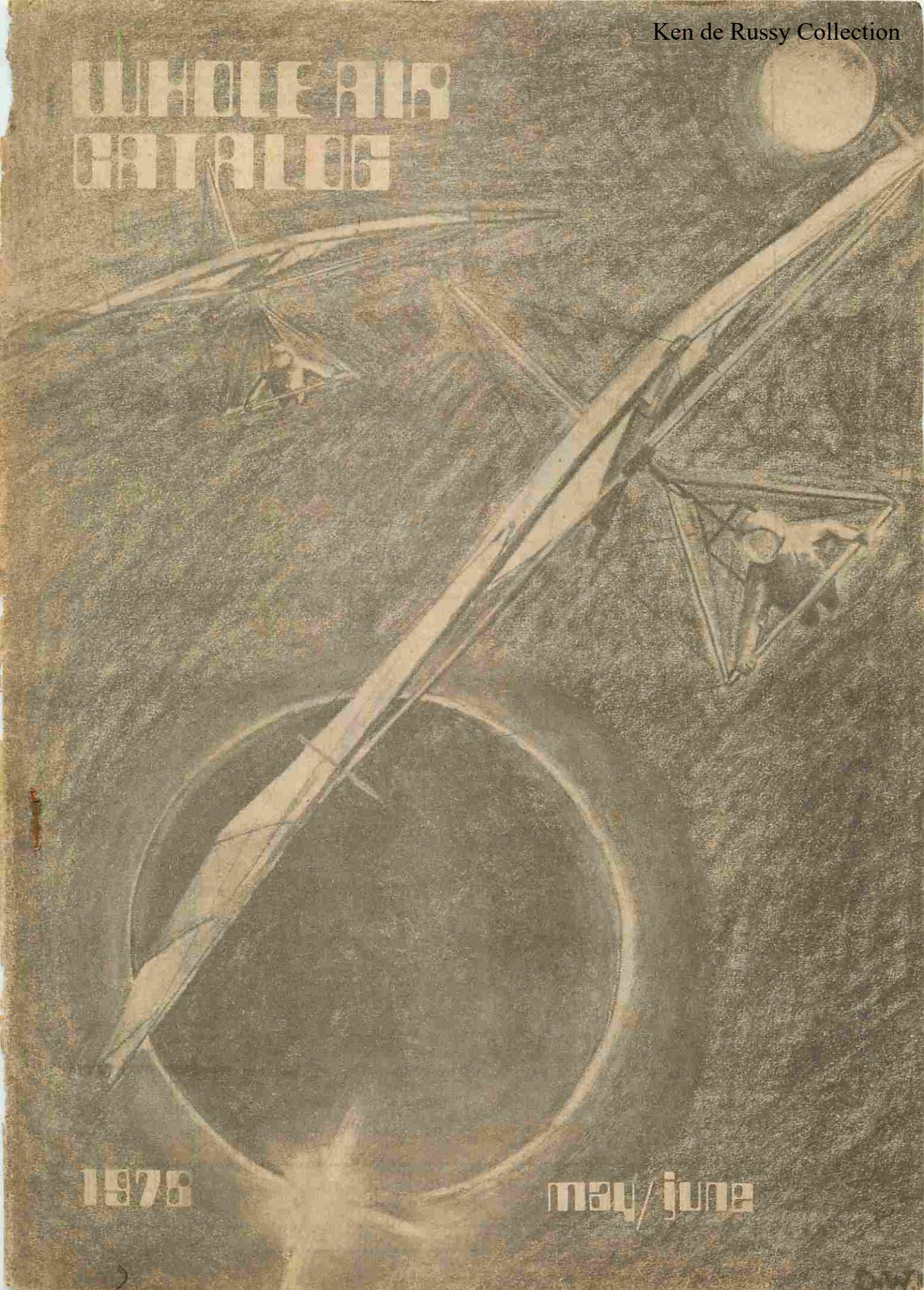


UNDER AIR CATALOG

1978

may/june



WELCOME

Welcome to WAC #1 for May and June. You will be receiving WAC every other month, FREE; just like you got this one. We hope you will enjoy using it FREE too, as you send in our Reader Inquiry Card to request information on as many products or services as you like. We pay the postage.

We will save you not only the expense, but the hassle. All you have to do is circle the appropriate number(s), and fill in a couple of blanks. No more stationery, envelope, or address searches. Once the card arrives in our postal box, we will do the rest, and our sponsors will be sending out the information you request. Simple enough? Good, it is exactly what we planned.

If you know someone else who would like to receive WAC, you can place his or her name on the Reader Inquiry Card as well.

After paging all the way through WAC, you will end up on our regular back cover calendar. We hope you will enjoy this feature, along with our used glider bluebook, below.

In fact, we hope you just love your WAC!

for Idea Graphics, Publisher

Smooth lift.

Editor

WAC'S USED GLIDER BLUEBOOK

The **WHOLE AIR CATALOG** used glider bluebook begins modestly with 32 glider quotes representing 13 brand names. These are not casual guess-timates, but illustrate **real** prices received by the customer or dealer. As you and your dealer participate in this report, its size and validity will increase rapidly. Please join in and grow with us.

Condition Report: **Rough** (craft needs work); **Average** (no work needed, craft well used); **Clean** (better than average shape, new or well kept); **Exceptional** (near perfect shape).

| MFR | MODEL | SIZE | YEAR | CONDITION | ASKING | SOLD FOR | DEALER OR PRIVATE |
|-----------|----------------|------|------|-------------|--------|----------|-------------------|
| Albatross | ASG-21 | C | 77 | Clean | \$675 | \$675 | Priv |
| Bennett | Phoenix 8 | Reg. | 77 | Average | 750 | 650 | Priv |
| Bennett | Phoenix 6B | Jr. | 76 | Clean | 725 | 600 | Priv. |
| Bennett | Phoenix 6B | Jr. | 76 | Average | 450 | 325 | Priv. |
| Bennett | Phoenix 6B | Jr. | 76 | Average | 375 | 350 | Priv. |
| C.G.S. | Falcon V | 225 | 77 | Clean | 600 | 600 | Dir. |
| C.G.S. | Falcon V | 185 | 77 | Clean | 550 | 550 | Dir. |
| Eipper | Flexi III | 185 | 77 | Clean | 700 | 550 | Dir. |
| Eipper | Flexi II | 240 | 76 | Rough | 450 | 375 | Dir. |
| Eipper | Cumulus V | 185 | 75 | Exceptional | 400 | 400 | Priv. |
| Eipper | Cumulus VB | 180 | 76 | Clean | 500 | 400 | Priv. |
| Eipper | Cumulus VB | 180 | 76 | Clean | 425 | 425 | Priv. |
| Electra | Cirrus | 3 | 78 | Average | 600 | 425 | Priv. |
| Electra | Olympus | 160 | 77 | Clean | 750 | 650 | Priv. |
| Electra | Olympus | 160 | 77 | Exceptional | 900 | 750 | Priv. |
| Electra | Cirrus | 2 | 76 | Average | 600 | 525 | Dir. |
| Electra | Cirrus | 3 | 76 | Average | 600 | 550 | Dir. |
| Electra | Cirrus | 2 | 77 | Exceptional | 800 | 700 | Dir. |
| Electra | Olympus | 180 | 77 | Average | 600 | 600 | Dir. |
| Electra | Cirrus | 2 | 76 | Average | 550 | 450 | Dir. |
| Manta | Fledgling | A | 76 | Clean | 1000 | 950 | Priv. |
| Moyes | Maxi I | 200 | 76 | Clean | 800 | 800 | Priv. |
| Peregrine | Owl | 160 | 77 | Clean | 750 | 650 | Priv. |
| Seagull | VII | 175 | 76 | Clean | 500 | 500 | Priv. |
| Seagull | III | 230 | 74 | Exceptional | 375 | 375 | Dir. |
| Seagull | III | 230 | 75 | Clean | 375 | 350 | Dir. |
| Seagull | Seahawk | 190 | 77 | Average | 650 | 650 | Dir. |
| Seagull | Seahawk | \$70 | 77 | Average | 750 | 750 | Dir. |
| Skyports | Kestrel | \$85 | 75 | Clean | 550 | 395 | Dir. |
| Skyports | Sirocco I | 156 | 77 | Clean | 900 | 800 | Dir. |
| Sun | IV Modified | 180 | 77 | Clean | 400 | 400 | Dir. |
| U.P. | Dragonfly mk.2 | 185 | 75 | Exceptional | 750 | 500 | Dir. |
| Wills | X-C | 185 | 76 | Exceptional | 875 | 875 | Priv. |

We welcome, even request, your report of a used glider sale. Please provide all the above information. Do not report gliders still for sale, just ones very recently sold. The sales transaction must be complete with full exchange of money. WRITE: Crystal's Whole Air Catalog Bluebook, P.O. Box 144, Lookout Mtn. TN 37409

Front cover: "Soaring the solar winds" By Donald Baker

READER INQUIRY CARD — May/June 1978

(card expires July 10)

Circle numbers (as many as you like) of advertisements, new services, events here:

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| 1 | 6 | 11 | 16 | 21 | 26 | 31 | 36 |
| 2 | 7 | 12 | 17 | 22 | 27 | 32 | 37 |
| 3 | 8 | 13 | 18 | 23 | 28 | 33 | 38 |
| 4 | 9 | 14 | 19 | 24 | 29 | 34 | 39 |
| 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 |

For prompt action on items circled, fill in each section below

Occupation _____ Age _____ Weight _____ Sex _____ M _____ F.

Married? Y N Type of Glider _____ (make) _____ (model) _____

Type of flying most frequent? Training Inland/mountain Coastal Ridge Thermal

Proficiency level: Spectator only Beginner Novice Intermediate Advanced Master

Hours logged: _____ Year started hang gliding _____ No. of gliders ever owned _____

Address information to: Name _____

Address _____

Zip _____

Rate Crystal's WHOLE AIR CATALOG for us

1- Unsatisfactory 2- Useful 3- Great

Overall usefulness _____ Used Glider Bluebook _____

Reader Inquiry Service _____ Overall Format _____

FREE SUBSCRIPTION _____

Name of a friend you know who would like to get WAC free

Name _____

Address _____

Zip _____

FREE MAILING TO US!

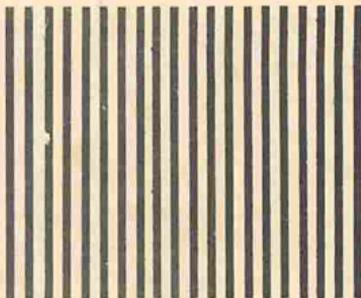
FIRST CLASS
Permit No. 10
Lookout Mtn. TN

BUSINESS REPLY MAIL

No postage stamp necessary if mailed in the United States

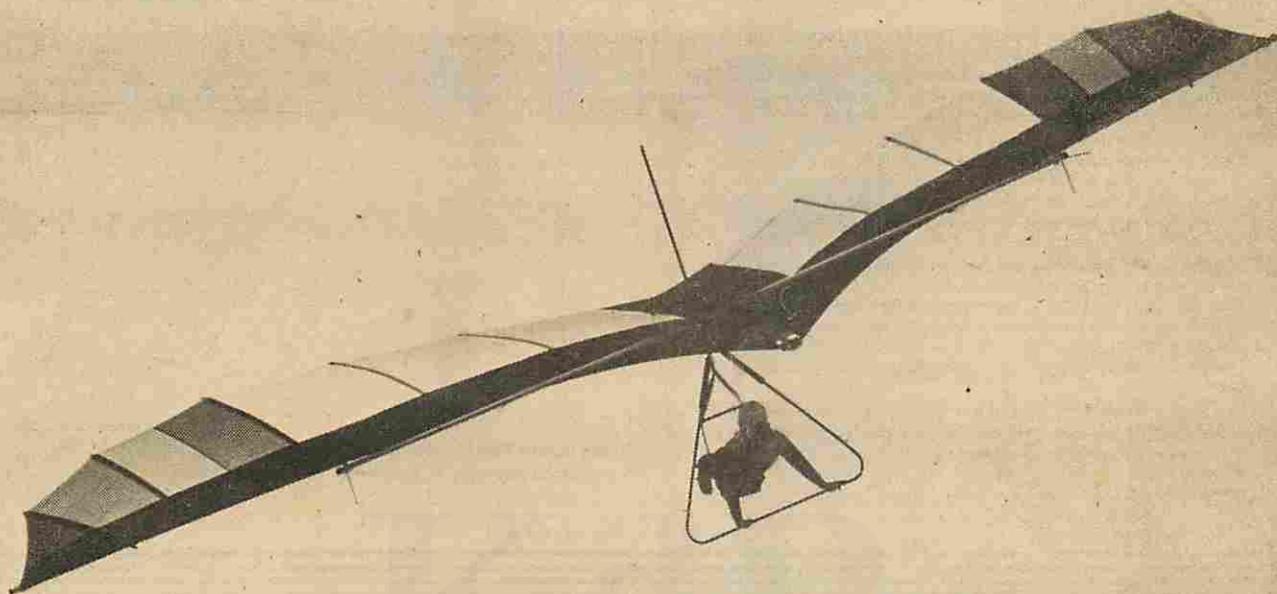
Postage will be paid by—

**IDEA-GRAPHICS, PUBLISHER
CRYSTAL'S WHOLE AIR CATALOG
P.O. Box 144
Lookout Mountain, TN 37409**



HIGH PERFORMANCE

The Seagull 10 Meter



Back by popular demand! The star of the 1978 season -

The Seagull 10 Meter

Even the best must improve to stay on top. **Seagull Aircraft** has continued research and development throughout the year. Now a series of improvements - thoroughly tested and proven - are ready for you.

A totally new applied leading edge pocket dramatically increases the **10 Meter's** already remarkable performance. The 25% double surface in the critical $\frac{1}{4}$ chord area provides big gains at both ends of the speed range. This, combined with many improvements in the fully cambered and battened sail, results in an even lower sink rate. Slow to a crawl, float upwards in the weakest thermal, and then speed to the next. Once again the **Seagull 10 Meter** is the ship everyone will look up to in 1978.

Get high and enjoy doing it! A subtle reshaping of the floating keel pocket will make our already famous handling legendary. Fingertip pressure, instant response and unequalled stability put the fun back in flying for the intermediate to expert pilot.

You'll notice other improvements for the **10 Meter** this year. A completely redesigned and streamlined deflexor system with internal adjustment means faster set-up and less drag. The tumblers are also gone from the top rigging. Quick fastening tensioners mean less time preparing on the ground, more time performing in the air.

The **10 Meter**. The best - now even better.

SEAGULL AIRCRAFT

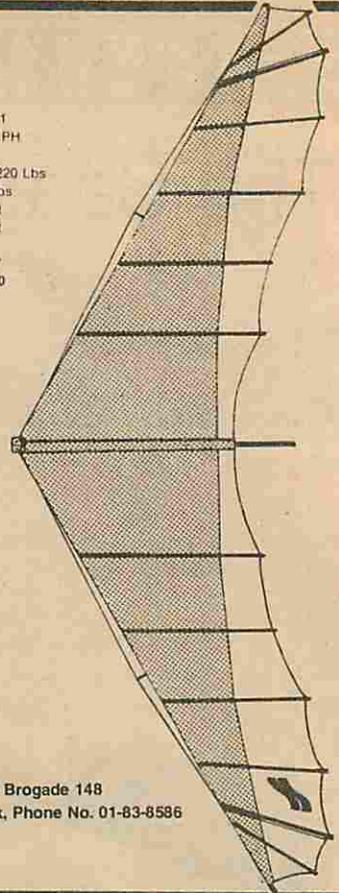
3021 Airport Avenue, Santa Monica, California 90405

Circle #1 on reader service card.

Sky Sports
Incorporated
P.O. Box 507, Ellington,
Conn. 06029, U.S.A.
(203) 872-7317

Sirocco II

| Specifications | 164 | 185 |
|----------------|-------------|-------------|
| Nose Angle | 120° | 120° |
| Sail Billow | 0° | 0° |
| Max. L/D | 9 to 1 | 9 to 1 |
| Stall Speed | 18 MPH | 18 MPH |
| Area | 164.7 | 185 |
| Pilot Weight | 125-175 Lbs | 155-220 Lbs |
| Glider Weight | 51 Lbs | 54 Lbs |
| Span | 33.5 Ft | 35 Ft |
| Leading Edge | 19 Ft | 20 Ft |
| Root Chord | 8'6" | 9 Ft |
| Breakdown | 10'6" | 11'6" |
| Price: | \$1140 | \$1170 |



Like the wind that shares its name, the Sky Sports Sirocco II is full of pleasant surprises. It is racy and lean with a clean, careful cut. The planform is programmed for optimized performance. A pilot feels as if he's flying a breeze. Part of the light heartedness associated with flying a ship such as this is the comfortable feeling of confidence. This comes from the knowledge of the Sirocco's complete aerodynamic stability and structural integrity. The foremost innovation that creates Sirocco II magic is the hidden crossbar.

Sky Sports pioneered the double surface membrane wing. This experience eventually led to the present technology producing an 80% double surface. We put a 2 inch diameter crossbar inside the sail and gained strength plus increased performance at high speeds. You do not sink out of the sky when you try to reach the front of a ridge after losing a thermal on the lee side. You maintain good altitude when trying for a distant landing field in a headwind. Cross-country potential is enhanced with such assets in the hands of a good pilot.

The Sirocco II is responsive and light of touch, thanks to our differential deflexor system and advanced tip design. You can go where you want, when you want. The exceptional glide ratio is matched by an outstanding sink rate, thanks to the high lift airfoil. This modified Lieback airfoil is known for high speed stability. Other safety features include defined tips, triple deflexor system and sail limiting cables.

Sky Sports has built the Sirocco II to provide every pilot with the safest machine available anywhere. You cannot achieve the feeling of complete freedom unless you have confidence in your glider. Try a Sirocco II and go with confidence. The flight possibilities are unlimited.

In Europe contact: Para-Fun Int'l. Norre Brogade 148
2200 Copenhagen, N. Denmark, Phone No. 01-83-8586

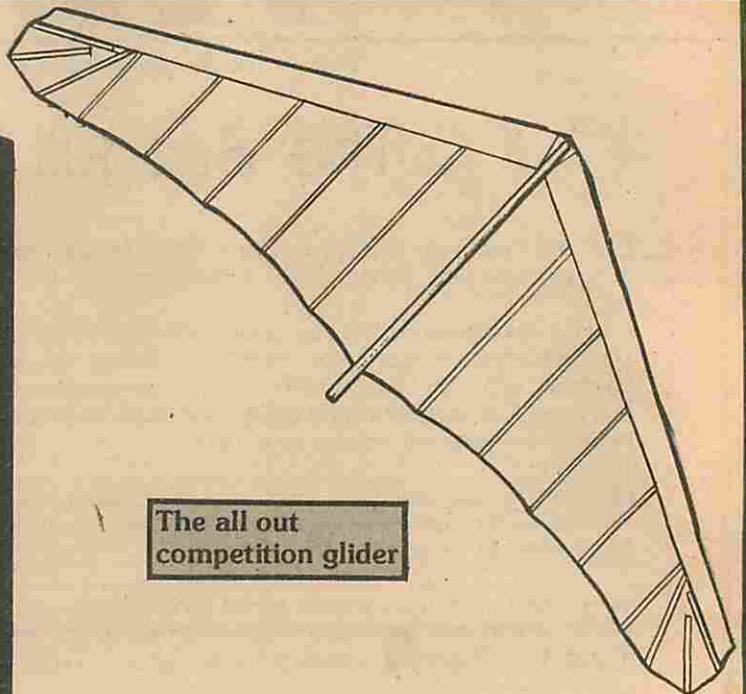
Circle #2 on reader service card.

MOYES MAXI

H.G.M.A. Certified — March 30, 1978

Wing Span — 35.5 ft.
Wing Area — 200 sq. ft.
Aspect Ratio — 6.3
Nose Angle — 117°
Sail Billow — 1°
Empty Weight — 63 lbs.
Pilot Weight Range — 130-200 lbs.
L/D Maximum — 8:1 @ 25 mph
Minimum Sink — 200 ft./min. @ 18 mph
Stall Speed — 15 mph
Maximum Speed — 44 mph

Top of the line. For Hang 4 pilots only. Floating trunks, with fixed washout set at 20°. Stinger pocket, and better top end for '78. Guaranteed performer in marginal conditions, ask Charlie Baughman — if you can catch him on the ground! Tow Champion — 3 years. 1977 U.S. Nationals — 1st & 2nd place.



The all out
competition glider

U.S. MOYES INC.

11522 Red Arrow Hwy., Bridgman, MI 49106
(616) 426-3100

"MOYES MAGIC WITH THE AMERICAN TOUCH"

Sails by Moyes, Frames by U.S. Moyes

Circle #3 on reader service card.

Peregrine Aviation

presents:

THE Owl

"OWL" Dimensions*:

| | |
|--------------|------|
| Nose Angle | 125° |
| Billow | .35" |
| Aspect Ratio | 7.65 |
| Sweep Angle | 25° |



Breakdown Frame for easy transportation or shipping.

Great parachutability (won't drop a tip). A great contest machine.

Velcro baton enclosures (no bungees) — cleaner trailing edge.

Control bar wire reversal for supine.

Split side coverbag with common sense fasteners.

Streamlined kingpost and fittings.

Curved, cantilevered, enclosed tips.

Triple deflexers.

Price: \$1095.00, coverbag \$50, flight testing and custom tuning included.

One of the best buys in the sport today.

| | OWL A | OWL B | OWL C |
|-------------------------------|-------------|-------------|-------------|
| Sail Area | 140 sq. ft. | 160 sq. ft. | 185 sq. ft. |
| Pilot Weight | 110-150 | 140-180 | 170-210 |
| Glider Weight | 45 lbs. | 49 lbs. | 53 lbs. |
| Wing Span | 32.7' | 35' | 37.8' |
| Ld Edge | 17.47' | 18.75' | 20.125' |
| Root Cord (keel) | 6.0' | 6.5' | 7.0' |
| Tip Length | 1.625' | 1.75' | 1.875' |
| Tip Cord (at max roach point) | 3.5' | 4.0' | 4.25' |
| Breakdown length | 10.5' | 11.5' | 12.5' |

Peregrine Sail Wings are not just designed larger or smaller by adding a little bit here or a little bit there, but are scaled with a fine degree of mathematical exactness insuring that all gliders are identical in performance, stability, etc. from size to size.

PEREGRINE AVIATION

5595 Magnatron Blvd. Suite E

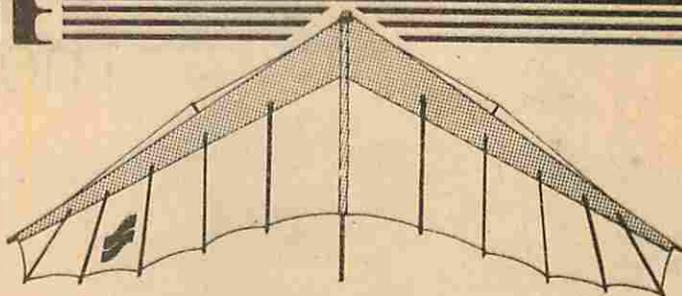
San Diego, CA 92111

(714) 292-5355

Circle #4 on reader service card.

INTERMEDIATE

OSPREY



One of the most elusive and elegant birds that visit the North American continent is the **Osprey**. This large member of the hawk family is noted for its soaring ability and deft maneuvering skills. It is not by accident that we at Sky Sports chose the name **Osprey** for our great flying glider.

The **Osprey** design incorporates a whole series of Sky Sports innovations, like roached tips, cambered nose battens, and double surface sails. Our goal was to combine the latest technology with proven, workable systems. We wanted a high-performance glider that was convenient and easy to handle. The **Osprey** has exceeded our expectations.

When you fly your new **Osprey**, be ready for instant response. Through the use of a keel pocket and flexible tips, a roll is initiated very easily. Exact bowing of the leading edge controls the washout and anhedral/dihedral balance of the sail. This reduces adverse yaw, increases the roll rate and enhances the coordination of a turn. Smooth stylish high-banked maneuvers are executed at your will.

Predictable handling characteristics is a result of good dynamic stability. The **Osprey's** flexible tip arrangement allows exceptional control at low speeds. You can slow this glider down and take advantage of the great sink rate, even in rough conditions. Turbulence effects at all speeds are minimized by the floating tips.

The advantages of the **Osprey** add up to one thing: flying fun. When you know your glider works for you, a whole new feeling of flying develops. You have the confidence to turn when and where you want. You relax, explore the sky and hunt the lift. The Sky Sports **Osprey** gives you freedom on the wings of a bird.

| Specifications | 175 | 207 |
|----------------|-------------|-------------|
| Nose Angle | 110° | 110° |
| Sail Billow | 1" | 1" |
| Aspect Ratio | 5.2 | 5.15 |
| Max. LD | 8 to 1 | 8 to 1 |
| Min. Sink | 220 FPM | 220 FPM |
| Stall Speed | 16-18 MPH | 16-18 MPH |
| Area | 175 | 207 |
| Pilot Weight | 125-170 Lbs | 150-220 Lbs |
| Glider Weight | 48 Lbs | 50 Lbs |
| Span | 30 Ft | 32.5 Ft |
| Leading Edge | 18'6" | 19'9" |
| Root Chord | 11 Ft | 12 Ft |
| Breakdown | 10'6" | 10'6" |
| Price | \$940 | \$980 |

Sky Sports
Incorporated

P.O. Box 507, Ellington,
Conn. 06029, U.S.A.
(203) 872-7317

Circle #5 on reader service card.

An encore appearance by an incredible performer –

The 1978 Seahawk –

After a great performance last season, the **Seahawk** has been held over for 1978. But many important changes have been made.

The big news this year is a feature normally found only on advanced ultralights – a floating keel pocket. What has this done for an already great handling ship? Only the best! All of the **Seahawk's** traditional mellow handling has been retained. In addition the glider rolls with much greater ease. You'll be able to thermal with increased confidence and even less effort now. Whether novice, intermediate, or expert, you'll really enjoy flying with the **Seahawk for '78**.

Performance increases are also part of the **'78 Seahawk**. New leading edge curves, trailing edge cut and improved cambering are part of the reason you'll get higher this year. The new fully battened sail gives you an even higher top speed once you've reached the top of the lift and head out.

Adding convenience, a new fast tensioner system on the upper rigging gets you in the air sooner and eliminates turnbuckles. The new deflexor system also makes set up quicker.

As if this weren't enough, the **'78 Seahawk** continues to offer as standard what others charge extra for – applied leading edge pocket; 12' breakdown feature; and coated cables just to mention a few! All of this and more for \$920 at your **Seagull** dealer today.

The **1978 Seahawk**. An old friend with new performance – today!

The 1978 Seahawk

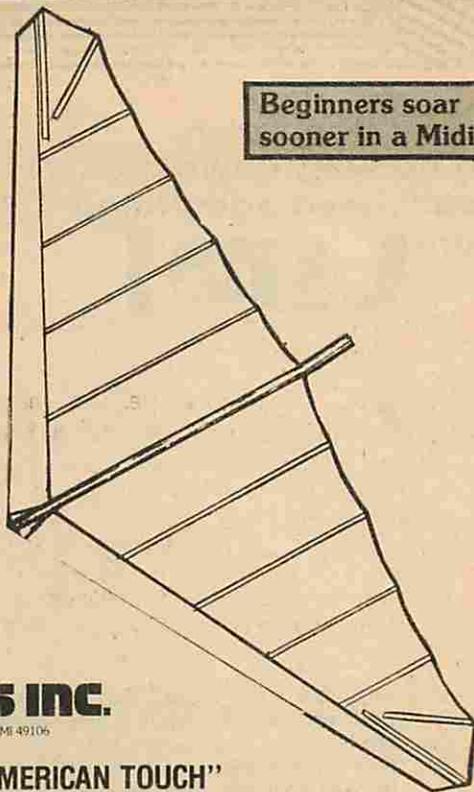


MOYES MIDI

H.G.M.A. Certified — May 4, 1978

Wing Span — 32 ft.
 Wing Area — 220 sq. ft.
 Aspect Ratio — 4.65
 Nose Angle — 116°
 Sail Billow — 1°
 Empty Weight — 55 lbs.
 Pilot Weight Range — 150-220 lbs.
 L/D Maximum — 6:5 @ 25 mph
 Minimum Sink — 210 ft./min. @ 18 mph
 Stall Speed — 13 mph
 Maximum Speed — 38 mph

Middle of the road glider, for average to heavy people. Holds Crystal Caverns soaring record. Michigan State Cross Country record of 20 miles. Improved L/D for '78. Sinks like a Maxi but has very docile handling characteristics. Great for small hills and fun towing.



Beginners soar sooner in a Midi

U.S. MOYES INC.

11522 Red Arrow Hwy., Bridgman, MI 49106
 (616) 426-3100

"MOYES MAGIC WITH THE AMERICAN TOUCH"

Sails by Moyes, Frames by U.S. Moyes

Circle #7 on reader service card.

Peregrine Aviation

Phase



PHASE Dimensions*

Nose Angle 110-111
 Billow 1.0-0.5
 Aspect Ratio 5.0
 Sweep Angle 31.5

...to get results that are superior by cutting a line of here or a little bit there, but it's done with a little degree of mathematical exactness ensuring that all gliders are identical in performance (handling, stability, etc.) from size to size.

PHASE Features

Breakdown Frame for easy transportation or shipping
 Unbreakable Batters
 Heavily Reinforced Ld. Edges for training w/o deflexers
 Split side coverbag with common sense fasteners
 Two billow settings

Velcro better tensioners

A new cambered Tip Pocket* which encloses (and fairs in) a floating locking internal tip
 Internally cambered sail with cambered floating keel pocket
 Control bar reversal for supine
 Positive & Negative tubular deflexers

Price \$895.00, coverbag \$50.00 extra, flight testing and custom tuning included. One of the best buys in the sport today

| | PHASE A | PHASE B | PHASE C |
|---------------------------------|-------------|-------------|-------------|
| Sail Area | 190 sq. ft. | 180 sq. ft. | 210 sq. ft. |
| Pilot Weight | 105-150 | 145-190 | 180-230 |
| Glider Weight | 37.5 lbs. | 45 lbs. | 50 lbs. |
| Wing Span | 27.36 | 30.0 | 32.4 |
| Ld. Edge | 16.43 | 18.0 | 19.44 |
| Root Cord (feet) | 8.67 | 9.5 | 10.26 |
| Tip Cord (at max. launch point) | 4.34 | 4.75 | 5.13 |
| Breakdown Length | 10.04 | 11.00 | 11.88 |

Circle #6 on reader service card.

Peregrine Aviations

5595 MAGNATRON BLVD., SUITE E
 SAN DIEGO, CA 92111
 (714) 292-5353

If you don't plan
on coming down ...
you'll need something
from **UP!**



**Compare the
Firefly!**

- Available in four sizes; 150, 174, 193, and 220 for ideal wing loading. Most others offer only two sizes.
- Built with applied leading edge sleeves for perfect airfoil and leading edge shape. No distortion, no stretch. This is a feature that assures long sail life.
Most others are made with less expensive 'Fold Over' leading edge sleeves, which stretch and distort the sail's shape and lose aerodynamic efficiency.
- Comes with coated flying wires and beautiful heavy-duty travel bag with twist snap fasteners.
Most others charge extra for these items which makes 'their' total cost more than the Firefly - compare delivered prices!
- Low drag/high strength 4130 chrome-moly tri-strut deflexers for maximum leading edge strength - 2 turnbuckles per side for fine tuning without deflexer disassembly. Our system stays with the glider and can't get lost.
Others use weaker more complicated struts which must be removed from the glider for tuning or transport. Compare the details!
- Airframe constructed of bright dipped & clear anodized 6061 T-6 aircraft grade aluminum tubing.
Others use weaker, less expensive 6063 T-832 commercial grade.
- Features our new ultra lightweight graphite/foam tapered battens. (4 per side) for maximum lift and perfect sail camber. Others use heavy constant section aluminum tubing (turns hard), plastic electrical tubing (heavy; poor sail shape), fishing poles or glass/foam battens (better but no cigar!)
- Now completing H.G.M.A. certification, most others are not! Demand proof.
- Direct overnight delivery on all sizes or 2½ week delivery on custom color (no extra charge).
Most others charge extra for custom sails.
- Is delivered in UP's exclusive heavy-duty shipping container. Others ship in light cardboard boxes with a high percentage of freight damage.
- A sure winner in international 4.5 aspect standard class. (F.A.I./U.S.H.G.A. CLASS 1)
- \$1,000.00 prize money at U.S.H.G.A. Nationals 1978.
- Compare what the others are offering before you buy.

**See your UP dealer
today!**

'78

FIREFLY

UP, Inc. (Ultralite Products) P.O. Box 582 Temecula, CA 92390

Send \$2.00 for price list, spec sheets and sail layouts
Upstart • Firefly • Spyder (714) 676-5652

Circle #9 on reader service card.

F.A.I. TRAINERS

BOBCAT IV

The **Bobcat IV** is dedicated to flying fun. This versatile glider is suitable for pilots of any skill level. The variable sail billow allows a pilot to choose the flying characteristics he wants. If you are just learning, set the glider up in the greater billow position. This creates a stable, slow flying floater. When your ability increases, you can use this position to give you the best sink rate.

With the glider set in the tight billow position, you get a noticeably better glide ratio and quicker handling. You have a real advantage when gliding between patches of lift or maneuvering a pylon course. The **Bobcat IV** is a great competition glider, following in the tradition of the very successful **Bobcat III**. We have kept the design within the limits of the FAI standard class.

The most important asset in the **Bobcat IV's** list of accomplishments is the double surface sail. This creates an airfoil that lifts more at slow speeds and remains efficient when you pull in the bar. The nose bubble batten prevents collapse of the sail and provides positive dive recovery. It's nice to know you can quit worrying and concentrate on enjoying the open sky.

If you are looking for a fun flying ship, we know you'll like our **Bobcat IV**.

| Specifications | 181 sq. ft. | 210 sq. ft. | | |
|----------------|---------------------------|-------------|--------------|---------------------------|
| Nose angle | 100° | 100° | Pilot weight | 125-170 lbs. 150-200 lbs. |
| Sail billow | 1.8" | 1.8" | Span | 27.5 ft. 29.8 ft. |
| Aspect ratio | 4.2 | 4.2 | Leading edge | 18 ft. 19 ft. |
| Max. L/D | 7.0 | 7.0 | Root chord | 12 ft. 13 ft. |
| Min. sink | 250 ft./min. 250 ft./min. | | Break down | 10.8 ft. 10.8 ft. |
| Stall speed | 15 mph 15 mph | | Price | \$840 \$860 |
| Glider weight | 45 lbs. 48 lbs. | | | |



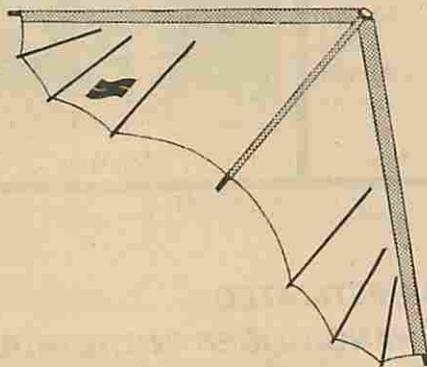
Sky Sports
Incorporated

In Europe contact: Para-Fun Int'l. Norre Brogade 148
2200 Copenhagen, N. Denmark, Phone No. 01-83-8586

P.O. Box 507
Ellington, Conn. 06029
1 (203) 872-7317

Circle #10 on reader service card.

EAGLET



An **Eaglet** is a young eagle. Sky Sports introduces the **Eaglet** to provide beginners with a safe, affordable glider. Obviously, the price is a major attraction of the **Eaglet** (many would-be pilots cannot afford more expensive equipment). However, the performance of this little bird is remarkable.

We have chosen a sail form to provide a reasonable glide ratio, a good sink rate and easy handling. Turning is made easy by the addition of a keel pocket. The **Eaglet** responds immediately to your inputs, but is not skittish. This is a great help, since you don't have to wait for the results of your control movements. Instant feedback is the key to fast learning.

The **Eaglet** is easy to launch and land, thanks to its dampened pitch and flexible tips. When you push out to land, the tips wash out and prevent stalls. You can "mush" or parachute to a landing with ease. Instructors know that the hardest part of learning to hang glide is the take-off, followed by the landing. The **Eaglet** will certainly show up in many schools across the country.

If you have yearned to fly, but lacked the funds, we have the solution. The **Eaglet** is for you. Sky Sports welcomes you to the world's greatest pastime. Reach for the sky!

Expected price: Small size \$580
Large size \$590

Sky Sports
Incorporated

P.O. Box 507
Ellington, Conn. 06029
1 (203) 872-7317

In Europe contact: Para-Fun Int'l. Norre Brogade 148
2200 Copenhagen, N. Denmark, Phone No. 01-83-8586

Circle #11 on reader service card.

WE HAVE THE POWER YOU NEED!



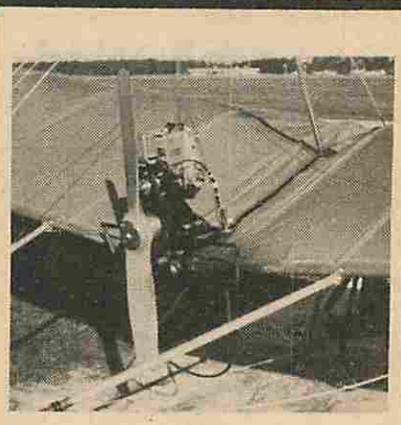
**INTRODUCING: THE HANG-EM HIGH
BELT DRIVE**

AFTER 1½ YEARS OF EXTENSIVE RESEARCH WE HAVE PERFECTED THE MOST SOPHISTICATED UNIT ON THE MARKET.

WITH OUR UNIQUE SYSTEM WE HAVE REDUCED NOISE LEVELS AND PROP SPEEDS DRASTICALLY — WHILE INCREASING PERFORMANCE BEYOND THE REALM OF IMAGINATION.



BELT DRIVE
PERFORMANCE — QUICKSILVER C
 CLIMB RATE . . . 250+ FEET PER MIN.
 MAX. THRUST . . . 75 lbs. STATIC TEST
 REDUCED STRUCTURAL VIBRATION
 EMPTY WT./GLIDER 65 lbs.
 POWERED GLIDER WT. 90 lbs.
 CRUISE SPEED 25-30 mph
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 STALL SPEED 16 mph
 FUEL CONSUMPTION 0.8 gal.
 per hr.



**TRULY THE SAFEST, MOST SOPHISTICATED
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CUSTOM BUILT BY F.A.A. MASTER RIGGER
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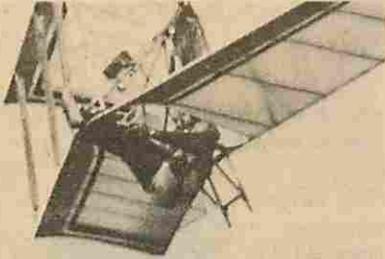


PHOTO BY DAVE HOWLETT

FLOWN BY JOHN MOODY

*"The safety-pro harness is the best harness
which I have used. I am noticeably more
comfortable when in my safety-pro.
I wouldn't fly without it."*

John F. Moody
(manufacturer of Power Package kit)

"ITS DEPENDABILITY YOU CAN TRUST"
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All natural munchies,
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from shari's vegetarian
assortment.

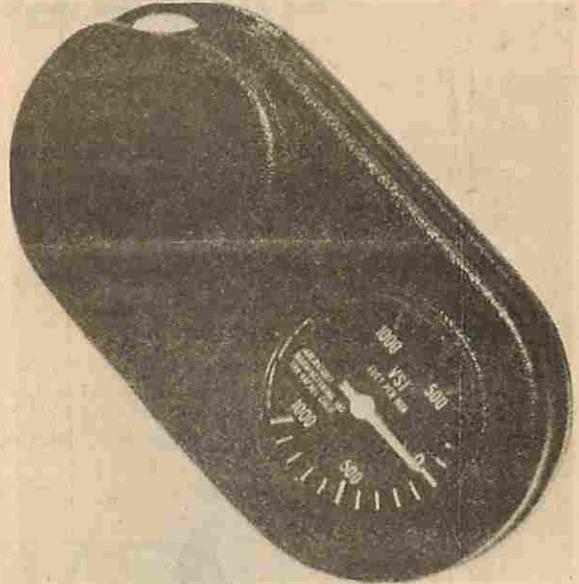


Both services available at
CRYSTAL AIR SPORTS
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SKY GEAR
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Chattanooga, TN 37409

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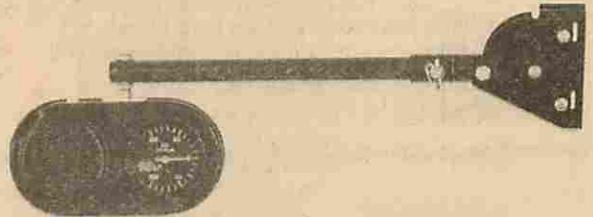
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The VSI is:

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- Fully AUDIO — up only
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PRICE — \$18.95

Vario Bracket available sepa-
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The perfect Bracket to ac-
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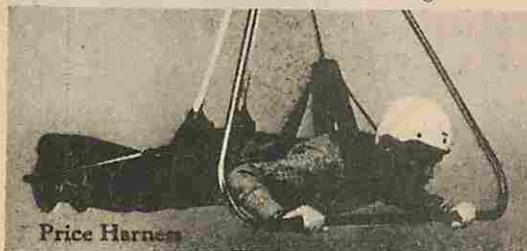
VSI
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Salinas, CA 93901

There's more to performance than a good glider.

Hang gliding requires a high degree of quality and performance from its equipment. A hang glider alone is not sufficient to produce high performance results. The difference is accessories. To get maximum lift, control and support, Wills Wing offers a complete line of professional hang gliding accessories to complement gliders and allow top soaring performance.

Soar in Comfort.

When Chris Price designed the Price Harness he developed a quality harness for pilot comfort, support and safety. Three-inch aircraft type webbing, fully padded shoulder and leg straps and a foam-filled body ensure durability and comfort while soaring.



Price Harness

Pilots have the option of soaring in standing, seated or prone positions. A standing position enables the pilot to plunge into an aggressive, controlled take-off run and later prepare for a final approach to landing. While in a seated position, the pilot maintains a lower center of gravity which allows greater glider control in turbulence and while thermaling. Pilots locked into prone position possess a positive relationship with the glider for maximum comfort.

The Price harness is standard in six sizes and four colors. Comes complete with adjusters, stirrup, locking carabiner and two control bar hang loops.

Custom features are also available on request.

Responsive and Sensitive.

Designed by Colver Soaring Instruments and exclusively distributed by Wills Wing, the latest Colver Variometer (5XC) offers hang gliding pilots a complete dual range audio and visual instrument to get the most out of lift conditions.



It comes equipped with a dual range switch that provides a choice of sensitivities for mild and strong lift conditions. A super sensitive audio delivers the quickest possible response to lift. And, a damped visual dial permits easy reading and a slight averaging effect.

Choice of either "continuous audio" or audio for "up only" is possible from a front panel toggle switch.

Colver Variometer (5XC)

For optimum soaring flight, the Colver (5XC) is entirely self-contained and streamlined for minimum drag.

A Lift in Performance.

The Thommen Altimeter is designed especially for hang gliding pilots. A high degree of compensation is achieved for unequalled accuracy in temperature change conditions. And, a highly visible orange day-glo needle sported against a black face with easy-to-read white numerals of 20-foot increments to 15,000 feet provides quick and accurate viewing of soaring altitude.

Durably constructed, the Switzerland manufactured Thommen Altimeter contains nineteen jewel oil-free movement parts. Standard with a velcro wrist strap.



Thommen Everest Altimeter

Instrument Consolidation.

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The flight deck combines the Colver Variometer (5XC), the Thommen Altimeter and an optional digital elapsed time meter.* All protected from impact in a resilient molded shell.



CHAD AVT™ Flight Deck

Weight of the flight deck is only 2¼ pounds — far less than the instruments in their original mountings — and its compounded curve design reduces drag.

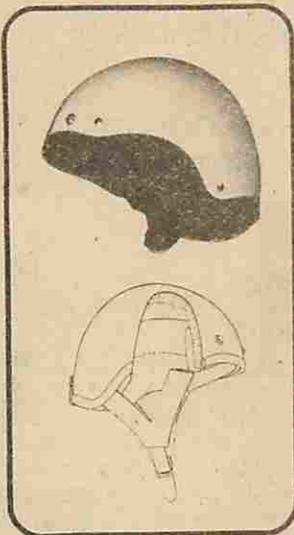
Better soaring performance is the objective. Our accessories can help you achieve it. All are available through Wills Wing, Inc., or your local hang glider dealer. Performance like you've never experienced.

*Front panels to accommodate the Theotek and Ball Variometers and the Altimaster III are available also.

WILLS WING, INC.

1208-H E. Walnut St., Santa Ana, CA 92701 (714) 547-1344

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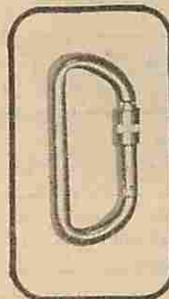
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GLIDING
HELMET**

BUCO FLIGHTMASTER Brand

\$19.95 *While Supply Lasts*

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Sizes small
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large
x-large

LADIES STYLES
50% cotton/ opal blue
50% polyester peach
powder blue
tan
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Ladies' Style Designs \$3.00 Kitty Hawk Kites visor. Select color.



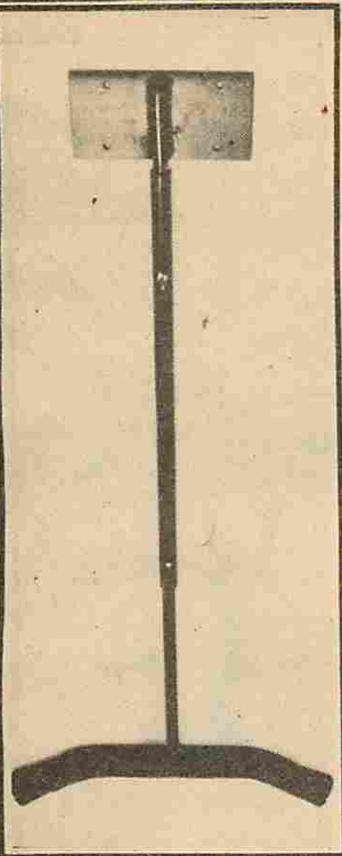
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MIKE NASH GLIDER RACK

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- Height adjustment 2'x4'
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- \$29.95 including all mounting hardware

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\$50.00

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accessories**

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You're
Welcome

The HIGH *perspective* WHEEL

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Created after 5 years' teaching, this wheel is light, smooth, and aerodynamic. Inexpensive and virtually indestructible — designed to take a blow from the side. Easily positioned with tape on curved or elbow A-frame. Big enough to roll the kite around and back up the hill, even on sand.

Now available to fit 1 1/8" curved control bars. Please specify 1" or 1 1/8" when ordering.



HIGH PERSPECTIVE
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To Protect Your Sail

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A \$2.00

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not shown

CRYSTAL accessories

Circle #22 on reader service card.

Sky Sports Parachute

- fast opening time
- good strength to weight ratio
- stable low rate of descent
- quality at a reasonable price

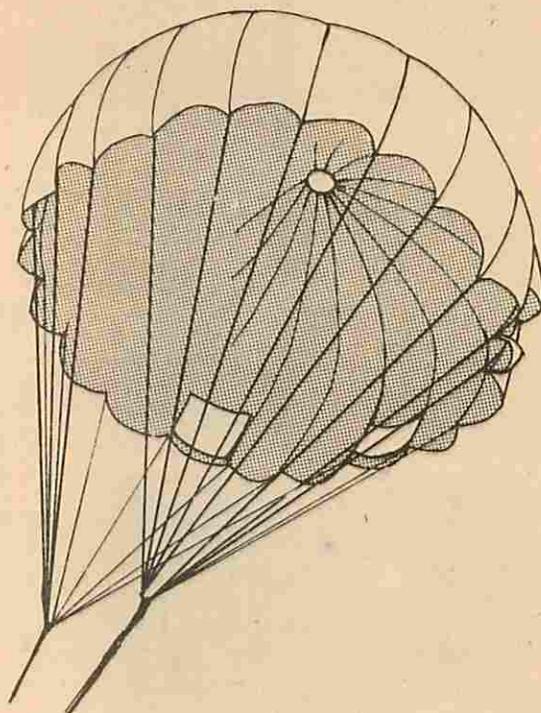
DESIGN: We chose a tri-conical "shaped gore" resulting in a low profile for less profile drag and better coefficient of lift. Because a parachute opens from the apex down, we incorporated a 12" diameter apex. This allows for minimum effect on opening time, but sufficient opening pressure relief. This small opening also reduces the rate of descent.

Also we have incorporated a triple mesh covered vent system for increase in stability and decrease the rate of descent. Located at the skirt of the canopy, it has the least effect on opening time, but greatest effect on stability.

RATE OF DESCENT a 225 lbs. is 17 ft. per second.

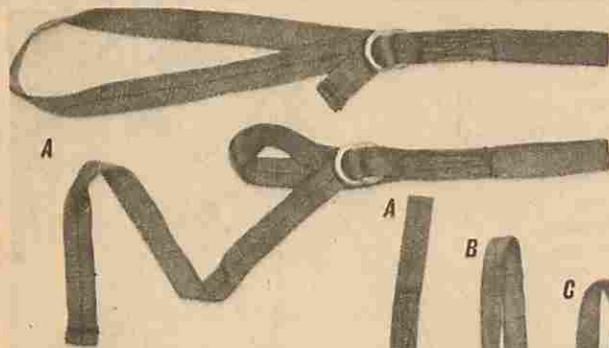
FABRIC: We picked a .75 oz. high sley, zero porosity ripstop fabric. This gave us the weight to strength ratio we wanted. Because it is of zero porosity it made the filling time of the canopy the fastest possible. All other materials, (tapes, suspension lines, etc.) meet military specifications.

PRICE: \$290 complete



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A Deluxe adjustable loop with wide length range, positive locking.

\$7.00

- B** 18 inch standard loop **\$4.00**
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PILOT SUSPENSION LOOPS

Tested to 20 G's!

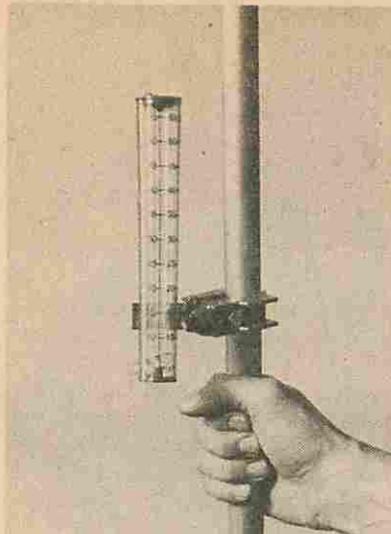
& velstraps!

24" long by 1/4" wide
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CRYSTAL accessories

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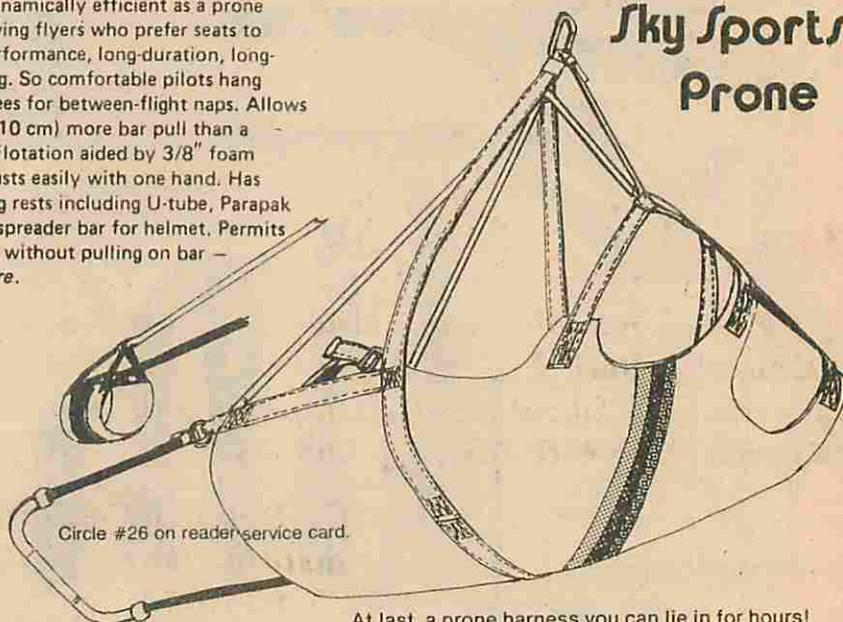
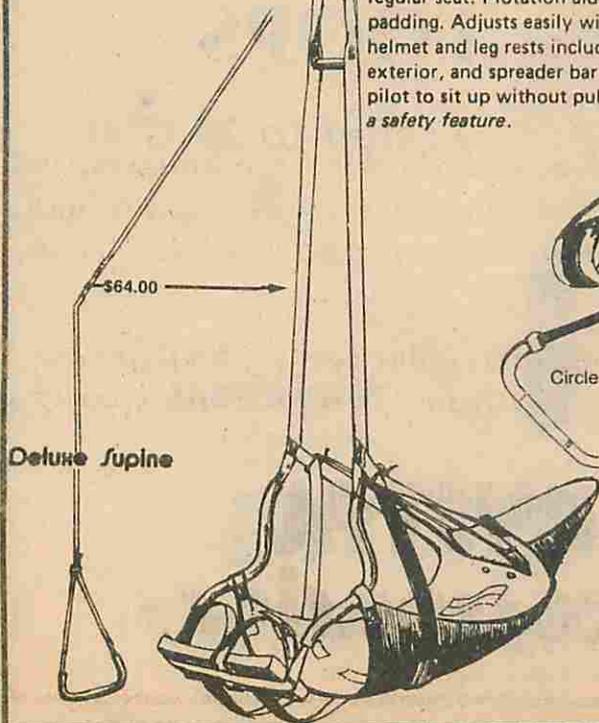
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One size fits all.
Deluxe supine harness

As aerodynamically efficient as a prone harness, allowing flyers who prefer seats to enter high-performance, long-duration, long-distance flying. So comfortable pilots hang them from trees for between-flight naps. Allows 2-4 inches (5-10 cm) more bar pull than a regular seat. Flotation aided by 3/8" foam padding. Adjusts easily with one hand. Has helmet and leg rests including U-tube, Parapak exterior, and spreader bar for helmet. Permits pilot to sit up without pulling on bar — a safety feature.

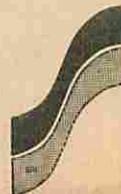
**Sky Sports
Prone**

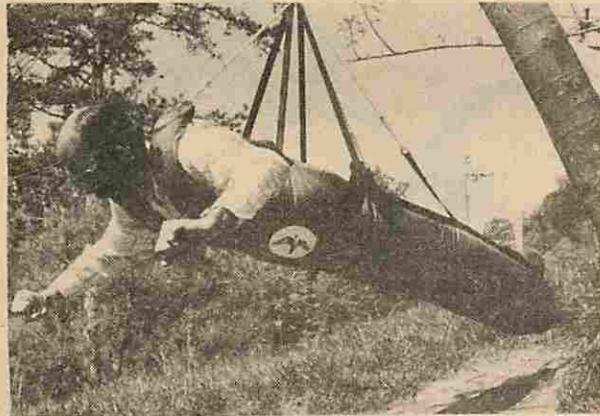
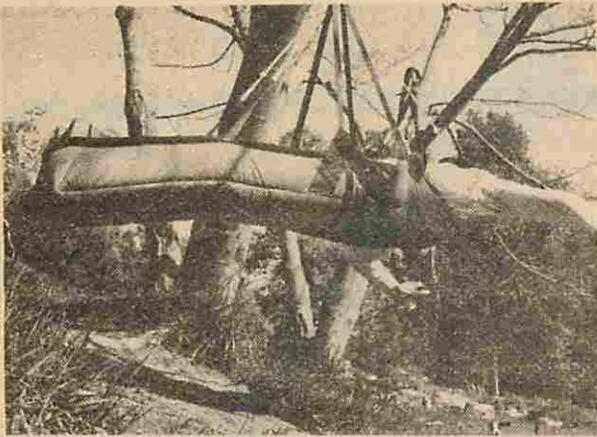


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At last, a prone harness you can lie in for hours!
PRICE: \$84.00 with stirrup or knee hanger

- SUPER COMFORT
- STRENGTH TESTED STITCHING
- PADDED ADJUSTABLE LEG STRAPS
- NON-SLIP STIRRUP OR PADDED KNEE HANGERS
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- 3 SIZES SM(27" BIB) M(28.5" BIB) L(29" BIB)
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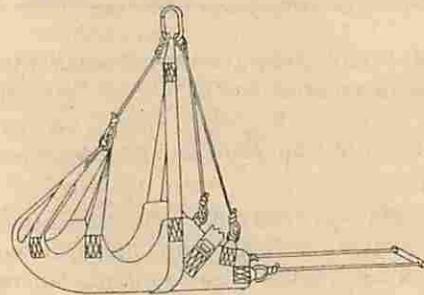
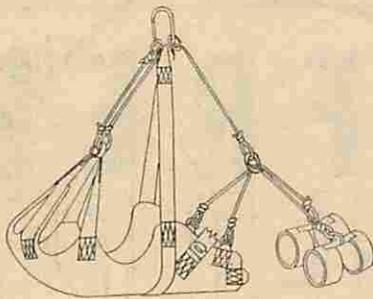
PEREGRINE'S Prone Harness

The Peregrine Prone Harness is now ready for immediate delivery. This harness opens up a new, exciting dimension in harnesses. In the prone position it acts like a complete body fairing as it encloses the pilot in a mummy-like fit. In the standing or landing approach position the harness increases drag many times over. The harness was flown in by George Worthington on his 95 mile flight in the Sierras and it is the only harness he says he'd use. After months of testing, we have found this harness to be far beyond our wildest dreams. Exceptionally comfortable and very durable.

\$139.50

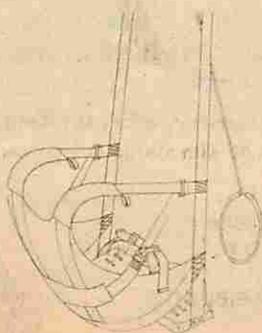
Choice of colors and carabiner

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Deluxe adjustable supine seat In flight adjustable back position with foot stirrup \$59.95.



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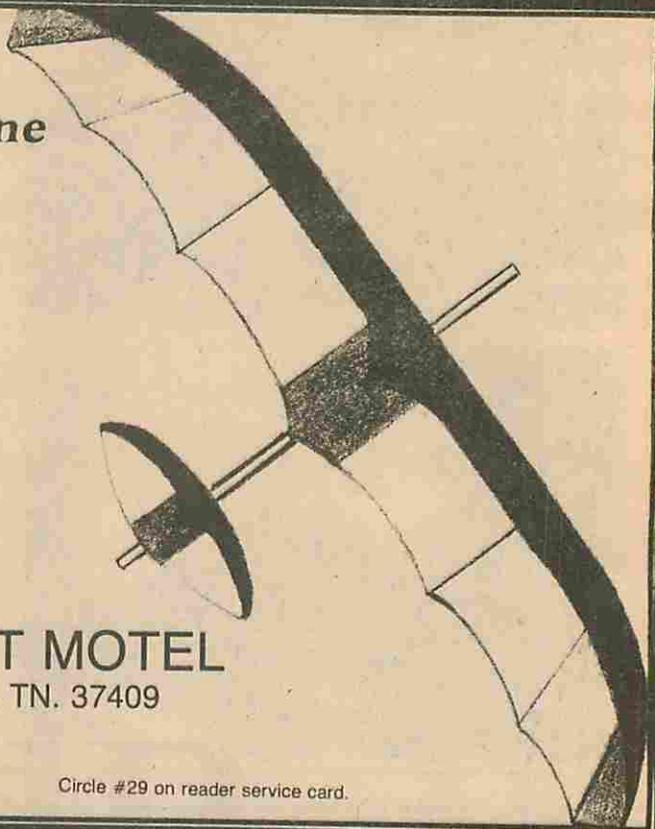
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While you are in town. . .
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CRYSTAL AIR SPORT MOTEL

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(615) 821-2546

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Circle #30 on reader service card.

Almost all hang gliding accidents occur when the pilot is experiencing a "low" or "critical" day in his or her Biorythm. Really, can you afford not to find out what your biorhythm is?

Free! Pilots who send information about their accidents (your birthdate and time, if known, date and description of accident etc.) will receive that month free. No purchase required for this, but it would be nice.

biorhythm graphs

1 month for \$1
12 months for \$10

Send date of birth (and time, if known) along with check or money order to:

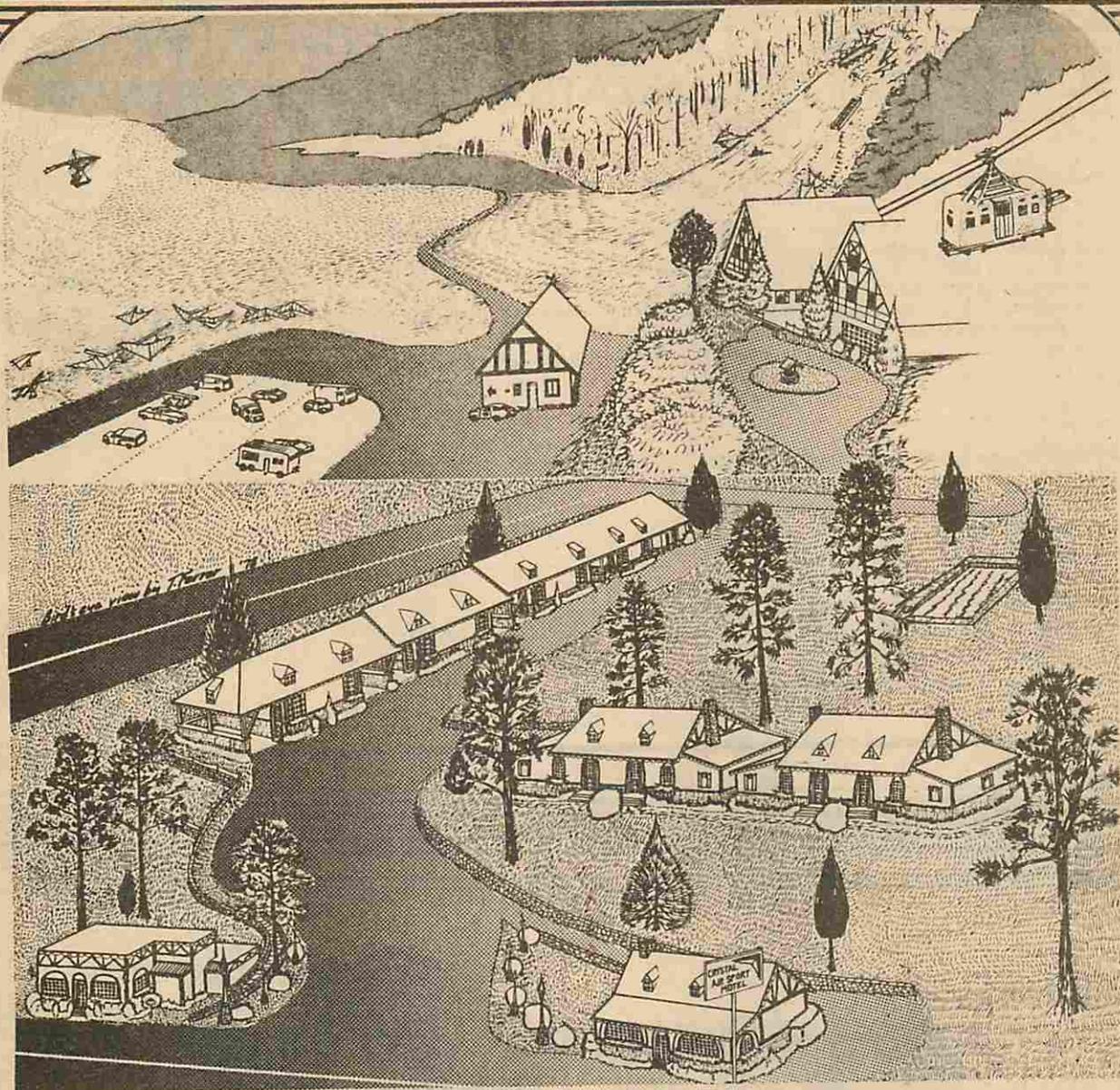
TIM COCKER
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Blaine, TN 37709



If you did not receive your own Whole Air Catalog, you can get the next issue, and regular six-times yearly service absolutely free! Just fill out and send in the free reader service card — the next issue will come straight to your home. If the card has already been used, send your complete mailing address to the address below. If you have a friend who would like to have his or her own WAC, send us their name . . . we'll do the rest.

**CRYSTAL'S
WHOLE AIR CATALOG**
Rt. 4, Cummings Hwy.
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It's No Place Like Home, At The Center of Lift!

When nearly every flyer in the East travels to Chattanooga for a hang gliding adventure, we make absolutely sure that it's **no place like home.**

Many of our regular customers make 600-1200 mile treks several times a year to fly at the Center of Lift. Almost all of them check in at CRYSTAL FLIGHT RESORT to see where

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No where in the world are your

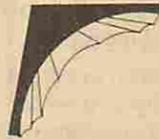
flying needs seen to with such care. And it's no wonder, 'cause we're all flyers too. We've seen the desire for hand painted tee shirts and glider gifts; we stock gliders from Sky Sports, Seagull, Eipper, Moyes and more used equipment than you can shake a deflexor rod at; munchy goodies for snacking around the Motel's fine

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It's got to be extra special for our flying friends... but it's certainly **no place like home.** ... it's the Center of Lift! For information, write: CRYSTAL, Rt. 4, Cummings Hwy., Chattanooga, TN 37409



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- Rates pilots and certifies instructors
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- Recognizes outstanding flying with Otto Lilienthal Awards
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I apply for membership in the United States Hang Gliding Association, Inc.

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I include my check or money order for annual dues as indicated:

\$20 FULL MEMBER (\$21 foreign) — As a full member you receive 12 issues of HANG GLIDING magazine, pilot liability insurance, and all USHGA membership benefits.

Send check or money order to USHGA, Box 66306, Los Angeles, CA 90066.

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WORK PROGRAM

CRYSTAL AIR SPORTS MOTEL/CHATTANOOGA

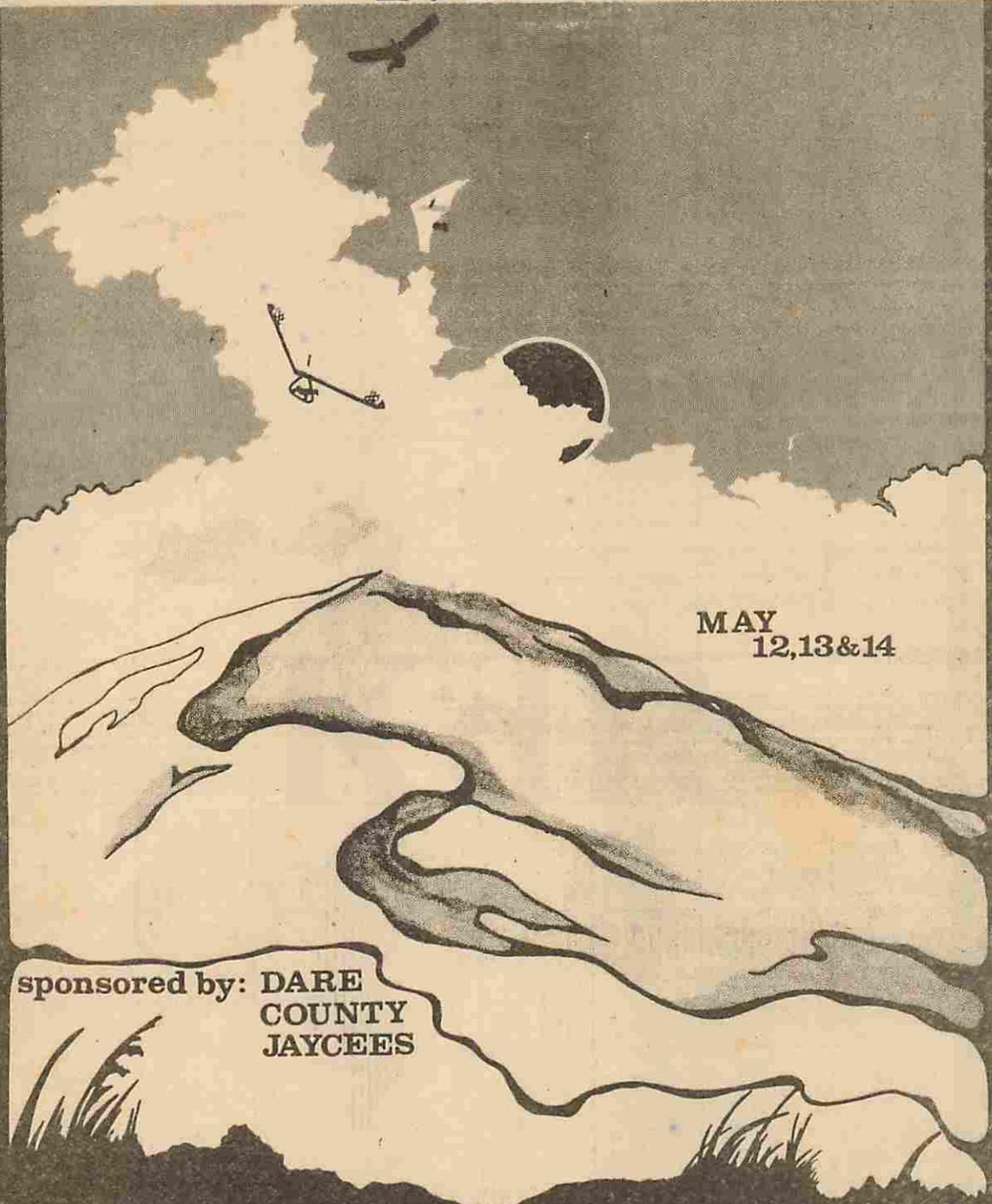
615/821-2546

In the most unique opportunity in hang gliding, you can have your glider and fly it too! Now, you can come fly the marvelous sites of Chattanooga, and not have to sell your wings just to afford staying for a couple of months.

Chuck and Shari offer a well-proven program of working off your bunk — in the CRYSTAL AIR SPORT MOTEL. But there's plenty of time for the flying . . . we know . . . we fly too. Send off for information right now. See how easy (and reasonable) it is to come to the Center of Lift.

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