



Whole Air Catalog

july - august

1978

This is edition number 2 of the W.A.C. Bluebook. You will find many glider models listed below, categorized by the manufacturer. Oldest model years are listed first, broken down further to lesser performing models listed first, followed by high performance models.

The prices are based primarily on sales from the Eastern U.S. hang gliding community rounded to the nearest \$25.00 to facilitate your comparison. It must be recognized that some brands will command much better values in the areas where they are manufactured.

Some models can be retrofitted with components to bring them new technologies. This may increase their values over those shown in these tables.

Again, as with our May-June Catalog, we are aware that our Bluebook is not fully complete. We have, however, made every attempt to obtain true and consistent figures. This issue we have given a range of prices being clean to average. We hope it has value to you in deciding the value of your own glider, or that of one you wish to purchase.

WHOLE AIR CATALOG Used Glider Bluebook

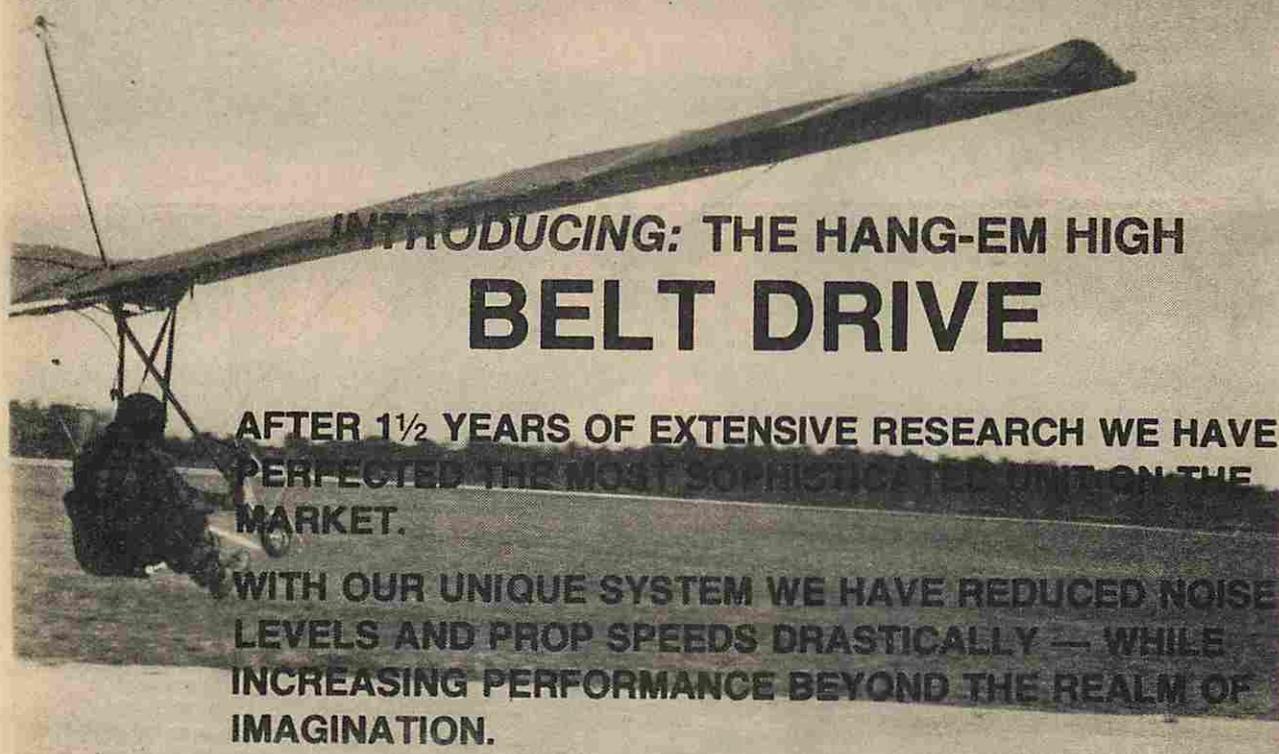
MFR.	YEAR	MODEL	SIZE	CLEAN	AVG.	PRICE	PRICE	MFR.	YEAR	MODEL	SIZE	CLEAN	AVG.	PRICE	PRICE
ALBATROSS SAIL GLIDERS	76	ASG-20	C	750	550			MANTA PRODUCTS	75	Fledgeling	1A	750	375		
	76	ASG-21	C	800	675				76	Fledgeling	1A	800	550		
BENNETT DELTA WING	76	Phoenix 6B	Jr.	725	350			MOYES DELTA WING	77	Mirage	175	800	700		
	76	Phoenix 6B	Reg.	675	400				76	Midi	220	850	750		
	76	Phoenix 8	Reg.	750	450			76	Maxi I	200	900	725			
	77	Phoenix 6C	Reg.	700	550			SEAGULL AIRCRAFT	75	Seagull III	220	375	325		
	77	Phoenix 6C	Sr.	700	650				76	Seagull III	220	425	375		
78	Phoenix Super 8	Reg.	1050	800			76		Seagull VII	174	700	475			
CHUCK'S GLIDER SUPPLIES	76	Falcon V		225	600	500		77	Seahawk	170	800	675			
	76	Falcon V		185	650	450		77	Seahawk	190	825	650			
EIPPER FORMANCE	75	Flexi II	240	400	200			78	10 Meter	—	1075	975			
	75	Cumulus V	180	550	400			SKY SPORTS	76	Bobcat II	204	600	425		
	76	Cumulus VB	180	450	375				76	Kestrel A	185	675	500		
	77	Flexi III	185	700	550				76	Kestrel A	220	725	525		
							76		Merlin	160	800	650			
ELECTRA FLYER	75	Pathfinder	20-18	200	150			77	Sirocco I	156	950	850			
	76	Nimbus	20-17	350	250			77	Sirocco I	175	1000	850			
	76	Cirrus	3	625	425			ULTRALITE PRODUCTS	76	Dragonfly Mk. 2	174	800	425		
	76	Cirrus	2	750	550				WILLS WING	75	Swallowtail	22-20	250	175	
	77	Cirrus	3	625	475			76		SST	90	775	625		
	77	Cirrus	2	800	625			76		SST	100A	775	600		
	77	Olympus	160	800	500			76		SST	100B	825	600		
	78	Cirrus 5	C	850	675										

Terry Ferrer Art

CHATTANOOGA'S GREATEST RACE . . . July 16th till
Jan. 31st, 1979! \$350 cash prizes and merchandise
for the longest flight from a Tennessee Tree Topper
Site. Contact any club member for details.

motor gliders

WE HAVE THE POWER YOU NEED!



INTRODUCING: THE HANG-EM HIGH BELT DRIVE

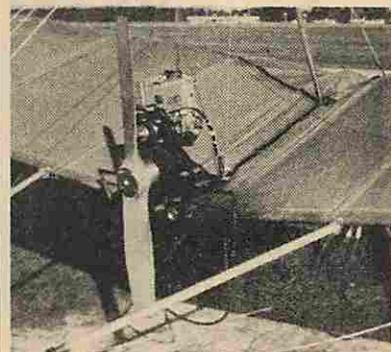
AFTER 1½ YEARS OF EXTENSIVE RESEARCH WE HAVE PERFECTED THE MOST SOPHISTICATED UNIT ON THE MARKET.

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

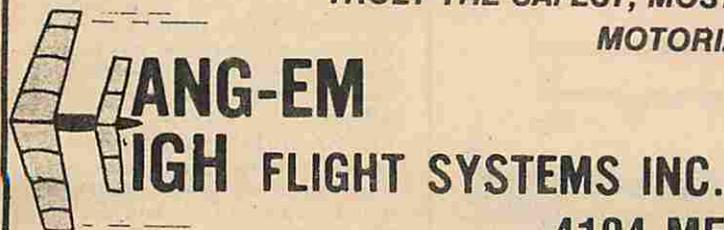


**BELT DRIVE
PERFORMANCE — QUICKSILVER C**

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
MAX. SPEED	40 mph
STALL SPEED	16 mph
FUEL CONSUMPTION	0.8 gal. per hr.



**TRULY THE SAFEST, MOST SOPHISTICATED
MOTORIZED HANG GLIDER IN THE INDUSTRY!**



**4104 MERCY INDUSTRIAL COURT
ORLANDO, FLA. 32804 305/293-3104**

Circle# 1 on reader service card.

IF YOU'VE GOT THRUST,

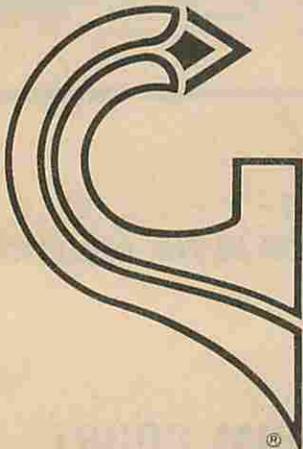


PROVE IT!

And that's what we did at the EAA Sun-N-Fun Fly-In in Florida. We hooked our newest design reduction drive power unit to a thrust gauge and showed everyone that we are getting a solid 90 to 95 lbs. thrust.

95 lbs. THRUST

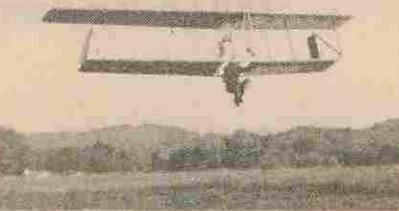
With thrust like that behind you, there's no question about taking off! Our Mo-Glider power pack is completely thrustworthy... and we're the only ones to prove it publicly. Being the originators of the reduction drive system for hang gliders has given us a slight advantage. We've had time to develop powered hang flight to its fullest.



Consider this when looking at power systems:

- West Bend Engines (Mac 101 conversion available)
- Large Diameter 42" Prop
- Muffler as standard equipment
- No wing amplification of sound
- Faster takeoffs and climb rate due to more efficient, large, slower turning prop
- Four bolt mounting with eight rubber mounts to isolate engine vibration from airframe
- Mounting systems for Easy Riser, Mitchell Wing, Icarus V, and Quick-silver

That and a lot more makes the CGS-Mo-Glider power pack the engine you need to get you into the air fast and keep you there.



Our new design in tricycle landing gear has made take offs and landings a lot nicer. With the steerable nose wheel, you can taxi to takeoff and land on all three, or you can be a purist and use your feet. Either way, you can count on the CGS Mo-Glider power pack to get you up and back with the greatest of ease.



The complete price of the CGS Mo-Glider (not including the glider) including engine, propeller and accessories is \$875.00.

Tricycle land gear is torsion shock absorbing which means no need for external bracing cables. Has been drop tested to 4 G's; truly aircraft design. Complete with steerable nose wheel... \$190.00.

CGS Power Flight Harness \$65.00.

For further details, send \$4 for a complete information package and find out how easy it can be to get into the air with Chuck's Glider Supplies.

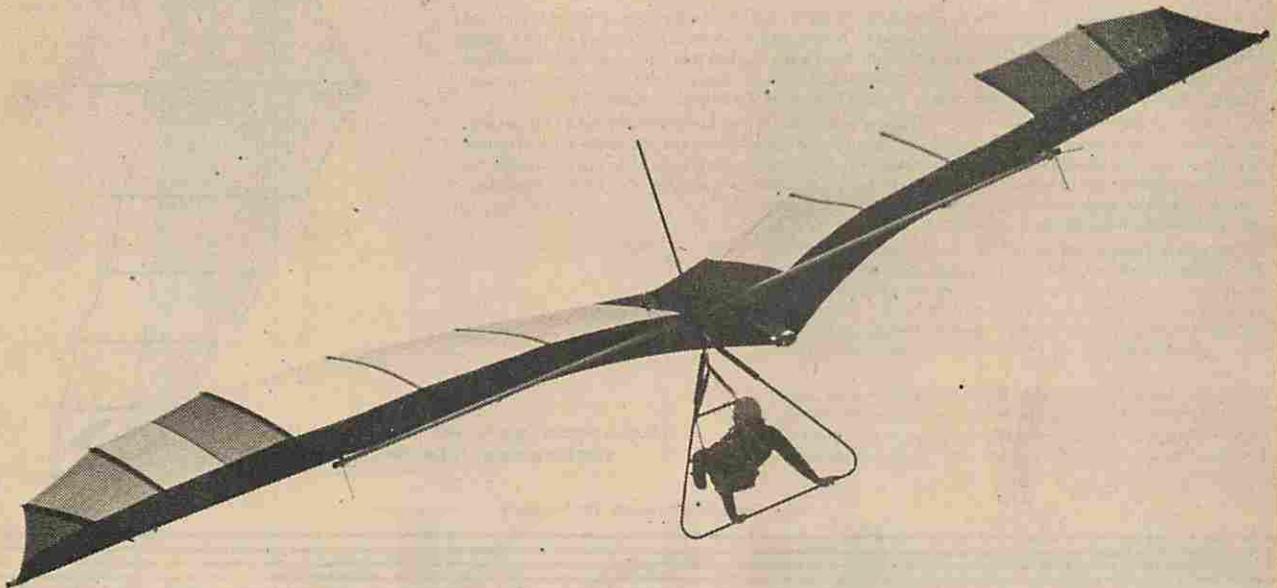
Circle #1 on reader service card.

CHUCK'S GLIDER SUPPLIES 4252 PEARL RD. CLEVE., OH 44109 (216) 398-5272

Circle #2 on reader service card.

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 turnbuckles 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

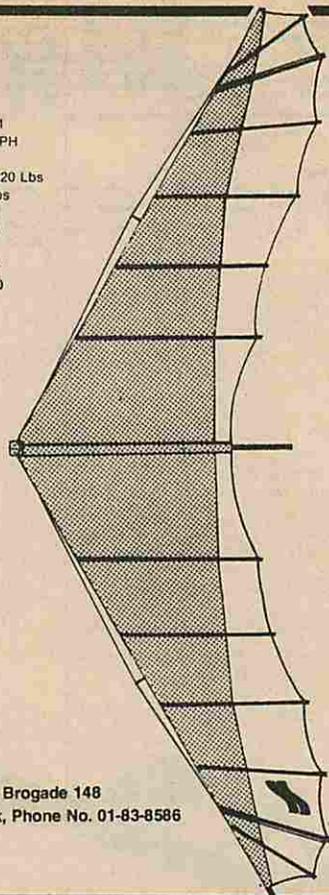
3021 Airport Avenue, Santa Monica, California 90405

Circle #3 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 programed 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

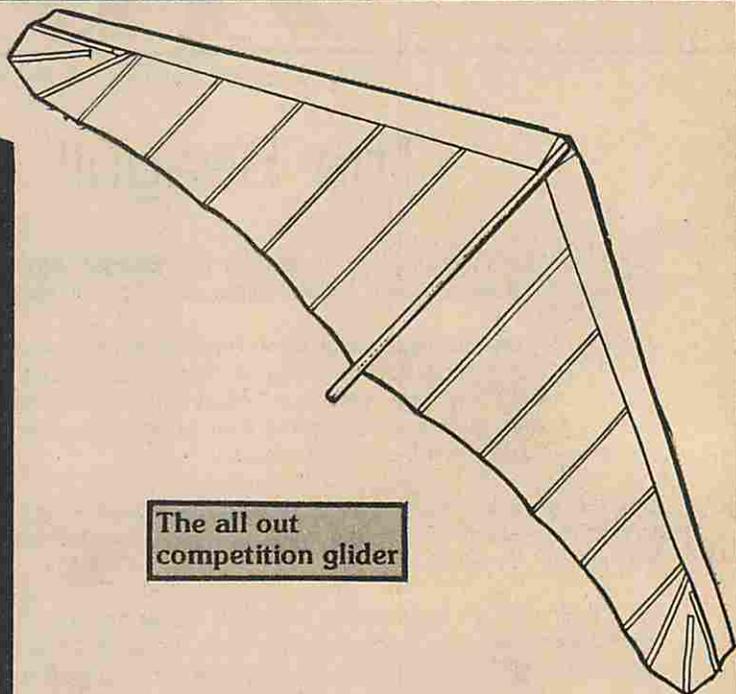
Circle# 4 on reader service card.

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 #5 on reader service card.

intermediates

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



Circle #6 on reader service card.

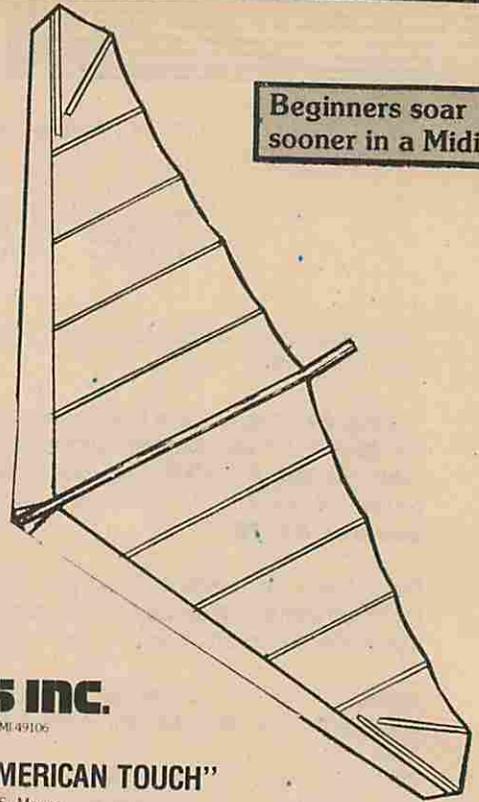
MOYES MIDI

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.

services

Eipper / Peregrine

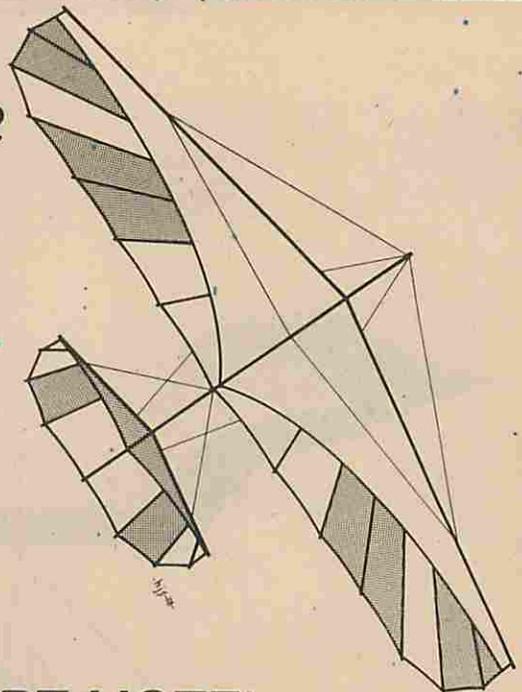
PARTS, ACCESSORIES DEMOS

IN STOCK

Mail order
 or

While you are in town. . .

Stop at Chuck and Shari's



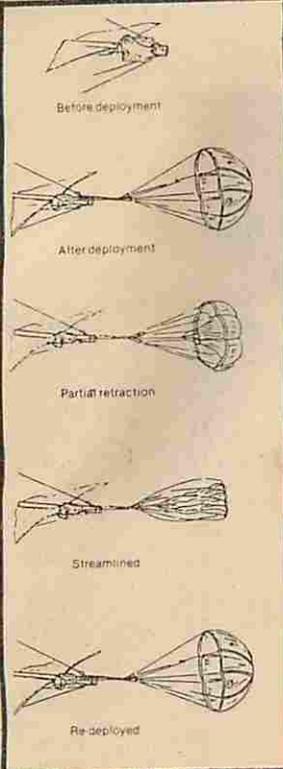
CRYSTAL AIR SPORT MOTEL

4328 Cummings Hwy., Chattanooga, TN. 37409

(615) 821-2546

Circle #8 on reader service card.

Hummingbird Drag Chute



Circle#9 on reader service card.



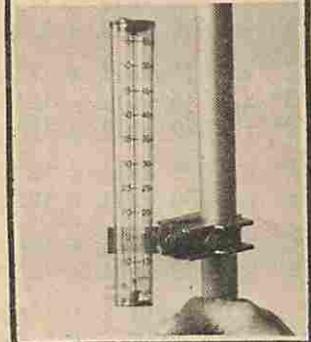
AERIAL TECHNIQUES

ROUTE 209 SOUTH, ELLENVILLE, NY 12428
(914) 647-3344

SALES • SERVICE • INSTRUCTION
AERIAL TECHNIQUES INVENTORY
JUNE 1, 1978

- | | |
|--------------------------------------|-------------------------|
| 1 J&L Stratus V 148 | Gliders in Stock |
| 2 Wills X-C 185 | 1 Phoenix Mariah 170 |
| 2 ASG-21 180 | 1 Phoenix Mariah 190 |
| 1 ASG-21 160 | 3 Phoenix 8 Jr. |
| 2 Cirrus V 200 | 1 Phoenix 6 C 180 |
| 1 Cirrus V 175 | 2 Condor 194 |
| 2 Sirocco 156 | 1 Bennett Phoenix |
| 4 Osprey 175 & 207 | 6 C 162 |
| 1 Easy Rider complete | 1 Mini Strato 140 |
| 1 Seagull 10 Meter | 1 Alpha 200 |
| | 2 Alpha 180 |
| Gliders on Order | Equipment |
| 5 Fledgeling II B | 10 Colver varios |
| 3 Cirrus V 175 | 30 UP Cloud Harnesses |
| 1 Windhaven chute | 1 Ball Vario |
| 35 Hummingbird Drag Chts. | 1 Theotek Vario |
| 3 Wills Wing Chad AVT Unt. | 9 Price Harnesses |
| 1 Litek Vario | 8 Sunbird Supine |
| 10 Hall airspeed indicators | 2 Skysports Supine |
| 5 Astraltune stereo packs | 2 Bennett Parachutes |
| 30 Bell Helmets | 10 UP Parachutes |
| 6 Thommen Altimeters | Velcro Tie Backs |
| 500 Hang Gliding books of all kinds | |
| 500 Hang Gliding shirts of all kinds | |

Litek



Hall Wind Meter



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 the the Center of Lift.

Circle#10 on reader service card.



Leading Edge Air Foils

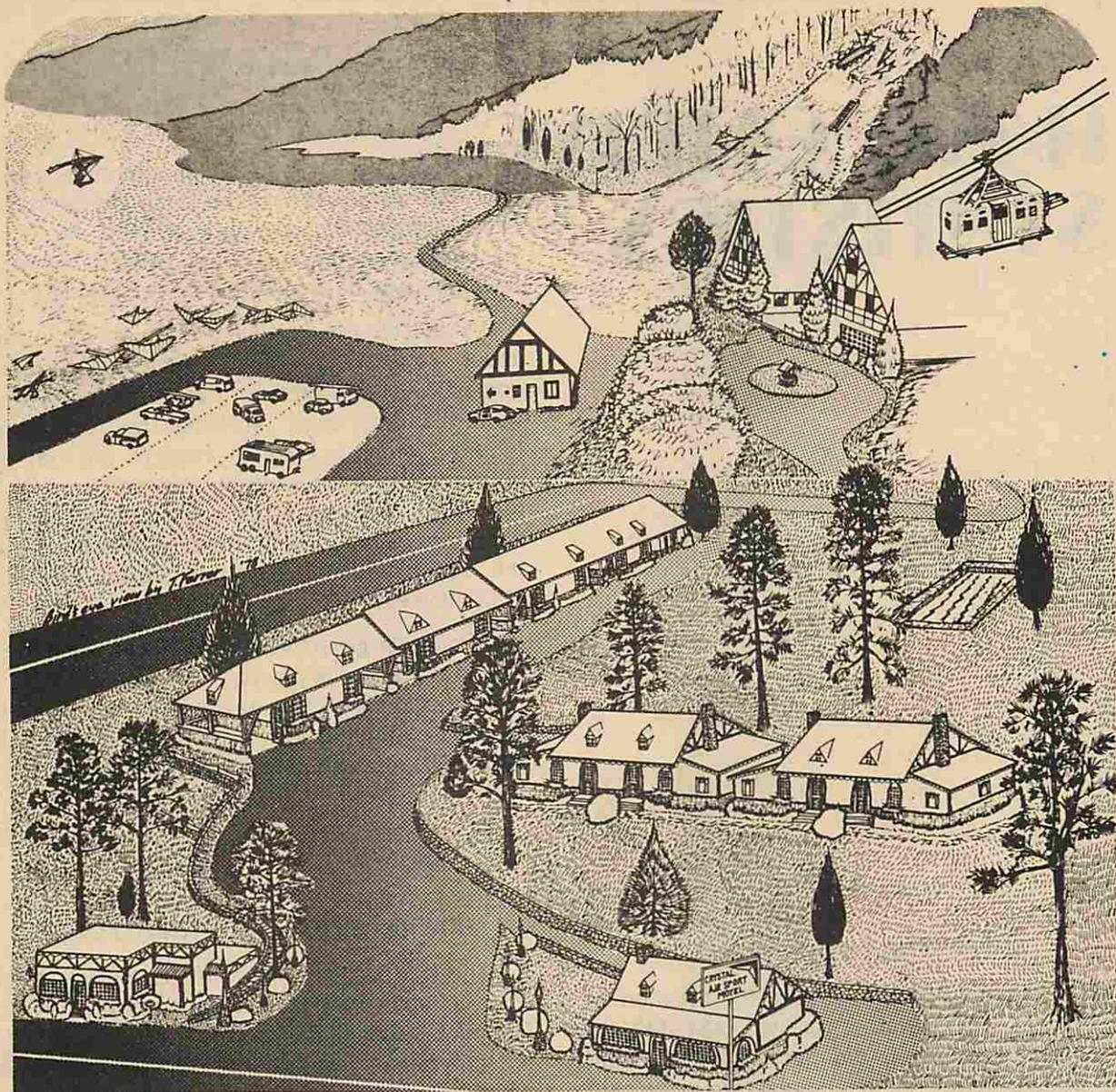
JUNE 1978 QUANTITY PRICE LIST - ALUMINUM TUBING-SEAMLESS DRAWN

TUBING SIZES	LENGTHS ORDERED				
		1	2-19	20-29	30 & OVER
3/8" x .035 wall x 12' 5052-0 Bushing Stock.....	90ft.	.65	.60	.55	
7/16" x .035 wall x 12' 5052-0 Bushing Stock.....	95ft.	.70	.65	.60	
3/8" x .035 wall x 12' 6061T6.....	45ft.	.32	.31	.30	
3/8" x .035 wall x 12' 6061T6 anodised.....	65ft.	.48	.47	.45	
1/2" x .035 wall x 12' 6061T6.....	50ft.	.37	.32	.31	
1/2" x .035 wall x 12' 6061T6 anodised.....	75ft.	.55	.53	.50	
1/2" x .049 wall x 12' 6061T6.....	60ft.	.45	.43	.40	
3/4" x .058 wall x 12' 6061T6.....	90ft.	.65	.63	.60	
3/4" x .058 wall x 12' 6061T6 anodised.....	1.15ft.	.85	.83	.80	
7/8" x .058 wall x 12' 6061T6.....	1.00ft.	.75	.73	.70	
7/8" x .058 wall x 12' 6061T6 anodised.....	1.25ft.	.90	.88	.86	
1" x .035 wall x 12' 6061T6.....	75ft.	.55	.53	.50	
1" x .035 wall x 12' 6061T6 anodised.....	1.00ft.	.75	.73	.70	
1" x .058 wall x 12' 6061T6.....	1.10ft.	.75	.73	.70	
1" x .058 wall x 12' 6061T6 anodised.....	1.35ft.	.95	.93	.90	
1" x .083 wall x 12' 6061T6.....	1.45ft.	.85	.83	.80	
1" x .083 wall x 12' 6061T6 anodised.....	1.70ft.	1.05	1.03	1.00	
1 1/8" x .058 wall x 12' 6061T6.....	1.35ft.	.80	.78	.76	
1 1/8" x .058 wall x 12' 6061T6 anodised.....	1.60ft.	1.00	.98	.96	
1 1/2" x .035 wall x 12' 6061T6.....	1.00ft.	.75	.73	.70	
1 1/2" x .049 wall x 12' 6061T6.....	1.50ft.	.90	.87	.85	
1 1/2" x .049 wall x 12',19' 6061T6 anodised.....	1.80ft.	.99	.97	.95	
1 1/2" x .049 wall x 15',17' 6063T832.....	1.30ft.	.85	.70	.65	
1 1/2" x .049 wall x 12',17',18',19',20' 6063T832 bright dipped anodised.....	1.50ft.	.90	.85	.80	
1 1/2" x .058 wall x 12' 6061T6.....	1.65ft.	1.00	.97	.95	
1 1/2" x .058 wall x 12' 6061T6 anodised.....	1.95ft.	1.20	1.17	1.15	
1 5/8" x .058 wall x 12' 6061T6.....	1.85ft.	1.05	1.00	.97	
1 5/8" x .058 wall x 12' 6063T832 bright dipped anod.1.80ft.		.99	.95	.92	
1 3/4" x .049 wall x 12' 6061T6.....	1.75ft.	.97	.95	.92	
1 3/4" x .049 wall x 12' 6061T6 anodised.....	2.05ft.	1.22	1.20	1.17	
1 3/4" x .049 wall x 18.5',19.5',20' 6063T832 bright dipped anodised.....	1.80ft.	.99	.95	.92	
1 3/4" x .058 wall x 12' 6061T6.....	2.10ft.	1.15	1.13	1.10	
1 3/4" x .058 wall x 12' 6061T6 anodised.....	2.40ft.	1.45	1.43	1.40	
1 7/8" x .058 wall x 12' 6061T6.....	2.25ft.	1.20	1.18	1.15	
1 7/8" x .058 wall x 12' 6061T6 anodised.....	2.55ft.	1.50	1.47	1.45	
2" x .058 wall x 12' 6061T6.....	2.30ft.	1.25	1.22	1.20	
2" x .058 wall x 12' 6061T6 anodised.....	2.60ft.	1.55	1.52	1.50	

Any order that exceeds ten lengths may be combined for quantity discounts: No boxing charge for orders shipped via truck; however, Air-Freight shipments add \$10.00 for each 12' shipping container.

Will cut standard lengths smaller for U.P.S. shipment - Cutting Charge .25¢ per cut.

331 South 14th St.
Colorado Springs, CO 80904
PH: (303) 632-4959



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

it's happening — which is right there at the Resort on 80% of all days. The majority are also careful to reserve rooms at the most exclusive motel in the East. **CRYSTAL AIR SPORT MOTEL** remains the only Motel in America maintained expressly for glider pilots and friends.

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

pool; "accessories" of every description; all levels of expert flight instruction; and more, all compactly located for your greatest convenience.

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



**CRYSTAL
FLIGHT
RESORT**



**CRYSTAL
AIR SPORT
MOTEL**

4328 Cummings Hwy.
Chattanooga TN 37409
821-2546

HANG GLIDING STATISTICS

By Dan Johnson

Statistics seem to catch the attention of everyone. We are pretty sure the same is true of hang glider enthusiasts, so now that WAC #2 is out, we catalogued the responses from #1. We believe you will be interested by certain figures.

First, some background. In the first mailing, about 7600 Whole Air Catalogs were mailed domestically (American addresses). These were the only ones receiving the free Reader Inquiry Cards, as foreign readers are not permitted to use the business reply mail service. Of the 7600, we had returns on bad or changed addresses numbering just over 600 persons. So, the responses were a sampling from just under 7000 names.

From this group we received over **three thousand** information requests. We selected 40% of these respondents for random survey, and the resultant percentage of all pilots is an acceptable sampling group by conventional methods.

WHERE ARE PILOTS FROM?

The first statistic illustrates the location of our readers. As California receives over 30% of the original mailing, it did not surprise us that Californians comprise the largest group of card users. But a stunning development was that one state actually tied California. That state was North Carolina, certainly no one's idea of a hang glider community stronghold! The top twelve states are:

1. California	7.5%
2. North Carolina	7.5%
3. New York	5.3%
4. Florida	4.8%
5. Ohio	4.8%
6. Michigan	4.3%
7. Texas	4.3%
8. Virginia	4.3%
9. Maryland	3.8%
10. Colorado	3.2%
11. Illinois	3.2%
12. Tennessee	3.2%

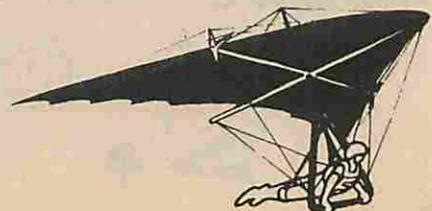
NOTE: California/North Carolina; Florida/Ohio; Michigan/Texas/Virginia; Colorado/Illinois/Tennessee tied in respective percentage points.

HOW DO PILOTS RATE THEMSELVES?

The statistics on pilot proficiency levels follow what is called the "standard deviation curve." A few pilots labeled themselves "master" although no such official level exists. Otherwise the breakdown is:

Spectator Only	6.2%
Beginner (Hang 1)	14.1%
Novice (Hang 2)	23.7%
Intermediate (Hang 3)	31.6%
Advanced (Hang 4)	16.9%
Master (Hang 5)	2.8%
No Response	4.7%

The 'skewing' of the standard bell curve places most flyers in the lower skill end of the chart. This seems more reasonable than we forecast, and would seem to show that the USHGA Rating System is developing in a healthy, normal way.



WHAT BRANDS DO PILOTS FLY?

First, before your eyes immediately fall to the table below, consider a few points. While the results are accurately counted, and undeniable, it still remains that many pilots did not use the Reader Card. Of those that did, over a quarter of them gave no response as to the make of glider flown. In many cases, we believe that this was due to the fact that they have not yet purchased a glider.

1. Electra Flyer	9.9%
2. Seagull Aircraft	9.4%
3. Bennett Delta Wing	7.9%
4. Eipper Formance	7.3%
5. Sky Sports	6.8%
6. Wills Wing	6.3%
7. Ultralight Products	3.1%
Other Brands	7.9%
Home Builts	1.2%
Conventional Standards (as a percentage of all gliders)	4.7%



From this group of statistics, we can make several observations. Firstly, the top six brands appear to hold about 80% of the existing market — a significant factor as it proves a decline in the number of successful manufacturers over the developing years of our sport. Secondly, of all gliders owned, one in twenty pilots is still flying obsolete, unsafe, conventional standards. Thirdly, a mere 1.2% of all respondents bother to build their own glider. Apparently design complexity out-weighs the continually escalating prices of new equipment. The used glider market may be swelling greatly.

PERSONAL PILOT STATISTICS

It was no shock to us that the married/single split was so even — **45% married and 55% single**. But we were amazed to discover that the average age of pilots and enthusiasts is **28.5 years of age**. It was our guess that hang gliding still attracted more young people (24 and under). Perhaps the cost of entering the sport has deterred younger participants as they have less money to spend on equipment. Very possibly, the sport's transition to greater respectability, by virtue of long distance flying with high altitude gains, has helped to drive the age upwards. There was a time when skateboarding or surfing were nearly "on par" with what was then called ground skimming. But no more!

Well, we hope you've enjoyed this view of pilots as a group. More reports will follow as we continue to discover facts via our Reader Inquiry Cards. Keep sending 'em in.

harnesses

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*"The safety-pro harness is the best harness
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Circle #13 on reader service card.

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.

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.

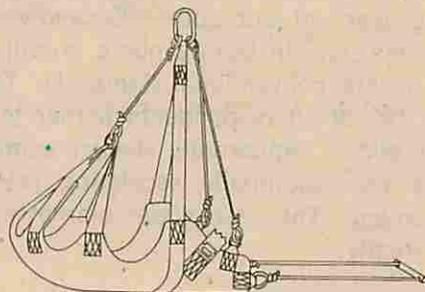
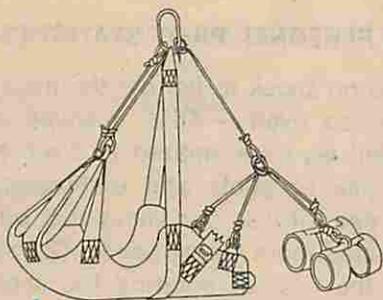
The Price harness is standard in six sizes and four colors. Comes complete with adjusters, stirrup, locking carabiner and two control bar hang loops.

Custom features are also available on request.

WILLS WING, INC.

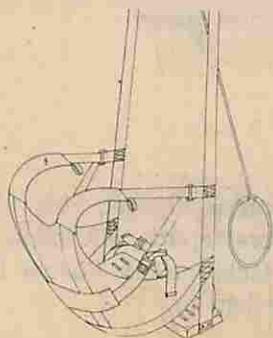


Circle #14 on reader service card.



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accessories

helmets

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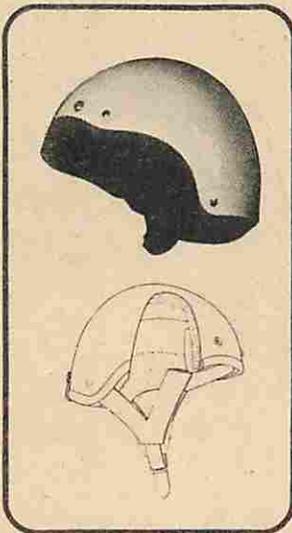
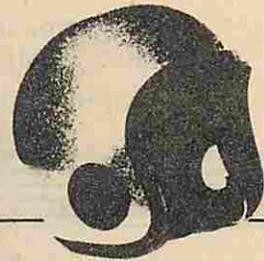
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IF YOU FLY GLIDERS YOU MUST WEAR A HELMET

ESPECIALLY DESIGNED FOR HANG GLIDING AND THIS IS IT.

Circle# 16 on reader service card.



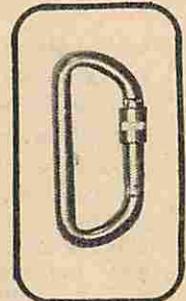
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Small
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- fast opening time
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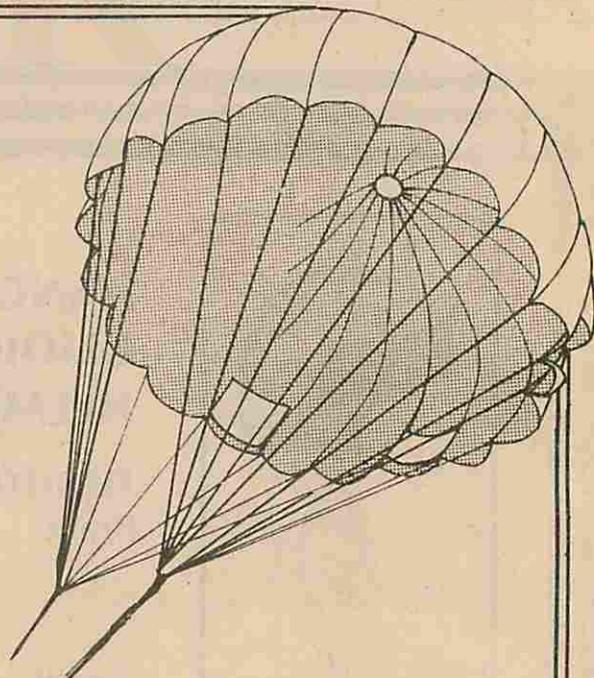
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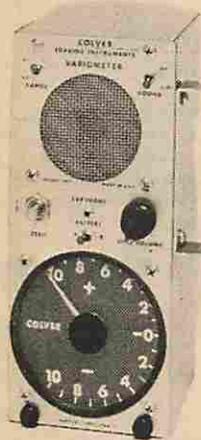


Circle #20 on reader service card.

In Europe contact: Para-Fun Int'l. Norre Brogade 148
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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.

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Colver Variometer (5XC)

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

Circle #21 on reader service card.

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

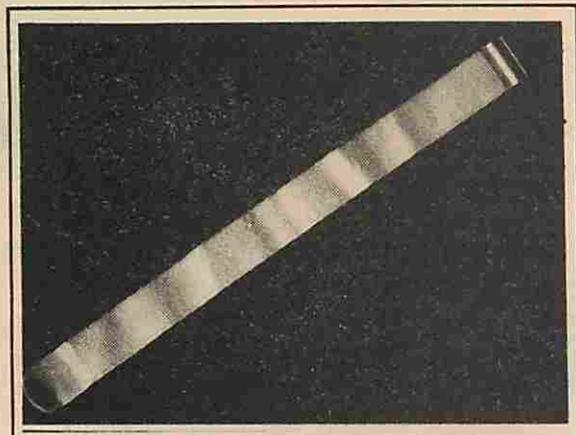
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Circle #24 on reader service card.

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CHAD AVT™
Flight Deck

Weight of the flight deck is only 2¾ pounds – far less than the instruments in their original mountings – and its compounded curve design reduces drag.

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by DENNIS PAGEN

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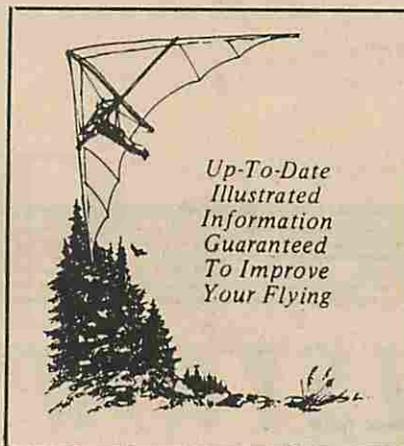
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Now available to fit 1 1/8" curved control bars.
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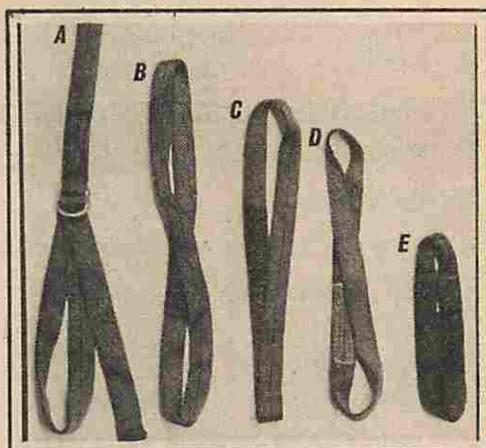
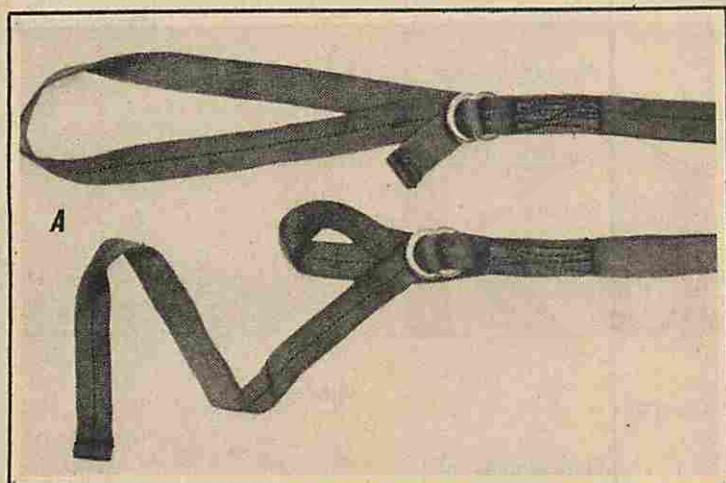
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Holds tensioners, or any other sharp fittings from tearing your sail. Also can fit over the kingpost top wires, covering the stop terminal nicos.

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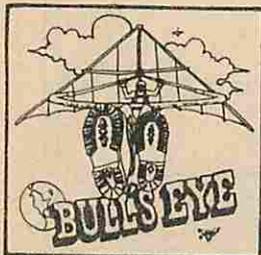
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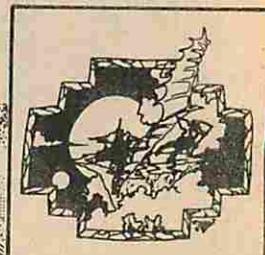
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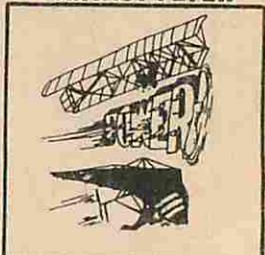
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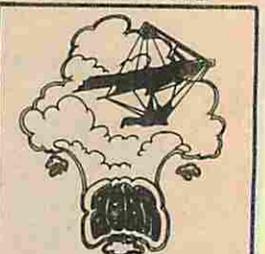
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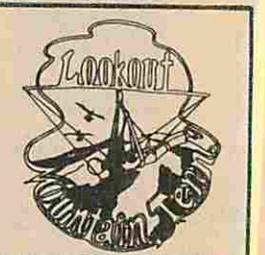
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GO FLY A KITE



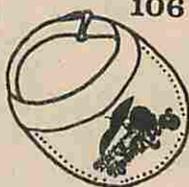
SOAR



LOOKOUT MOUNTAIN



KITTY HAWK KITES



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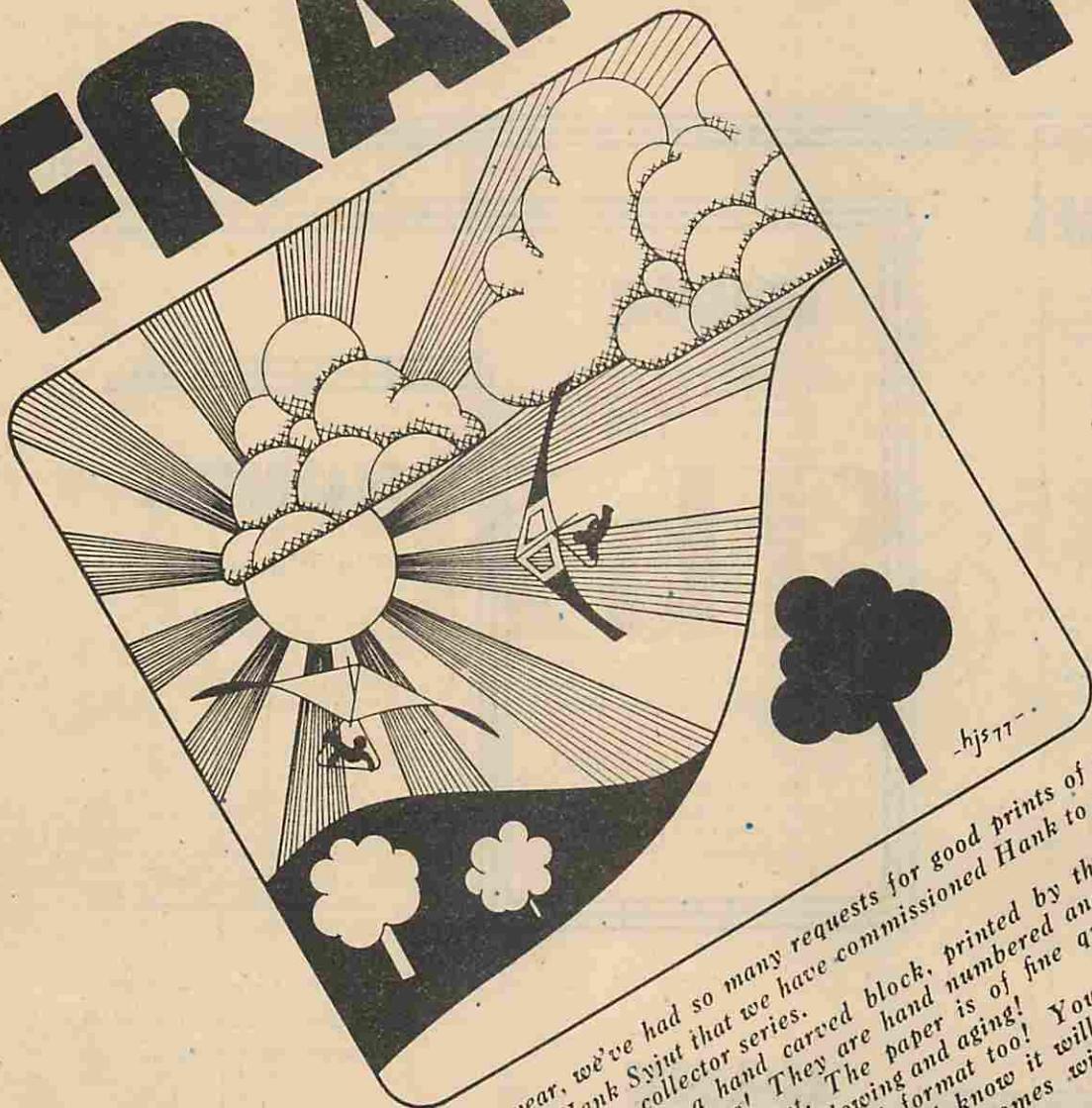
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JULY 27-30, Fourth Annual Mt. Swanssea International Hang Gliding Competition. Limited 60 contestants. Contact: Don Miller, Box 276, Invermere, B.C.

JULY 28-30, First world open power hang gliding competition at Gateway North Airport near Minneapolis, Minnesota. Contact: Boris Popov, Northern Sun, 628 W. Larpenteur Ave., St. Paul, MN 55113.

JULY 29-AUGUST 5, EAA fly-in and motor hang glider activities. Forum on Flapping Wing flight. Oshkosh, Wisconsin.

AUG. 4-7, Fourth Annual Mt. Swanssea, Invermere, British Columbia, Canada.

AUG. 17-19, Fourth Annual Boat Tow Meet, Chicago Illinois.

WEST

JULY 7-15, Cross-Country Hang Gliding Classic, Bishop, Ca. Contact: Don Partridge, Star Rt. 4, Box 3A, Bishop, Ca. 93514.

JULY 21-23, Las Vegas fly-in and general competition, soaring, barbeque, camping. Contact Phil Sherrett, (702) 878-6422 or Mark Henderson, (702) 733-7475.

AUGUST 17-20, Fourth Annual Telluride Manufacturers Invitational, Telluride, Colorado.

AUGUST 19 & 20, First Annual Mitchell Wing Open, Bishop, Ca. plus Motor Mitchell Wing fly-in and competition meet.

SOUTH

Crystal Flight Resort

JULY 15 & 16, Maintenance & Tuning Seminar.

AUGUST 4-7, August (Beat-The-Heat) Splash-In.

AUGUST 19 & 20, Women-In-Flying Seminar (For Women and Other Pilots of the Lighter Wing Loading Persuasion).

AUG. 6-13, Fifth Annual World Boat Tow Meet, Cypress Gardens, Florida.

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EAST

JULY 19-29, Sixth Annual USHGA U.S. Nationals, Hyner View, Pennsylvania.

Kitty Hawk Kites

JULY 9-10, Towing Clinic Using new winch.

JULY							1978						
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AUGUST							1978						
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