cost them nearly double the 3 oz used by many others. They claim a stronger and quieter sail. They are excited about their new curves in their control bar. Their Thermal Shark hybrid is receiving favorable comment. We are anxious to hear of more progress on their robot test system. ((University of Poland has a ground test vehicle that is testing stretched membrane hang glider configurations. Chuck of Ohio speaks the language and might get some info on it for HGW.