



# NATIONAL NEWSLETTER

DEC 1990

THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA VOLUME 4 ISSUE 4

Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	16	0
→ ALBERTA	16	0
→ SASKATCHEWAN	10	6
→ MANITOBA	10	6
→ ONTARIO	14	2
→ QUEBEC	13	3
→ NEWFOUNDLAND	10	6

This newsletter is produced by the Hang Gliding Association of Canada and is published and distributed quarterly to its members through the Provincial Associations. The views expressed in this newsletter are not necessarily those of the Hang Gliding Association of Canada, its directors or the editor. Anyone may contribute articles to this newsletter although generally two pages are set aside per Province. The Editor reserves the right to edit contributions. This Newsletter is produced on a IBM compatible computer using Microsoft Word and Aldus Pagemaker. Contributions may be sent on a 5.25", 360kbt or 3.5", 720kbt disk as an ASCII file or in any of the major word processing formats. Disk will be returned if accompanied with a stamped address envelope. Written and typed contributions will also be accepted. Send them to:  
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Sean Dougherty soaring at Clinton at  
the "Team Meet".

Photo by Stewart Trowsdale

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# HGAC

## President's Report

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### HGAC Presidents Report

Rain, snow and cold, just nature's way of saying it's time to take a break from flying.

This forced rest period is also a time to let savings accounts recover, pay off credit cards and make amends with family and loved ones who now fail to recognize you as someone they know.

Unfortunately, this period of reconciliation and rebuilding is marked with a disastrous medical side effect, "**Air Time Withdrawal**". No permanent cure has yet been found for "ATW" and therefore it should be treated with a great deal of respect.

Symptoms of "ATW" include, frustration, lack of concentration, irritable, and generally the inability to cope with day to day living. Exposure to negative news and depressing information such as, the Canadian Recession, the Middle East Crisis and the latest price increases announced by Glider Dealers worldwide do little to help sufferers cope with "ATW".

Research has found the only known therapy for "ATW" is

have the victim volunteer for Aviation related projects.

Such projects include, volunteering for positions within your local club, provincial, or even the National aspects of your sport and can be just what the doctor ordered.

The Editor of the National Newsletter has

informed me that written articles about your previous season's exploitations have also proved to be an acceptable treatment for "ATW".

Having personally been a long time sufferer of "ATW", I can attest to the soothing effects such therapy can have. Fortunately my cure will soon be complete, the intensive stage of my therapy is to be reduced.

If you suffer from "ATW" I can now offer some of the most proven therapy available. Announcing the opening for new applications to world famous, Hang Gliding Association of Canada "ATW" Clinic. (The exclusive Presidential suite is rumored to be available.)

Prospective applicants need only to show up in person to Annual General Meeting of the Hang Gliding Association of Canada to be held March 2nd and 3rd 1991 Quebec City, Quebec (to be confirmed).

Until that time, hang in there, "ATW" can be beaten. Let the positive attitude of the festive season lift you from the "ATW" blues, a "Joyeux Noel and a Happy New Year" to all HGAC members and their families.

Martin Henry  
President HGAC

Thoughts of past flying days like this one of Chelan Butte from the green field with Alison playing "batten bunny" have been known to offset "ATW" Photo by Kevin Caldwell

# Past President 's 5¢ Worth

## Why Johnny Can't Sell His Glider, or Why You Should Care About Instruction by Stewart Midwinter

So you're really mad about the crummy price you just received for the last glider you sold. How can you afford the latest VG Mylar Mark IV with so low a trade-in on your last glider? What's going on, anyway?

How Bad Is It?

The simple fact is that a shortage of instructors in this country is costing you big money, so much so that you should be willing to pay up to a thousand dollars to improve the situation. Hard to believe? Read on!

How can a supposed shortage of instructors be costing you money? Let's start by examining the average intermediate glider, say a Wills Wing Sport, the one you were just trying to sell off. Assume in round numbers that you paid \$3500 for it. This glider should, with a little care, last at least 350 hours, or \$10 for every hour you log on it. This estimate is conservative: I sold a Comet-1 with 174 hours on it to a pilot who logged another 200 hours on it. If you fly 100 hours with your Sport, it should still be good for another 250 hours.

If you decide to sell your Sport after only 100 hours, the price should reflect the remaining air time that can be logged with the glider. So, your glider should be worth  $\$10/\text{hr} \times 250 \text{ hours} = \$2500$ . But can you get that much for the glider? Noway! You'll end up selling it for no more than \$2000, on average, due to the current market situation with only a few potential buyers available. In other words, the shortage of instructors, and thus of students, is costing you at least \$500 for every Sport you wish to sell.

My example above looks at one of the most popular gliders for intermediate pilots. The situation for you as a seller is far worse if you are trying to sell a full-race blade-wing that is a few years old, say an HP-10 or a Sensor. For these gliders, when (if) you make a sale you may lose up to \$1000 from the actual worth of the glider.

So far, I've showed you how much the current situation is costing you. How many students per year would we have to teach to rectify the situation? As there are roughly 750 members in the HGAC's provincial associations, and each pilot wishes to keep a glider 3 years on average (advanced pilots may wish to sell every year, while novices might keep a glider 5 years), we need  $750/3 = 250$  new glider buyers every year in order to keep the demand for gliders equal to the supply of gliders. Otherwise, as every economist will tell you, excess supply of gliders will drive down the price until supply is decreased (assuming a constant demand). In other words, if you can't get a good price for your glider, you'll

have to keep flying your old one.

Every instructor will tell you that to produce 250 glider-buying students, you'll have to teach at least five times, and perhaps 10 times, that many students. The higher number might apply to instructors using old equipment and poor techniques, and the lower number to an instructor using new equipment and new techniques. If we assume that we are going to need help to move to the latter situation, then we need  $250 \times 10 = 2500$  students per year in this country. Considering just the four major provincial associations, that means 625 students per year in each of British Columbia, Alberta, Ontario, and Quebec. Do you think anywhere that number of students are being given a complete hang-gliding course? Of course not, which is why we have a shortage of glider-buying students. (Don't count student taking one-day courses in your estimations; they rarely buy gliders).

If you are a pilot who is going to be around for a while (and are hoping to be able to buy next year's shot glider!), you would probably be willing to pay, to fix the current situation, an amount up to the loss you will suffer on your next one or two glider sales (depending on how long you think it will take to improve matters). That is, it would be worth at least \$500, and perhaps \$1000 (more, if you fly blade-wings) to fix the situation.

How Can You Fix It?

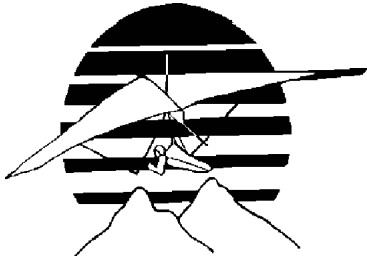
So you agree we need more instructors. Great! Where are we going to get them? You could try convincing a few friends to give up their soaring and spend all their weekends at the training hill so you can buy a new glider, but chances are they read this article too, so they'll be pressing you right back.

What else might motivate a potential instructor? Money! Tell your friends they can get rich instructing hang gliding. That won't work either, because most places don't have a large population to support a full-time school. And as a part-time instructor, you won't make enough money for it to be a big motivator for very many people.

So far, so bad. The current pilot training system using small training hills just isn't working; it's not enough fun for the student and too much hassle for the instructor. Remember, the new student is shopping for a new sporting experience, and will decide between hang gliding (or paragliding) and kayaking, climbing, ultralights, mountain-biking or some other sport on the basis of what he sees during his initial involvement. What does the training hill experience teach the student about the sport? - that it's a lot of hard work, it's scary, and it scrapes up the knees. First impressions count. By the end of the weekend course, the student will likely be saying "yeah, some of those guys get up real high and fly far, but this thrashing around on this little hill is such a hassle, and I'm making so little progress; I don't think I could ever believe them. Maybe I'll try kayaking...".

But wait, what if the instructor could take the student for a tandem flight right at the soaring site in the morning, then just when

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# The Hang Gliding Association of British Columbia

## The Blackcomb Fly-In Accident and the Long Road To Recovery

By KEN RAMSAY

*(Ken Ramsay is an excellent pilot with many years and hundreds of hours experience. Ken's final landing approach was "textbook perfect" on this day, he just happened to be in the wrong place at the wrong time. What your'e about to read is the consequence of **less than 5 seconds** when mother nature decides to strike. Have a healthy respect for the air in which we fly at all times. Barry Bateman. Ed)*

Saturday July 15th, 1989 was a beautiful sunny day with good cumulus developing by mid-morning. I had no idea that it would be my worst day ever. Everything was just starting to turn out great. I was the one who was organizing the Blackcomb Hang Gliding Fly-in. I had stayed nearby at my ski cabin the night before so that I could get everything going by the time everyone arrived. I was too busy running things to think my life would be in danger.

I had set up the windsocks at the CPHotel parking lot, near Blackcomb base station. Although I had landed there before, this would be the first time it was used for a fly-in landing field. It looked better than the schoolyard where we had landed the year before.

We were going to load everyone's glider onto the chairlifts at the base station, but the idea fell through at the last moment. So I then made sure everyone got a ride in the pilot's truck. After making sure everyone was signed up, so that the mountain management knew who was flying, we all headed up the mountain road. At this point, I had not asked anyone how the wind

conditions were on the highway. To me, the conditions in the valley had looked fine. (A few months later, someone told me the conditions had picked up that morning).

After we arrived on top by the day lodge, we rigged our gliders and I helped everyone to launch. As I launched, I felt glad that everyone had a safe launch. I then had a good time playing around, dashing in and out of wispy clouds, for a couple of hours. As well as climbing above Blackcomb Mountain and the Horseman Glacier, I cruised over to Whistler Mountain and buzzed the peak.

By the time I decided to head out and land, everyone had landed in the parking lot. One had even landed in the setup area so that he could drive his truck down. Little did I know, my luck had run out. I had no "CB" radio with me to find out what the landing conditions were like. Apparently conditions had worsened and some pilots had a rough time landing. Everything seemed to be normal to me until I was on my final landing approach. There were no indicators to prove otherwise. Then, all of a sudden, a strong gust of wind knocked me out of prone and dumped me the last fifty feet. On impact, I broke my jaw, several teeth, and fell unconscious.

Shannon Mednis, a nurse who was there to see her husband Dainus land, took charge of the situation, assisted me, kept everyone calm, and helped the paramedics when they arrived. I was then rushed by helicopter to Lions Gate Hospital in North Vancouver.

Instead of landing on Grand Boulevard, a park near Lions Gate hospital, the helicopter was forced to land in Vancouver at the Kitsilano Coast Guard landing pad. And then, because of heavy traffic, the ambulance in which I was being transported to the hospital was forced to take the Second Narrows Bridge, an extra 45 minute trip.

Alex MacKay, a friend, then phoned my parents and told them what had happened. They rushed over to Lions Gate and saw me arrive by ambulance with my bare feet sticking out of the stretcher. A doctor, who was with me, then told them I had a fifty percent chance of surviving.

That night I had X-rays and a brain scan taken which revealed that I had multiple face fractures and a swelling on my brain stem. I was given a tracheotomy and I remained unstable in the intensive care unit on a breathing machine.

The next day I had surgery for four hours which involved the wiring of my jaw and the placement of a metal plate in my chin. As well as having a broken jaw and teeth, I had paralysis on my right side and was diagnosed as having a brain injury. I remained in a coma for the next week and at Lions Gate Hospital for two months.

On Monday July 17th, (day 2) my sister Caroline, arrived from her home in Toronto, after being told of my accident by my mother the day before. Also on Monday, my mother phoned my employer and told my manager about my accident. My manager told my mother that I had a good

disability coverage through work. That week my face was becoming less swollen and, although still in a coma, I was moving my left arm and leg quite a bit. I had stabilized sufficiently enough to be moved from the I.C.U. to a special care unit. The nurses thought I didn't seem to be comfortable with the move. I was quite restless, but settled down calmly once in my new room. Later the doctors and nurses were pleased with my progress. I was taken off the heart monitor and I.V. The only tubes left were the one to my nose for nourishment and drugs, and the trachea tube supplying me with oxygen.

On Saturday (day 7) I was given a drink through a straw and I could swallow it. That night I could raise my left arm above my head and I tried to sit up. I was coming out of the coma and could slightly open my eyes. The next day I was able to sit up in a

restraints. I was given a pencil and could scribble combinations of letters, but I was still confused about what had happened and my written messages were quite scrambled.

The next day, I didn't need a straw to enjoy my liquid refreshments and was able to walk to the washroom with a nurse's help. The wires in my mouth were starting to bother me, but I was able to say my name to the nurses.

On Wednesday, (day 11) I started going once a day to the physiotherapy department for exercise. My room was adapted that day with foam mats on the floor, walls and around all door frames. Also the bed and furniture were removed so that I could move more freely and not be restrained when resting. I tried to speak but found it hard with my mouth wired. That night my

*his accident. Ed*). At first I found it confusing finding letters, and I seemed to need my glasses to read the screen. I was quite restless and found the wheelchair restraints frustrating. I was napping through the day whenever I got the chance but had trouble sleeping at night. Slowly I was becoming more aware of my surroundings and was recognizing my family and friends that visited.

A week later, I was able to shave by myself and seemed extra hungry. When asked what I would like, I wrote, "milkshake". That night I finally had a good night's sleep, which made me less agitated the following day. I also seemed more interested in the computer. I was able to concentrate for longer periods of time.

On Monday July 31st, (day 15) I was moved to a private room with mats on the floors and walls. I had more visitors, I found their visits stimulating but I was pretty tired and was wondering what was going on. The next day the speech therapist helped me use my voice, holding my hand on my throat to feel the vibrations. When my family visited that day, I said: "Hi Mom, Hi Dad, Hi Caroline. Let's go for a walk". My coordination was noticeably improving that day. I was also using my right hand and am a bit more.

On Thursday, (day 18) the speech therapist was pleased with my progress. Dad bought me an electric shaver that day but I seemed more interested in opening its box than using the shaver. I then motioned to him to read the instructions. After he helped me shave, I put the shaver back in its

box. The nurses all commented that I was orderly and tidy. When eating lunch, I was able to feed myself easily. When asked my address I said quite clearly, "1733 Mahon". I also knew my phone number. My memory was improving. By Sunday August 6th, (day 21) I was becoming more sociable, friendly, and was getting on well, but was not very happy to be stuck in hospital. That evening

*continued on next page . . . .*

Ken Ramsay flying at Blackcomb Mountain.  
Photo by Ken Ramsay

chair. The nurses removed the feeding tube from my nose, which made me more comfortable. I was then put on a liquid diet. I could hold a cup on my own and respond to commands. I even was able to open my eyes while drinking. I still wasn't moving my right arm but much X-rays, which were taken of my right shoulder, showed that it wasn't broken or dislocated. On Monday July 24th, (day 9) I seemed considerable better. I was awake most of the day and anxious to get out of my

parents wheeled me around the ward corridors.

The next day, (day 12) on my return to my room from the Physio area, I began to comprehend that I was at the Lions Gate Hospital. However, I was still confused. When practising writing, I wrote my parents' address as my own. I spent the afternoons in the occupational therapy (OT) department working their P.C. computer. *(Ken was a computer programmer prior to*

.....continued from previous page

I was trying to get Caroline to help me leave the hospital, saying: "I feel trapped", "Get me out of here", "You go first, I'll meet you in the garage", and I've got to go, I'll explain to you and the others later".

Each day I seemed to be improving in my computer and communications skills. Visitors from work, my ski cabin, and the hang gliding club were very encouraging. Some of my hang gliding friends were Peter and Cathy Shantz, Alex MacKay, Bob Hanlon, Harvey Blackmore, Steve Best, Herman Bosman, Bob Newbrook, Barry Bateman and Elaine White.

On Saturday August 26th, (day 42) I went for a drive with my dad to Horseshoe Bay. The next day we went up Mount Seymour. That weekend I finally asked dad who was paying my expense bills (B.C. Tell, Hydro, etc) and how my truck was. He told me they were taking care of my bills and my truck was OK. Herman Bosman, another friend, had driven my truck and brought

never complained about my liquid and soft food diet.

On Thursday August 29th, (day 45) I was given a knee brace for my right leg so that my knee wouldn't snap back when walking. I could put it on by myself but needed help tightening it. A couple days later, I finally had an operation to remove the wires from my jaw.

By Friday September 8th, (day 55) a bed was available at G.F. Strong Rehabilitation Centre. I was taken there by ambulance, and stayed as a patient for the next five months. While I was there I discovered the accident had affected my memory, comprehension, and coordination. Some of the therapy programs I took there were physio, gymnastics, weight training, swimming, OT, skills, communication and speech therapy. As well as exercises for improving my balance and strength, I was given a new brace for my knee. At first, I used to wear it all the time. Gradually I just wore it when I went for long walks. I had to learn how to use my right

On weekends I was able to go home to my parents and enjoy a family setting again which often included going for long walks around the North Shore with my dad. Caroline had moved into my house to keep an eye on the place and collect the rent from my tenant. Luckily, she had no problems finding a job when she moved back to Vancouver from Toronto.

By October, (3rd month) I was going to my dentist once a week on Monday mornings. But January, I had started going to the Orthodontist instead. I had braces put on my teeth that I have to wear for two years. I also had my eyes tested and as a result, I had new glasses for seeing distances and thus, for driving.

By Christmas, (5th month) I went back to my parents for the holiday season and went with Steve Best to the Vancouver & Fraser Valley Hang Gliding Club Xmas party. I had fun and was glad to see everyone again.

Also in January, (6th month) I started skiing again with the Disabled Skiers Association of BC. By then I had stopped wearing my knee brace. At first, my instructors showed me how to do the snow plow. (Ken was an excellent skier before his accident and could out ski most of his friends! Ed) Then, slowly but surely my skills started to come back. By the end of the forth lesson, my instructors felt like they were free skiing with me. Later on, when I was skiing with friends, some of them wished they could ski as well as I.

While I was at G. F. Strong, some of the hang gliding pilots that came to visit me were Alex MacKay, Peter and Cathy Shantz, Harvey and Richard Blackmore, Bob Hanlon, Dan Fabian, Herman Bosman, Steve Best, Richard Ayer, Bob Newbrook, Micheal LaBerg, Doug McNaughton, Barry Bateman, Elaine White and others. Also while I was there, I received a fax from Mal Benison, a hang gliding friend from New Zealand who came to town on a business trip. He had called my home and found out from Caroline what had happened to me. He later came over for a visit. It was good to see him again I hadn't seen him since I was last in New Zealand in 1982. I also had friends from work and my ski cabin come over as well.

By mid-February, (7th month) I became an

#### Ken Ramsay on landing approach at Mount Woodside

my glider back to North Vancouver to Steve Best's home. Dad had also told me that Andrew Morin had offered to cut my lawn. We drove past my house and I noticed the lawn was looking pretty good. That weekend, dad noticed that my balance was definitely improving and I didn't need his support when walking around. He also noticed that I was eating well and

hand and arm to help feed myself. When swimming, I dragged my right shoulder when doing the front crawl. I also had to relearn the mechanics of talking, the techniques for finding the right words to say, and how to communicate more clearly. Also I had to learn how to understand instructions, both verbal and visual (ie: written, typed, and terminal screen printed).

out patient at G. F. Strong. My parents took me to Maui, Hawaii for two weeks of fun in the sun. Caroline joined us too, a week later. It was a great way to enjoy my release from the Centre and start my way back to normality. Before we left, I had given my tenant notices so Caroline could move into the basement suite. When we came back, I spent the next week painting the suite for Caroline so that I could live in the main part of my own home.

As an outpatient, I continued going to G. F. Strong about once a week until May for more therapy. While I was there, I attended an emotional support group session with other outpatients to discuss how to deal and cope with living on our own and adapting to life in the community. I also saw a vocational counselor who helped me get back to the working environment.

In June, (11th month) I had my final oral surgery to have my chin pulled out and my jaw shifted left. I then spent the next two weeks on another liquid diet, resting and recuperating from the operation. Because of my accident, my drivers licence had been suspended. I had to take driving lessons again and pass my driver's road test. My lessons went very well and by mid July, I had my licence renewed and I was getting compliments on my driving.

By August, (13th month) I was able to prepare for work by starting a work trail program in my field of computer software analysis, design, and programming. My employer was very supportive and understanding of my predicament. The firm let me come back under the work trail program with the assistance of D. C. Powers and Associates, a disability job placement firm.

Before starting work, I took two PC courses to relearn the database and online programming environment. When I returned, I relearned how to use the Document Composition Facility (the word processing facility at work). My first assignment was to design and program a job to report all transactions that update the inventory control system database. This required analysis and design as well as programming and I did very well. I've been documenting my progress in an online journal (through DCF).

I feel really fortunate to have been able to come back to DMR and Woodward's for my work trail program. The staff has been

really friendly, helpful, and understanding. I've been doing the best I can and it shows. They think I've been doing better than originally anticipated. I'll be on the work trail program until the new year and then DMR and Dean Powers will help me find a new job. Unfortunately DMR doesn't think I am capable of working for a consulting firm like theirs, but suggest working for a regular data processing shop will suit my capabilities better. There will be less stress involved.

Saturday, October 6th, (448 days) was another day, besides my accident, I will never forget. It was the first time in fifteen months that I was able to test fly my HP II glider after having it repaired. I had George Borradaile repair it by replacing the bent leading edge, the nose plate, and the lower rigging wires (the paramedics had cut me free from the glider). I also had Martin Henry repack my parachute and repair my harness (the paramedic had also cut my leg strap to get me out). It felt great to be in the air again. I wasn't in the air very long, only about 15 minutes. But I accomplished what I set out to do. That was to experience and remember the sensation of landing. That I did very well and George and Martin were there to witness it. Some of the others that were there were Alex MacKay, Steve Best, Doug McNaughton, Dan Fabian, and Barry Bateman. It was a Canadian Thanksgiving Weekend I will always remember.

I noticed during the flight that the audio in my instrument deck was not working. I

tried to correct it before the flight but it wasn't until the next day that I discovered the volume was turned down too low to be heard. I've since sold my instruments, parachute, and harness, and have put my glider up for sale. It still flies well but it's time for me to retire.

The hardest thing for me to understand and comprehend was the fact that I had a brain injury. But I am slowly but surely getting back to normal. As far as hang gliding is concerned, I have decided to retire from the sport to save my family anxiety. I don't want to put them through the same stress and anxiety I put them through this past year. They were very supportive. I've had an enjoyable eleven years of flying and have a lot of fond memories of soaring around B.C., the Western United States, New Zealand, and Australia. It's so bad I have to end so abruptly. At least I am still alive and ready to experience new adventures. I was so impressed with the Disabled Skiers Association's help to people with disabilities that I re-joined them this year as a volunteer instructor. Maybe I can pass on the benefits that I received.

Ken Ramsay  
Ex-Hang Glider Pilot

## " AWARDS "

The HGAC has a few "perpetual" awards for hang gliding which are handed out at our AGM, but we are lacking far behind when you compare us to say, the Soaring Association of Canada. British Columbia has decided to change that and has commissioned a trophy to be made, "The Lew Nielson Award", for the "Canadian National Hang Gliding Points Champion". (Lew Nielson was the first Canadian Points Champion who later died in a hang gliding accident.)

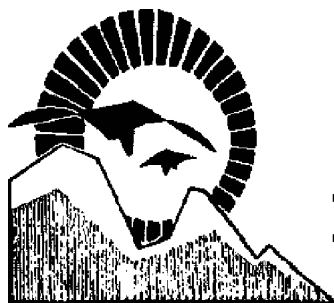
The award is being designed and developed by Chris Florkow who many pilots will recall made the trophies for the Sicomamous Nationals. The trophy will be a

carved relief Haida Indian plaque depicting two Indians in full feather head dress dancing on Cumulus clouds and is called "Cloud Dancer".

This year is an excellent example of why an award of this sort is way overdue. The Canadian Nationals was rained out and we therefore have no Champion. The National Point Champion this year (1990) was Stu Cameron. He placed well in many competitions but he never won one of them. We will be pleased to present this new trophy to Stu as the first recipient.

The HGABC and the HGAC urge all Provinces to consider donating a perpetual trophy to the HGAC for recognition of our outstanding pilots.

Fred T.L. Wilson



# The Alberta Hang Glider Association

## FAI & CANADIAN RECORDS UPDATE

*By Vincene Muller*

There were five new Canadian records established in 1990.  
All the flights originated in Golden, BC.

### **Current Canadian Records**

Stewart Midwinter, Calgary, Alta  
100km Out & Return Speed to Goal 27.91km/hr  
July 29, 1990 - Wills Wing Sport 167  
**(FAI World Record)**

Jean-Claude Hauchecorne, Vancouver, B.C.  
172.17km Distance to A Goal.  
July 21, 1990. - Wills Wing HP AT 158

Jean-Claude Hauchecorne, Vancouver, B.C.  
215-18 km Out and Return.  
July 20, 1990 - Wills Wing HP AT 158

Jean-Claude Hauchecorne, Vancouver, B.C.  
200km Out & Return Speed to goal - 30.769 km/hr  
July 20, 1990 - Wills Wing HP AT 158.  
**(FAI World Record)**  
(This is the first leg of his Delta Gold Badge)

Willi Muller, Cochrane, Alta  
Open Distance with a Single Turnpoint 154.19km  
July 13, 1990 - Wills Wing HP AT 158

Willi Muller, Cochrane, Alta  
Open Distance 332.8km  
May 9, 1989 - Wills Wing Sport 180  
(This is the first leg of his Delta Gold Badge)

Willi Muller, Cochrane, Alta  
Gain of Height 3330m  
July 26, 1988 - Wills Wing Sport 167

Stewart Midwinter, Calgary, Alta  
Duration 7 hours 50 minutes.  
August 22, 1980 - ElectraFlyer Spirit 200

### **Canadian Out of Country Records**

Stu Cameron, Cochrane, Alta  
Site: Boganol, Australia  
100km Out & Return Speed Record 22.5km/hr  
January 22, 1990 - Moyes XS - 155

Martin Henry of Vancouver filed for his Delta Silver Badge  
which will be presented at the Vancouver/ Fraser Valley  
Xmas Party in December

No official paragliding records have been filed.  
The longest Open Distance Flight reported in Canada is;  
Sean Dougherty, Calgary, Alta,  
57.5km - July 21, 1990

Sporting licence applications can be obtained by contacting  
Vincene Muller, RR #2, Cochrane, Alberta, T0L0W0 (403)  
932-6760 phone or fax) - cost is \$10 per year, cheque to be  
made out to "The Aero Club of Canada". Allow at least six  
weeks for your sporting licence. They will not let anybody fly  
in a World Championship unless they produce the sporting  
licence at registration.

### **Requirements for a Silver Eagle Badge**

Distance flight of 30km  
AND Duration of 5 hours  
AND Gain of Height of 1000m

### **Hang Gliding Instructors Certification Course**

Calgary, November 17/18/19, 1990

#### **Participants:**

Rick Miller	Edmonton	re-certification
Willi Muller	Cochrane	re-certification
Barry Morwick	Winnipeg	re-certification
Rod Porteous	Calgary	re-certification
Geoff	Winnipeg	
Ron Bennett	Calgary	
Richard Ouellet	Calgary	
Andre Lafreniere	Calgary	
Greg Leslie	Calgary	
Emil Segeren	Calgary	
Jeff Leach	Regina	



.....continued from page 3

conditions start to look good, he could hook into his glider and go cross-country? Now we're talking! What would this experience tell the potential "buyer" about hang gliding? - that 'sit' is a lot of fun, exciting, the wind 'sinyour face, you can see a long way from up there, you're floating in three dimensions, there are thermals, and landing on your feet is all right. If the student has fun, he's more likely to return, continue with lessons, and maybe even buy a glider. At the end of his very first tandem flight, what 'sthe student saying? "Wow, was that a gas! I actually flew the glider, and it wasn't very hard to control. Once the instructor shows me how to land and take off, I'll be flying on my own in no time!" The only thing wrong with this picture is that you can't go either tandem or cross-country from very many 50-foot-high training hills that I know of.

Enter truck-towing. Prairie pilots have already proved, through sheer necessity, just how useful these tow systems can be in replacing mountains. Canada's record open-distance flight of 333 km was set in 1989 by Willi Muller off a truck tow in Alberta. But can these systems be used for instruction?

In Winnipeg, where retraining hills are as rare as a warm day in January, Barry Morwick is successfully running a complete ab-initio training program using solely the truck-towing system and a tandem glider, the Delta Wing Dream 220 (now being sold by U.P.). Other instructors, like Rick Miller in Edmonton and the Rocky Mountain Hang Gliding League in Calgary, are already starting to emulate the Winnipeg Wonder. But what about the rest of the country?

If you live in Sicamous, Samia, or St. John's, the best thing you can do is get together with ten of your friends, each put in \$500, and buy a tow system: there are now plenty to choose from, from the original ATOL, to Reel Altitude, to TLS, etc.,

most (unfortunately) made in the U.S. at the moment. Mount the system on a truck or even a trailer (see the June 1990 issue of the USHGA's 'Hang Gliding' magazine). Then raise another \$500 x 10 and buy a Dream 220 glider and ancillary equipment, get some tandem towing instruction, and get to it!

Find an unfenced, powerline-free road to tow from, or make arrangements to use the local uncontrolled airport. In four hours a morning, you can put in 12 tows to 2000 feet, letting the student get the feeling of altitude and free flight right from the very first time off the line! At five minutes a flight, a student could log an hour's air time the very first day!

Seeing a show all the local pilots will want to use the tow system anyway for x-c

flying, their "payment" for this will be to show up once every few weekends to provide a morning's instruction. Their day won't be shot since once the thermals start, the lessons can stop and they can go x-c.

In return for a little of your time instructing with a tandem tow system, you will soon have more students in the club and, next thing you know, someone will be asking whether that old glider of yours, now gathering dust in the basement, is still available for sale.

## 1991 WORLD PARAGLIDING CHAMPIONSHIPS

Dates: 7-22 September 1991

Place: Alpes de Haute-Provence (France)

Sites: Moustiers Ste-Marie, Digne-Les-Bains, St-Jean-Montclar, St-Andre-Les-Alpes.

Teams: Maximum of 7, maximum of 6 of the same sex.

Entry Req Member of a Provincial Association, + \*FAI sporting licence + Eagle Silver Badge, or two flights of 30 km with take off and landing witness (to be sent when applying for sporting licence)

Format: Pilots will fly in two groups, after 3 heats the best 50 pilots from each group will merge. All points before the cut will be cancelled and the 100 pilots in the finals will start from zero.

Validation: Minimum of 3 heats

Titles awarded: World Champion (Man)

World Champion (Women)

World Champion (Team)

Sporting licence can be obtained by contacting;

Vincene Muller, RR #2 Cochrane, Alberta, T0L 0W0

(403) 932 6760 phone or fax.

Cost \$10 per year. Check made payable to: "The Aero Club of Canada"

Allow at least 6 weeks for your licence.

(Nobody can fly in a World Championships without a sporting licence).

Requirements for Silver Eagle Badge;

Distance of 30 km + Duration of 5 hours, + Gain of Height of 1000 m.



# Saskatchewan Hang Gliding Association

Good News! We are still alive, even though you haven't heard from us in a while. Our association seem to be getting smaller and smaller every year. This year we have a total of 13 registered members. We get a few new recruits every year but it seems we lose more members than we get due to members leaving the province or just lack of interest or time. Lately, for every 1/2 hour of air time on the ridge, we spend 6 hours getting it. At least that's the way it's been for the last couple of years. This year has been especially bad. It's the first time I can remember that the grass was actually growing on the launch sites. Normally, there is too much traffic for anything to grow. Here in Regina, our winds have been northeast through northwest. Oh, excuse me, we had a day or two there that was southeast for a couple of hours or so but just as we got geared up to go, the "Wind God" laughed and blew our rear ends.

Our tow systems have been our saving grace. In Moose Jaw, the Atlas Tow Club was formed this year with 10 or so members and successfully accumulated over 200 tows and logged upwards of 400 cross country miles. There is more info on this system a little later in the article.

In Regina, we have been using a couple of systems, one of which isn't any more. Mike Dowie put together a nice little unit made almost of aluminium, including the drum. It is a box mounted system and with the addition of a rear sliding window for the truck, it is incredibly easy to operate and monitor. We can successfully achieve altitudes of over 2200 ft in a matter of minutes.

All in all, it has been a relatively @?#! year for flying in Saskatchewan but a few of us did manage to trek westward on our annual Rocky Mountain Excursion only to wish never to return to the prairies.

Carroll Pelletier

## ATLAS TOWING CLUB

Saskatchewan has a new towing club based in Moose Jaw. Mr Scraping Lawrence spearheaded the formation of the Atlas Towing Club Inc in the fall of 1989. Eight months later, with an active membership of eight pilots, towing commenced in June 1990. The club uses a custom made, front mounted, reciprocating rewind winch based on the ATOL design. The hang gliders are launched from the back of a Ford crew cab. The club adopted the tried and tested towing procedures of the HGAC. After initial testing of the winch prototype, a second brake drum was added. As well, a faster rewind motor will be installed to haul in the towline drogue chutes we are testing.

The potential of our system has clearly

been demonstrated. The immediate increase in air time is most welcome. Pilots-in-training can fly with plenty of altitude without having to ridge soar. The more advanced club members spent the summer the malling and racking up cross country flights. We are often approached by curious passers-by as to "how the heck do they get up there?" Weather pending, we fly every weekend during the spring, summer and fall. We can be reached at:

Club president;

C. Lawrence (306) 692 9455

Vice president;

Mark Taylor (306) 693 5387

Sec/Treas;

A. Von Meyenfeldt (306) 693 9326

## The US Nat 's Dinosaur, Colorado

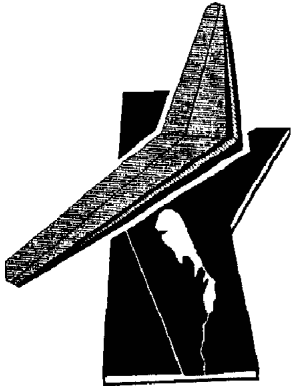
By JC Hauchecorne  
HGAC  
Competition  
Director

I am not quite sure how I should write this article about the US Nationals. Should the story sound serious and intimidating so that you all know what kind of macho pilot I am? Or should it be the cool type of reporting? We just went down there and had a good time, after all... to be cool is to not let on that one cares. Or should it be the funny, playful reporting, making a joke at every corner? Or should I write the way it was? No couldn't do that! That type of reporting would not cover more than two lines; got up in the morning, had breakfast, launched around noon, flew the course, landed somewhere, reported the day, had dinner, went to bed. And we did that for

two weeks.

Fortunately, it was not that monotonous. The flying was very challenging and demanding. The terrain we flew in was at times very intimidating because of its remoteness from civilization and roads but nothing we have not experienced before to a certain extent.

I took the competition very seriously and behaved accordingly. There were no late parties, no drinking, no girls, just serious competition. I won't bore the reader with a day by day report, let me just tell you of



# Manitoba Hang Gliding Association

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Manitoba has been silent in the National Newsletter for the past year, but not for lack of activity. In the past 2 years we experienced a large drop in our membership due to pilots relocating to more mountainous environments, and a lack of teaching for new pilots. This caused a high turnover in our club executive and newsletter positions, thus no writing of a National Newsletter article.

Starting in August 1989, Prairie Wind Flight School came under new ownership. Barry Morwick has worked full time this summer teaching 50 students, issuing 29 Level 1 ratings, and given over 100 tandem flights. In one year our club size increased 186% to 75 members! (Now there's an example for the rest of us. Ed) The new energy in our club is exciting for the future of the sport in Manitoba. The room at our monthly meetings are now overflowing.

The 10th annual Qu'Appelle Valley XC Classic has been re-scheduled for '91 to take advantage of better XC weather. We'll see everyone on the Labor Day weekend (Aug 31-Sept 2) in 1991. The Classic has been a popular FUN meet for all levels of pilot, and is sanctioned for the more competitive ones. The record flight

in the Qu'Appelle stands at 110 miles and the record altitude gain is to over 11,000ft asl! Replacing the Classic on the May long weekend will be a tow meet (perhaps Moose Jaw). We hope that lots of pilots plan to attend. Watch the next issue of the National Newsletter for more info. It looks as if we will have at least 3 winches to do the yanking!

Other club happenings include the design

of a spiffy new jacket, the purchase of a new tow truck (to replace the one that caught fire a few weeks ago), and a switch from CB to aircraft radios for communication. We are expecting an increase in our government grant of \$10,000 this year due to our increased membership.

That's all the news for now. Till next time.... SoarHi

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A winter ATOL tandem flight. Pilot, Barry Morwick; Co-pilot, Maryse Perron

a few interesting encounters.

I always sort of thought that we soaring pilots were sort of equal with soaring birds, like eagles for example. Unfortunately, I have discovered we are more like the penguin family. There is nothing wrong with penguins. I actually

quit like those little critters. But they don't fly and we do! So why the comparison? We like to be close to each other; we like to group in flocks just like penguins. Let me give you an example.

Launch in Dinosaur is on the edge of a high plateau. Behind launch there are several

Barry Morwick  
square miles of flat unused space. There were three launches. The launches had a roped off area in a semi-circle measuring approximately 100 yards in diameter. Pilots ready to launch with their harness on were permitted to go into that semi-circle. The rest of the plain might be used to set up

*continued on page 13.....*



# Ontario Hang Gliding Association

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Dear Editor,

Another contest season is over. I've learned a lot in the last year about competitions and flying them. I did write a disjointed article about the Australian competitions (sorry!), but there is one other point I'd like to mention, and then I want to stir up a bit of controversy.

First off, I'd forgotten one technique the Australians used to avoid launch hassles until someone I won't name illustrated the reason for it at the Nationals over and over (Hi! Bob Newbrook!). They always provide an alternate launch, or at least an alternate pathway to launch, in addition to the ordered launch. Anyone in the ordered launch can opt for the 'alternate' at any time. Once they do, they are removed from the ordered launch list and placed on the 'alternate' list on a first come basis. Pilots on the alternate list can launch whenever they wish (in order), except in the case of a conflict with the ordered launch (i.e. single launch) the ordered launch has the right-of-way. This provides an out for the people at the back of the launch order to get off fearfully without having to push 29 pilots ahead of them. It is important that an actual physical pathway to launch is maintained for pilots exercising this option. The normal 'pushing' rules apply to the 'alternate' launch order as well.

Now for some controversy. I would like to suggest we move the Nationals semi-permanently to the west. I think most western pilots will agree with me, but perhaps don't want to suggest it because they would appear biased. I have flown a considerable number of competitions in both the east and west. The chances of having good enough weather to allow valid XC racing tasks are much, much better in the west. I have a limited amount of time and energy to expand on

hang gliding competitions and I would like them to be spent flying valid XC style tasks. I don't think too many people will argue with the fact that Yamaska is the best site in eastern Canada. Unfortunately, due to eastern Canadian weather conditions and the small size of the mountain, the number of days good for triangles, out and return or even races to goal of any distance, are very few. The chances of them falling during the contest dates are dismal. In the approximately 25 contest days I've attended at Yamaska (many with soggy feet), the longest completed task has been a 32 km race to goal. While this may have been difficult, a 45 minute task in lift and drift conditions that just happened to be going the right way does not test the pilots' XC racing skills much, and adds a huge luck factor to the meet.

I'll admit I am a bit bitter and twisted in that one more valid round at the '90 Nats might have been enough to put me on the

team to Brazil. I would personally much rather spend my limited holidays in the mountains (or the prairie stowing?) where I am likely to be rewarded by some great flying and a valid competition. No doubt, Yamaska has some good days, and they will undoubtedly occur during the next competition there just to prove me wrong, but I will not be likely to attend another eastern nationals despite the fact I live out here.

I can certainly understand the reluctance of most western pilots to travel out east. What is a 'Nationals' without most of the best pilots? Let's keep the Nationals where they'll mean something.

See you in the sky over Golden next summer!

Kevin Caldwell

A view from Kevin Caldwell's Kiss of the high plains area of  
Mt Buffalo in Victoria, Australia

....continued from page 11

the gliders. But guess what? Every morning there was a race up to launch in an attempt to be as close as possible to the circle. Gliders were cramped so close together one could not walk amongst them without tripping over something. Despite the huge set up area, there was this need to be as close as possible to each other, just like penguins in the cold regions of our world.

Timing launch was critical. Launched too early and you might sink out or at the least end up with a poor time. Launch too late and you might run into some very heavy over development including cu-nimbcells with hail, lightning and gust fronts. On the last day there was such a situation where a squall moved in virtually from nowhere. A US competitor was trying to ride this gust front into goal, but just short of it he got tumbled. As the glider went upside down he fell into the keel. He decided not to wait around for too long threw his parachute and a few moments later noticed with amazement that he was completely detached from the glider. What happened was, when he fell into the keel he must have broken it, and when he deployed the chute, the shock must have ripped the kingpost and the suspension system through the keel completely detaching the pilot from the glider. Fortunately, the pilot escaped in jury which cannot be said about the glider.

Bruce Newland	Australia	Foil Combat 152
Bruce Case	USA	Wills Wing HP-AT 158
Tony Burton	USA	UP Axis
Glen Volk	USA	
Ted Boyse	USA	Wills Wing HP-AT 158
Terry Reynolds	USA	Wills Wing HP-AT 158
Steve Moyes	Australia	Moyes XS 155
Jim Lee	USA	Wills Wing HP-AT
Herbie Kuhr	Austria	Foil Combat 152
Stu Cameron	Canada	Moyes XS 155

Other statistical data: Total registered pilots: 125, Total scored pilots: 118, Total rounds flown: 9 flown, 8 scored (one round invalid), Number of Canadians participating: 6.

With respect to injuries there was one bad casualty. A pilot got caught behind a ridge when a squall came through. He got rotated, and he slammed into the ground. He was flown to a hospital where he was listed in serious but stable condition. There were also a few "minor" injuries such as broken limbs, and a few gliders did not survive the meet. Most of those casualties were caused on launch. Launching a glider at 8000 feet in gusty conditions can at times be quite difficult. Fortunately none of us Canadian pilots had

amishap.

As far as the results are concerned, we all did very well. Stu Cameron had the best result, finishing in 10th position. Myself, I finished 18th, Willi Muller 28th, Bob Newbrook 64th, Chris Muller 68th and Barry Bateman 75th. In total there were 118 pilots participating in the 1990 US Nationals.

Anyone who is interested in participating in some heavy duty flying I strongly recommend you participate in the next US Nationals, and even make a trip to Dinosaur, Colorado for regional meets. It's worth the trip.

Here is the 10 top placed competitors and their equipment;

## World & Canadian Records & Badges

If you are interested in attempting Canadian Records or obtaining Delta Silver or Gold (hang gliding); Eagle Silver or Gold (paragliding) you need the following before the season starts:

**FAI Sporting Licence, cost \$10 Baragraph**

Application Forms for a Sporting Licence are available from:

continued on page 31.....

One of the endless white sand beaches in Queensland. Nice laminar air to land in and a certain lack of clothing on some of the attractions! Photo by Kevin Caldwell

# AIRMAIL

Dear Editor

At varying times during the past few years I have wanted to write the occasional letter about my thoughts on hang gliding - about my impressions of the people who take up the sport, their dedication and hard work. About conditions endured for the love of the sport, the many miles travelled (to, from and during) to experience the flight, in regardless of the length - although longer, further is aspired to, in the end, any taste of the air is appreciated. About the interesting people I have met.

About how the pilots will sacrifice anything in order to achieve their goal of travelling to a meet, climb up an arduous rocky trail, carrying glider and equipment, to fly. Anything. Everything.

I guess you might know that, having been with Les (Sainsbury) since 1980, I have experienced the full spectrum of **'LIVING WITH A HANG GLIDER PILOT'** (anyone in my position fully understands the capitalization of the preceding words, no explanation necessary.....).

I have lived through being an eager driver, an impatient and non-understanding mate, a patient and understanding mate - on and on - finally reaching the stage where, if I heard the words "hang gliding" **just-one-more-time** I was prepared not to be a "happy camper" anymore! Try as I might, I really couldn't understand how anyone would want to go through so much work, just to soar about a mountain. Why bother, it's more enjoyable to go for a walk.

OK. I was at a point where I really needed to experience a jolt to re-energize my lift. Was feeling a lack of something, didn't know what, but knew something had to be done. But what?

The answer came to me in a strange way. It happened on the first long weekend in August, 1990. It happened in public, in broad daylight - in full view of the public. It was frightening, exhilarating, ecstatic and completely changed my life and brought me through the thick, dense wall that was keeping me from enjoying the beauty of life and the world. The answer was - can you believe this?

## Hang Gliding! I Flew! In the Air! In a Hang Glider! I Loved it!

Sorry to get carried away, but words don't really do justice to the feelings and the freedom that I enjoyed. During my brief (9 minutes) flight I tried to evaluate what I was experiencing, but words failed - I just zha-ga-reeted my happiness (a middle eastern dance yell) and just felt such joy being in the air - what a rush! And I will always love Mark Tulloch (sorry, Les!) and he will always have a place in my heart for taking me on my first experience of (tandem) hang gliding.

I won't get wearisome about my thoughts on this wonderful experience - but - really, I could write volumes! (Oh! an editor's dream come true. Ed) I constantly re-live early detail (which hasn't dimmed in clarity, and it's been 3 whole months since I've gone on a flight).

Lucky me, when Les gets his 220 Dream - I'll be living my fantasy of flying (as often as I can talk him into taking me!). We can pack a lunch, launch, fly for a few hours - when it's time we'll land, and (I will) dream about our flight and wait for the next time.

I want to get a small video camera to record our flight - to replay, over and over and over and over. Sigh.

If I finally wrote this letter, and it was not about anything that I every planned to

write. A year ago, I would never have believed.... what a difference a flight makes! Life is wonderful!

Take care, Anne-Marie Deryaw  
Victoria, BC

## TRUE CONFESSIONS

Dear Father,  
I have a confession. I've been holding this inside of me for quite a while but I can no longer live with it. I've lost my appetite, the little pleasures in life have lost their appeal. Once I was a happy go lucky carefree lad with a taste for wine women n' song. Now I cringe in silence lest anyone find out. I tried bringing it up with my wife but she didn't notice.

I was out  
crop  
dusting

and sort of got caught up in it, if you know what I mean. I had a bushel of fun but eventually I started to feel my oats. I almost got away with it, but alas I drew the short straw. Then just when I thought that they were going to bury me on the lone prairie, I discovered mountains, big mountains, thousands of em, then headwinds, big headwinds, then rotors, big rotors, then swamps, I rounded out real high - so high in fact that it was a good thing that there was a tree up there to land in. Fortunately the jump to the ground was cushioned by a layer of crawling, oozing swamp. I was almost out of the woods as they say but alas I was caught red-handed or was it mucky-footed. Owell.

Jeeze, I hope we get this evidence OFF before anybody sees us!

Dear Father what should I do?  
October 22, 1990.

## The EUROPEAN SCENE

Notes from our foreign correspondent,  
Randy Haney.

Dateline: Austria, 24th Nov 1990

You might have noticed I have not been around lately. I am employed by Fly International, Wills Wing (Europe), located approximately 5 km from Innsbruck, Austria.

Among other things, I came to Europe to work, eat, live and breathe the sport.

After building air frames in the shop for the first few weeks, I was beginning to wonder about the purpose of life. Fortunately a shipment of 60 gliders came from California and test flying was required. Having not yet been assigned to a specific job I immediately hogged the test flying. It's a dangerous job, but I'm doing it because I'm a lousy carpenter.

I can now set up and breakdown any Wills Wing glider blindfolded, in the dark, faster than it takes most people to spread the wings. It's good experience for tuning out the occasional turn, making trim adjustments and so forth. Lately, the job has included some time on harness design. This is really interesting, but one heck of a lot of work, right Martin! (Henry). Even so, I have really enjoyed it. A developing part of my job is that of International representative for Wills Wing, communicating with foreign dealers and setting up new dealerships, etc.

Recently, I lucked my way onto a road trip to Spain delivering gliders and doing a promotional tour "dias demo's". In the event that some of you might be interested, the following is a little write up on the trip.

### **Spain - November, 1990**

Have you ever dreamed of flying big thermals, going cross-country, and getting a suntan in mid November?

Well, better go to Australia then.

Actually, I've just returned from Spain and I did get a bit of a suntan and even flew some decent thermals. There was a lot better food than in Australia, hardly any snakes, and the spiders won't kill you. However, I did get stung by one huge wasp, six times, while driving back to Madrid following a day of flying in Segovia - it hurt! (*Serves you right, you*

*should have a regular job like the rest.* Ed) The wasp crawled up my sleeve and got a little uncomfortable when I inadvertently laid my arm across the seat. The more I beat it the more it stung me and would not stop in spite of my frantic efforts.

Okay, so there I was in Spain. The people were, as you might guess, friendly and live life like there is no tomorrow. Maybe that's why flying is so popular there. In Spain again, the paragliders are part of the fun. That is of course unless you happen to be flying a hang glider at the same time on a small hill. The conflicting air-speed make things interesting.

The weekends were mostly work, setting up, de-

monstrating and making gliders available for pilot to fly. I had the privilege of watching one of our dealerstry to land my personal, brand new 158 AT, downhill. I was in the air at the time about 1/2 km away. So the highly spectacular visual effect of his flaring high downwind and hammering, absolutely pounding it in, was followed by the ominously thunderlike sound, shortly thereafter. Most of the pilots seemed to have much fewer problems and seemed to really prefer the Wills Wing, oops sorry Barry (Bateman).

There were times when I could have sworn I was in Mexico, with the vast expanses of dry, rugged, sage covered landscape. Although I never flew much real cross country while I was in Spain, because of the semi-stable mass, I have great faith that it is the right place to break the European distance record. I am planning to go back next year to combine a promo tour with some serious cross country flying. Spain was much to my liking. It is recommended that any pilot who goes there take lots of money, a glider, an Espanol-Engles dictionary, suntan lotion (I think I burned

and a relaxed attitude. People move kind of slow.

For you night owls, night life in Spain starts at about 12:30 - 1:00 am so you can fly in the afternoon, sleep in the evening, then wake up, have dinner and go out. It's incredible! One night in Madrid I went out with a friend arriving at a popular club at midnight, like two geeks, before it was

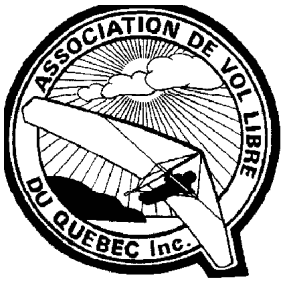
Horst Kern at Mount Seven. Photo by Stewart Midwinter

even open. After a fifteen minute wait they let us in and we promptly quaffed a few beers laughing about ourselves and talking about the day. I nearly choked when the bill registered - \$18 dollars for two beers! Keep in mind this price is highly unusual in Spain with normal beers in normal bars running about a dollar fifty. It just seemed like I had the talent to stumble into all the weird stuff.

I hope to see you all when I'm back for a holiday next year.

Let me know if there is anything of interest I can help you with over here.

Randy Haney  
Fly International  
Fassegasse 27A  
A - 6020 Hall  
Osterreich  
Fax # 011-43-52-234-3746



# ASSOCIATION DU QUEBEC DE VOL LIBRE Inc

C.P. 332 Succ. St-Laurent / Montreal, Quebec / H4L 4V6

## Finally only One Association

Following a meeting held on June 16th 1990 between the ASQA & AVLQ executives an agreement was reached - the creation of a new and unique association in Quebec - the;

"Association du Québec de Vol Libre" (AQVL)

The structure of the new association is:

- 1) An executive elected by members in the annual and general assembly.
- 2) The Administration Committee is formed by one representative of each club in Quebec, School owners and Dealers, with one vote per person.
- 3) A Committee Director for; Instruction, Certification, Safety, Transport Canada, Paragliding, Competition and Communication.

At the General Meeting on November 11th, 1990 all pilots from Quebec were invited to vote to approve the unification of the AVLQ and ASQA. The meeting was very positive and successful and the general rules were reestablished and democratically voted upon.

The committee directors were elected and are as follows;

Transport Canada...	Daniel Ouellet	
Competition .....	Sylvain Lapointe	
Paragliding .....	Eric Meunier	
Certification .....	Jules Beaudry	
Communication....	Jacques Fontaine	
Instruction .....	Gilles Bernard	Hanggliding
	Heinz Hefti	Paragliding
Safety .....	Pierie Blondin	
	Bertrand Dupuis	

The executive will be elected by vote by mail and an election committee are already at work to prepare and organize this election.

This is good news and shall permit us a better development and harmonious future in the true construction of each club.

Jacques Fontaine  
Communication Director  
AQVL

The "VOTE" at the recent forming of the "Association du Québec de Vol Libre". (AQVL)



## Clinton Team Meet

by 'TeamDad'

This year, the long-running Labour Day team meet was held at Clinton for the second time. We enjoyed three days of great flying at three different sites, with some pilots logging more than 150 km. The Four M's was the winning team, although Stewart Midwinter was the top individual placer.

Day One was blown out at Clinton, so pilots were relieved not to have to start the competition on a scary note. We moved the action to Savona, 100 km away by road, where the surface wind was inexplicably from the east. Finally at 16:30 it switched around to south, and pilots began launching.

Most pilots opted to fly east, basically ridge-soaring along 25 km of unlandable mountains on the north side of Kamloops Lake. Only Mike Harrington was able to get high enough at the end of the lake to be able to cross over the top of the Kamloops

were disqualified from the competition for landing just inside the PCZ.

A few pilots tried a different tack, heading somewhat upwind toward the west. Once at Cache Creek, they had a good tailwind pushing them northward, but none cleared the pass to Clinton. Again, distances in the 40-45 km range.

Day Two saw the group come together on top of Cornwall Hill, west of Ashcroft. The first bit of excitement came when a Wills Wing Sport took off without its owner, leaving him tumbling down the grassy slope unhooked. However, the glider did obey a order to heel, obligingly making a 180-degree turn and crashing into a dead tree.

Chris Muller and Sean Dougherty flew paragliders, and Chris got as far as the Indian Reservoir north of town, about 20 km from takeoff.

Competitors had to decide whether to fly north from Cache Creek, or east; both directions looked good, so it was hard to decide. As it turned out, east was better, although conditions were weak and thermals were choppy until east of Savona, where lift was strong and cloud base was at 11,000 feet. John McClintock got the farthest, landing 120 km away, at Pritchard. The Kamloops PCZ worked its siren spell again, disqualifying Leo Salvas and Steve Best.

Pilots heading northward cleared the pass at Twenty Mile House and overflew Clinton, but ran out of air by 59 Mile House, about 80 km from launch.

After an evening of burgers and beer in the Cariboo Lodge, the final task was started from the top of the mountain at Clinton: a race 48 km to the Ashcroft Manor. Sean Dougherty showed the crowd that paragliders climb just fine in lee-side thermals, encouraging several pilots to launch. As it turned out, those that went early did best, as conditions deteriorated later. Some good pilots only made it as far as the landing field.

The gaggle that worked its way along the valley gradually split up, with

heavies sink in the Marble Canyon side-valley claiming a few. Some arrived over goal ridiculously high, while others found that only 5000' ASL at Cache Creek was necessary to complete the final glide. In total, 8 made goal, with the fastest time being about 1h30.

The final team standings were as follows

1	Four M's:	5435
2	Team Steroid:	4979
3	Team Dad:	4542
4	Team XS:	3886
5	Team Kuwait:	2546
6	Solar Power:	2552
7	USA 1:	765
8	Team Oka:	671

Top individual standings were as follows (34 competitors in all)

1	S. Midwinter	1573.8	HP-AT 158
2	S. Cameron	1561.5	XS 155
3	M. Harrington	1559.3	Magic 4 177
4	G. Borradaile	1460.9	Axis 15
5	M. Tulloch	1445.8	XS 155
6	J. Hauchecorne	1335.7	HP-AT 158
7	J. McClintock	1319.5	Magic 4 166
8	M. Schokker	1231.8	Kiss 154
9	M. Henry	1183.3	HP-II 170
10	W. Muller	1171.5	Foil Combat
11	D. Keen	1007.0	Magic 4 166
12	B. Bateman	960.7	Kiss 154
13	J. Bamford	910.4	Magic 4 155
14	J. Houghton	909.6	Moyes XS
15	R. Galesky	882.5	
16	R. Mercier	771.7	Moyes XS
17	P. Luke	758.8	Moyes XS
18	N. Voss	755.1	HP-AT 158

Like father, like son.  
'L'il Chris Muller

positive control zone and continue eastward to the Monte Creek turnoff. A dozen others ended up scattered along the Yellowhead Highway less than 25 km north of Kamloops, for total distances of 40-45 km. Jim Bamford and Chris Muller

Barry & Willi inspecting the marvellous physics of "JC"  
Photo by Kevin Calwell

# Hang Gliding Association of Newfoundland

## SQUEAKY HEARTBOLTS

One thing that I noticed on my trip to Alberta that was a bit disheartening was that the level system is not being used and therefore not benefiting the general population as it was intended to. In the U.S., I suspect that it is more popular as there are more people than available sites so you are more likely to be told that you have to be of a certain minimum level to use certain sites because of the ever present threat of legal and P.R. problems caused by pilots taking off at sites or in conditions beyond their capability. However in Canada, generally speaking, there are no sites than people (except where I live) and the H.G. community is a bit tighter knit group so it is easier to control who flies where.

Initially I thought that the reason the level system is ignored was "the big hero" attitude. You know what I'm talkin' about, "I don't need no piece of paper to prove I'm great" syndrome. Then a little digging unearthed some facts. All exams are submitted to one location, a fine gentleman and good judge of rum... The Iceman. (I have even heard him complain of the lack of business, issuing levels that is, not judging rum).

Now that seems like a sensible situation eh!, that way the whole world doesn't know the answers to the exams, right, no cheating, right. So now you write the test, send it away, and after you have completely forgotten the questions and maybe crashed because you were wrong on one question, you get a reply that says you made 99%. Great, anybody know how to set bones?

In the old days you went in to see the Instructor, or whoever, and you said "hey I know it all, gimme the exam". Then you wrote it, handed it in, he marked it, then took a bit of time to explain the questions. I can relate to this because when I wrote the Level 2 "The Iceman" happened to be in the same room so he marked it on the

spot. (This was way back when he was just an ordinary fella). We discussed it and it turned out that I got two questions wrong (talk about selective recall). Both concerned the same subject.

Years ago I taught flying in powered aircraft. A spin or an incipient spin was a very defined situation, stall, shuddering and the nose drops. Some planes it's more like a fall. Next a spin is either introduced with rudder deflection or on some planes it happens immediately and violently. To recover: Full opposite rudder to stop rotation (no aileron or elevator movement because if you use aileron to stop rotation, the increased angle of attack induced by the camber change will aggravate the stall/spin situation, and if you ease forward on the control column to unstall the wings before rotation stops, you end up unstalling (is that actually a word?) with a very nose down attitude and the rotational inertia will induce a violent deadly spiral

**What's wrong with cheating? If it forces me to read up in a book to get the real answer, so be it.**

dive). When the rotation stops, then you gently ease forward (some aircraft you push full forward) the control column till the speed increases. Then you pull out. (Raise the nose) this is automatic time. Now try that in a H.G., you'll end up on the trees at Hughes Brook.

Now to the part about flight tests. What is

a poor fella like me supposed to do for his flight test? Spend \$600 for a plane ticket plus rent a 4 Wheel Drive, etc., to go to a place where he hopes he'll get the proper weather, hopes he can find a volunteer instructor, hopes his equipment arrives in one piece, hopes his wife doesn't mind relinquishing vacation time and all the money to sit at the bottom of a hill looking up just so he can do a properly monitored and executed flight test.

Maybe I'm an extreme example, but I'm certainly not the only one. Then there's the guy that lives in Golden, B.C., and flies with the H.G. elite, hears about the majority of the stuff that he needs to know about to round off his knowledge level. He may or may not hear about the level system or he hears it's a joke, so he misses out on some real jewel of info. Paradoxically, all your flights have to be witnessed (maybe this is good to encourage us to fly with a mentor or at least with a witness in the event of an unscheduled landing on an unprepared surface). However, the signature isn't checked out or verified, yet you absolutely must have a signature by all flights. Give it some thought.

Interestingly, how do you know you witnessed a stall? I had probably one of the best pilots in Canada tell me that I did a stall on departure from town when in actuality I had a very strong crosswind at altitude and in my exuberance to keep the towline over the road at release, I dove to move forward and then dove some more as I reached for the release on the bridle. My point is that you can't always tell by looking. Also, sometime if you get a chance, stare up at the sky on a hot sunny afternoon (when the conditions are good and you'd rather be flying) for the time it takes for a person to complete a flight test. You'll probably have reached nirvana from all of the concentration, contemplation, and meditation and candle gazing by the time

....continues

# Yahoo!!! Mountains Too

(Hum to the tune; "Tommy's Holiday Camp"  
from the Rock Opera "Tommy" by The Who)  
*Good morning campers,  
I'm your Uncle Al-*

*-and I welcome you to Churchill Falls Holiday Camp,  
The camp with the difference,  
Never mind the weather,  
When you come to Alan's,  
The sleigh rides are forever... Ha... Ha...*

One miserable 30 seconds sleigh ride so far this year. Tell me Virginia, is this all there is to life?

(Hum to the Beverly Hills Billie theme):  
*Next thing you know old Al's a dangle pilot,  
The kinfolks said "Al move away from here",  
They said "Cochrane is the place you ought to be",  
So he loaded up his bags and he moved to Willies',  
(sorry Vincene but Willirhymes better)  
Muller's that is, hills, tows, parapente,  
The Churchill Hillbillies.*

Well, there I was gone, to Cochrane Alberta. I was greeted by some major league hospitality, thanks to Vincene, Willi, and Chris. Met some great pilots, forgot all of your names (just joking, actually I have a great memory but it's short). The Muller's all went out of their way to spread the welcome mat and ensure that I flew, flew, flew. Even the weatherman co-operated with two weeks of weather that synchronized perfectly with my plans. I accomplished most of my goals in the first week, owing to perfect

conditions-H.G. towing, paragliding-ground handling/flying, my very first thermal-all right!!!, parachute packing and deployment, (a few sleigh rides at Golden, B.C. {3500' launch}).

I'm a mere ghost of my former self after climbing Willi's 300 foot hill carrying a P.G. Speaking of paragliding, not only is flying a blast, but when the wind is in the wrong direction for flying or you don't have a hill handy, you can practice ground handling. It's a good skill to acquire to help you understand what and why is happening with your sail and to prepare you for launching in winds strong enough to soar in. The paragliders slow speed and very tight turn radius allow you to soar in winds too light for the hang glider, in fact when it gets so arable for the H.G., pack up your chute. Which brings up another subject, don't fly the P.G. without a parachute. Just have your H.G. parachute converted so you can have it both ways. Get a rigger to do your rigging with the rigger because there is a bit more than meets the eye to making the switch. A P.G. requires a shorter bridle length than does a H.G.

Vincene and Willi have an unbelievably beautiful property overlooking the Town of Cochrane. It is a perfect spot for slopesoaring with a long ridge, rounded take-off area, good slope with an enormous grass covered setup and landing area at the bottom. From the house you can see Calgary to the left and the Rockies form a panoramic starting from straight ahead and panning to the right. You guys out West make me ill, unbelievable landing areas, mountains, thermals, towing paradise and lots of other fellow pilots (girl pilot too). Some of you ought to come out East to the Third World and see how real pilots fly. Out here we don't have to worry so much about clouds suck as our first concern is about conditions suck.

Willi, Chris, and Alex got two week's worth of "Wuffo". I discovered the "Simpson's", thanks to Alex/Chris. I found out that you have to get up awful early to keep ahead of Willi. Thanks to everyone for the impromptu lessons. It's good to know the tricks before heading back home. I received lots of warning to keep on the lookout for a curious Western Canada phenomena "Whingeing Pom's" (pronounced "wh" as in "wheeze", "in" as in "thin", "ging" as in "Jingle Bells", "Pom's" as in "palm trees"). As it turns out, I was assured by Willi and Stu Cameron that there was none in the area at the time, so I guess I missed out seeing one. For an up-to-date list and qualifying criteria, call (403) 932-6760 (Chris). Well, now I'm back home all stoked up about P.G. Hopefully, I'll have a tow system set up on my trailer this fall.

Thanks once again, Vincene, Willi, and Chris for your hospitality.

Cheers, Al

Alan Faulkner  
October 22, 1990.

*continues....*

the student has landed.

OK OK, enough whingeing, what's your point? My point is that A: Sending exams to one person in Canada is ridiculous. What happened to trust? Get a senior knowledgeable pilot to correct them. In my case, fax me the exam. I write it, then fax it back. What's wrong with cheating? If it forces me to read up in a book to get the real answer, so be it. Now I know how to recognize/cure/prevent a spin. I say make the exam an open book and maybe make it longer, no time limit. B: Flight tests. Gimme a break. What happens if the guy gets nervous because the whole world's watchin' and he does his stall maneuver at 200 feet? Good show!! Also, I've been doing stalls in training and flight tests all my career and I've seen a good number of combinations and permutations of same and every guy/gal is convinced that their

way is the way God intended in it, and everyone has their little "when I learned it from Orville", "my experience is", "in my opinion", "from all I've read" story to prove they are right. Do any senior pilots/examiners get any training for instance to recognize the difference between a stall and a spiral?

Catch my drift? Wink, wink, know what I mean? Take charge of your destiny! America needs solutions; ask not what your H.G.A.C. can do for you but what you can do for your H.G.A.C. Write your congress person! Remember no voice no choice, the squeaky heart bolt gets the grease!!! God bless and good night.

# COMPETITION CORNER

## COMPETITION FLASHBACK FOR 1990

### 1990 CANADIAN POINTS STANDINGS

Thanks to a lot of help from Gord Murphy I was able to compile the 1990 points standing in record time. Amazing what computers can do! I guess we all know only too well how slow the season started. I listed the points meets more or less in chronological order. Looking at the first six meets it is easy to see how bad the weather was, not just in BC, also in Alberta and even Quebec. In all but one case all competitions only had one valid round. The one exception was the Van Fraser Meet, for which there were two valid rounds. The meet ran for three weekends, and suitable weather could not be found. As far as points meets in Canada are concerned, in 1990 we really only had two good meets, the Golden Classic and the Team Meet. Hopefully we will have more luck in the 1991 season.

### ADMINISTRATION

1990 was the first year in which we used the new points system designed by Martin Henry. So far it seems to work just great! The allocation of the points for this year's meets were fair. The system does differentiate between the different level meets without creating huge steps; where one factor has a big impact on the points allocation. As far as the administration is concerned, there is now an efficient system in place that begins with how competitions have to be announced, how they have to be reported in order to be sanctioned, and an easy way to compile all data to produce a final result (the points standing).

### STATISTICS

In 1990 there were only 29 pilots across Canada who participated in more than one competition. I hope by showing that there is a reasonable and fair system in place which awards competitors with their earned recognition more pilots will be interested in competing. Looking across Canada, BC and Alberta produced most of the active competition pilots. I guess there are many more statistical points of interest we can extract from the points standing but what's the use? The bottom line is, in order to have a more active competition scene we need more pilots; to have more pilots we need active schools in major population centers, such as Vancouver, which at the moment we don't have (this may indeed change by the time you read this). Until the time arrives where there is a new influx of pilots coming on stream we just have to make do with what we have. That does not mean we cannot have fun in aggressively competing amongst ourselves and train to compete with the best in the world. This just means there won't be as many pilots to compete against locally.

### CANADIAN NATIONAL TEAM

Now that we again have a two year points standing, the HGAC can appoint a National Team. Unfortunately, for the time being there won't be much money available to sponsor a National Team. If there are any funds they will be spent in promoting our sport in order to attract new pilots rather than financing a few highly competitive pilots. That might work against the Team initially, but in the long term we will all benefit. For pilots who are interested in the National Team here are the basic requirements for becoming a National Team member;

- 1) Place in the Canadian top 10 in the two year points standing;
- 2) Be active in the upcoming/current competition season;
- 3) Actively promote the sport of Hang Gliding; more specifically promote and participate in as many competitions as possible
- 4) Sponsor competitions in your local area;
- 5) Be available for shows, PR etc. to foster the growth of our sport; and,
- 6) Teach, and sponsor upcoming new pilots.

The general rule of thumb is that to be a member of the Canadian Team is a privilege, not a right. A pilot interested in the Team has to give a lot before he can take home an occasional T-shirt. So, why bother? I am not quite sure myself, but there will be a major benefit somewhere along the line. Honestly, pilots who want to be on the Team have to do it for the love of the sport.

### THE 1991 COMPETITION SEASON

The upcoming competition season will be kicked off with a big bang, the World Championships in Brazil. Canada will be sending a four man team consisting of Randy Haney, Willi Muller, Stu Cameron and myself. Thereafter the VFVHGC will be holding the Fraser Valley XC meet. VFVHGC will again be sponsoring the Club Cup. The only other certain date we have are the BC Provincialstobeheld on June 29. July 1. 1991 in Lumby, BC. If there are any clubs out there interested in holding competitions, let's get together! There is a lot we can do as a team.

### SOME CHALLENGES

One of the common problems we encountered this year was a lack of officialst to run competitions. There are ways to get around this problem. If clubs are interested in running competitions but there is a lack of officials, don't worry! Talk to me and we will figure something out. It won't be perfect but we just have to do with what is available. As long as the event challenges the skill of a pilot, the pilot has fun competing and the event is run fairly, meets can be run without one official!

### THE CANADIAN NATIONALS

To date there are no volunteers to run the Nationals. Here I am issuing the same call, if anyone is interested to run or co-sponsor the Nationals, talk to me! Something exciting could be done! If a club out there has an idea let it be known!

You can reach me at the following numbers;

Evenings (604) 872-1756;

Days (604) 640-0259;

For other than local calls use; 1-800-283-8530.

My address is;

4869 Lanark St.

Vancouver, BC,

V5N 3S1.

Jean-Claude (JC) Hauchecorne

HGABC COMPETITION DIRECTOR



# 1989 - 1990 Canadian Two Year Points Standings

COMPETITORS NAME	PROV	RESULTS FOR 1990	RESULTS FOR 1989	60.00% OF 1990	40.00% OF 1989	TWO YEAR RESULT
1 HAUCHECORNE JC	BC	300.2731	204.9266	180.1638	81.97064	262.1345
2 CAMERON STU	ALT	338.1458	145.874	202.8874	58.3496	261.23708
3 MULLER WILLI	ALT	233.3232	140.1186	139.9939	56.04744	196.04136
4 CALDWELL KEVIN	ONT	213.769	164.6984	128.2614	65.87936	194.14076
5 DAGENAIS GLENN	ALT	125.9633	180.2586	75.57798	72.10344	147.68142
6 HENRY MARTIN	BC	150.5366	123.1681	90.32196	49.26724	139.5892
7 HARRINGTON MIKE	BC	110.6412	143.2854	66.38472	57.31416	123.69888
8 MERCIER RICK	ALT	126.9181	117.3668	76.15086	46.94672	123.09758
9 BORRADAILE GEORGE	BC	113.6456	116.0169	68.18736	46.40676	114.59412
10 BATEMAN BARRY	BC	117.6661	99.1806	70.59966	39.67224	110.2719
11 NEWBROOK BOB	BC	117.2346	89.5712	70.34076	35.82848	106.16924
12 HANEY RANDY	BC	19.8	227.2076	11.88	90.88304	102.76304
13 TULLOCH MARK	BC	161.3657	12.8889	96.81942	5.15556	101.97498
14 HOUGHTON JIM	BC	133.1533	41.9539	79.89198	16.78156	96.67354
15 LUKE PETER	BC	118.9356	18.2222	71.36136	7.28888	78.65024
16 COOK MIKE	BC	73.7668	83.5268	44.26008	33.41072	77.6708
17 MIDWINTER STEWART	ALT	114.4182	13.8311	68.65092	5.53244	74.18336
18 LAPOINT SYLVAIN	QUE	17.8788	157.8484	10.72728	63.13936	73.86664
19 SCHOKKER MIA	BC	70.852	63.4609	42.5112	25.38436	67.89556
20 KEEN DAN	BC	70.0883	56.6806	42.05298	22.67224	64.72522
21 BAMFORD JIM	BC	53.4098	79.4087	32.04588	31.76348	63.80936
22 MULLER CHRIS	ALT	97.6297		58.57782	0	58.57782
23 REYNOLDS GUY	BC	26.956	85.682	16.1736	34.2728	50.4464
24 BOURBONNAIS MARK	ONT	0	110.2975	0	44.119	44.119
25 LESLIE G.	ALT	39.7091	44.6775	23.82546	17.871	41.69646
26 ROUCO RICARDO	ONT	19.0909	74.7264	11.45454	29.89056	41.3451
27 MCCLINTOCK JOHN	BC	67.1442		40.28652	0	40.28652
28 LIPSCOMP MIKE	USA	61.1111	6.3704	36.66666	2.54816	39.21482
29 PREBOY STEVE	ALT	27.4909	47.9043	16.49454	19.16172	35.65626
30 GRIFFITHS PETE	BC	57.619		34.5714	0	34.5714
31 MURPHY GORDON	BC		85.5063	0	34.20252	34.20252
32 LAWRENCE LARRY	SASK		84.0329	0	33.61316	33.61316
33 SINCLAIR ROB	BC		63.1094	0	25.24376	25.24376
34 NICHOLSON KEN	BC	0	62.991	0	25.1964	25.1964
35 BEST STEVE	BC	12.4164	41.3536	7.44984	16.54144	23.99128
36 SCHMIT TONY	BC		54.7787	0	21.91148	21.91148
37 VOSS NICK	BC	24.6959	16.0548	14.81754	6.42192	21.23946
38 BENNETT RON	ALT	0	52.112	0	20.8448	20.8448
39 TODD BLAKE	MAN	6.8444	40.972	4.10664	16.3888	20.49544
40 HIEBERT KEN	ALT	33.6		20.16	0	20.16
41 CHUBEY R.	MAN		45.456	0	18.1824	18.1824
42 SALAAI S.	QUE	28.788		17.2728	0	17.2728
43 FONTAINE JAQUES	QUE	22.7273	8.8686	13.63638	3.54744	17.18382
44 MORWICK BARRY	MAN	27.5758	1.5385	16.54548	0.6154	17.16088
45 LAMARCHE	QUE	26.3636		15.81816	0	15.81816
46 PALMER DAVE	BC	16.8	12.8889	10.08	5.15556	15.23556
47 GALESKY R.	ALT	24.4437		14.66622	0	14.66622
48 MICHAUD NORMAND	QUE	23.9394		14.36364	0	14.36364
49 FRENCH JOHN	NF	21.515		12.909	0	12.909
50 LAFRENIER A.	ALT	4.8889	24.0109	2.93334	9.60436	12.5377
51 HINES RICK	BC	10.7556	14.6667	6.45336	5.86668	12.32004
52 VELESQUEZ	ONT	20.303		12.1818	0	12.1818
53 CAIRNS RANDY	BC	16.8		10.08	0	10.08
54 BERTO BARRY	BC	14.8698	2.2811	8.92188	0.91244	9.83432
55 HANLON BOB	BC	0	24.2746	0	9.70984	9.70984
56 MCEWEN R.	ALT	15.2727		9.16362	0	9.16362
57 DINZL KARL.	ONT	14.2424	0	8.54544	0	8.54544
58 EWENS I.	ONT	13.0303		7.81818	0	7.81818
59 LADOUCEUR	QUE		19.0823	0	7.63292	7.63292
60 VENDALL HOWARD	ALT		18.8148	0	7.52592	7.52592
61 FOURNIA P.	USA		18.5757	0	7.43028	7.43028
62 RAVENELLE	QUE	11.8182		7.09092	0	7.09092
63 STHILAIRE ROB	QUE	10.6061		6.36366	0	6.36366

COMPETITORS NAME	PROV	RESULTS FOR 1990	RESULTS FOR 1989	60.00% OF 1990	40.00% OF 1989	TWO YEAR RESULT	
64	OUELLET DANIEL	QUE	10.6061		6.36366	0	6.36366
65	KLASSEN HANS	MAN		15.8974	0	6.35896	6.35896
66	WILLIAMS R.	USA	15.8519	0	6.34076	6.34076	
67	BRETON M.	QUE	10.303		6.1818	0	6.1818
68	GUILLEMET	QUE		15.396	0	6.1584	6.1584
69	RAMSEY KEN	BC		13.5859	0	5.43436	5.43436
70	VOLLWEITE	BC	8.6736		5.20416	0	5.20416
71	AUBIN G.	QUE	8.1818		4.90908	0	4.90908
72	ADAMS R.	QUE	8.1818		4.90908	0	4.90908
73	EVENS E.			11.9835	0	4.7934	4.7934
74	DEIS C.	BC		11.7949	0	4.71796	4.71796
75	HILL R.			11.1111	0	4.44444	4.44444
76	POLACK MARTIN	ALT		10.8743	0	4.34972	4.34972
77	ALLARD BOB	USA		9.9259	0	3.97036	3.97036
78	LINBURG DAVE	USA		9.9259	0	3.97036	3.97036
79	MILLER RICK	ALT		9.7436	0	3.89744	3.89744
80	LAYHER DALE	BC		8.6974	0	3.47896	3.47896
81	BELAIR F.	QUE	5.7576		3.45456	0	3.45456
82	BOYCHUK PAT	BC	5.5846		3.35076	0	3.35076
83	PORTEOUS ROD	ALT	5.5195	0	3.3117	0	3.3117
84	HUNT R.			8.1647	0	3.26588	3.26588
85	HANSON B.			7.6923	0	3.07692	3.07692
86	BAUM DAN	BC	4.8889		2.93334	0	2.93334
87	DESNOYER RANDY	BC		7.1554	0	2.86216	2.86216
88	THERRIEN	QUE	4.5455		2.7273	0	2.7273
89	BEGIN RICK	BC	4.4935	0	2.6961	0	2.6961
90	MERKLEY P.	ALT		5.7273	0	2.29092	2.29092
91	FERGUSON K	BC		5.3466	0	2.13864	2.13864
92	HUNTER R.	ALT	3.0545	0	1.8327	0	1.8327
93	KERN HURST	BC		3.5967	0	1.43868	1.43868
94	CANTRILL GARTH	SASK		3.5897	0	1.43588	1.43588
95	WALTERS CHRIS	NFLD	2.2222		1.33332	0	1.33332
96	BENNETT N.	NFLD	2.1212		1.27272	0	1.27272
97	KALTENHAU			1.8258	0	0.73032	0.73032
98	KELLER D.	ALT		1.7068	0	0.68272	0.68272
99	CHAMPAGNE J.			1.3771	0	0.55084	0.55084
100	SIMA F.			0.5123	0	0.20492	0.20492
101	TROLLE E.	USA		0.4444	0	0.17776	0.17776
102	BARON L.			0.4444	0	0.17776	0.17776

Competition Name	Location	Total Points Available	Number of Competitors	Type "A" Task	Type "B" Task	0=Local 1=FAI
Savona	BC	26.4	24	0	1	0
Club Cup	BC	19.8	13	0	1	0
Fraser Valley	BC	40.8	14	0	2	0
Cdn Nats	QUE	30	33	0	1	0
Cochrane	ALT	0	4	1	0	0
BC Provincials	BC	33.6	8	0	2	0
Chelan	USA	110	42	1	3	0
Golden	BC	100.8	22	0	4	0
US Nats	USA	168	118	0	8	1
Team Meet	BC	68.6	29	2	1	0
Aust Nats	AUST	130	74	2	3	0
Flatlands	AUST	168	86	0	9	1
Victoria Open	AUST	140	46	3	4	0

Task Explanation: Type "A" task = Straight open distance.  
Type "B" task = Racing; to goal, out and return or triangle course.

# 100 km Out and Return Speed Record, The Hard Way

By *STEWART MIDWINTER*

It would only take a few minutes to tell you about my record speed task over the 100 km out and return course on July 21st, 1990. However, the full story is longer, with the following moral: you could be the best pilot in the world and still not get a record; you must also be an expert in following the FAI's procedures!

In July of 1989, I received a copy of the new FAI Sporting Code for hanggliders, and noticed several new record categories.

speed and distance, since no triangle had previously been completed in Canada.

With great care I filled out the record claim forms and submitted them to the national Records Committee. To my stunned surprise, not one was accepted! It appeared that the turnpoint photos for my out-and-return and dogleg flights were unacceptable (out of sector, or not clearly of the declared turnpoint). I had also

declared that I would fly around the triangle counter-clockwise, but I actually flew around it in the other direction. There were other problems as well, with the flight timing for instance: as the official observer was not at the finish point (the takeoff site) when I completed the task, I had to ask a landing witness to record the time.

Especially frustrating was that a week after the out and return flight, I repeated the flight an hour faster (4-1/2 hours), but did not declare the task or take a barograph or instruments. At that time, I did not know that my photographs would not be acceptable.

I was away in Turkey during the spring of 1990, but when I returned at the beginning of July I was very pleased to learn that the normally excellent months of April, May and June had been rained out. I was seeing the first good days of the year. A Canadian record was still possible!

During the week-long Golden Classic competition, we raced 101 km to goal every day, with the best 3 flightstocount

toward the final score. At least one pilot completed the task every day but two. On the final day, 20 out of the 22 competitors completed the task, and a paraglider pilot

"Declaration Form Wrong"  
Plain ink, too small. (Ugly pilot!)

I immediately set out to try a few of them, hoping to set some Canadian records (this is easier than trying to fly further than the best pilots). Within one week, I declared and completed four tasks on my La Mouette Colibri: a race over a 100 km out and return course in 5-1/2 hours, an open distance of 77 km with single turnpoint (dogleg), and a 25 km triangle in 1-1/2 hours. The triangle counted as two tasks,

"Declaration Form Right"  
Magic marker, large size. (Well dressed!)

set an unofficial Canadian distance record of 57 km. On the best day of the competition, the fastest time was 2:02, or more than 50 km/h. During the meet, pilots logged more than 40 000 km!

During one of the contest days, Jean Claude Hochecorne set two Canadian records: out-and-return distance (205 km), and speed over a 200-km out-and-return course (6-3/4 hours). The following day, two more of us tried the same task, but due to a headwind on the return leg (and a solar eclipse!) we did not finish the course: I completed 150 km on a Wills Wing Sport, and Martin Henry flew 165 km on an HP-2

It was the weekend after the Golden Classic that I finally returned to the hunt



for a record, with a 100 km out-and-return attempt. Taking off at 14h30, I soon hit a headwind and almost gave up, but decided that it would be a good test of skill to try the flight under adverse conditions: who knows, I might learn something. I had to take each thermal right to cloud base to make headway, but even so had to stop at every second peak to find another thermal. My elapsed time at the turnpoint was 3 hours - only 17 km/h! Flying a Sport into the headwind did not help my glide.

The return leg made up for the first half, as it was easy sailing in the tailwind. But conditions were deteriorating: the thermals were becoming stronger but more broken up by the wind, the clouds were towering taller, and in the Beaverfoot River valley to the east there was rain falling. I had to get home while I still could. With 25 km to go, I reached the highest point of the flight, 3600m (12000 ft.). From there it was a full dive to the finish point, which I reached in 3-3/4 hours.

This year I had no problem having an observer measure my time over the 100-km course, as I flew with a time-back camera: the actual time was printed on each photo. I also made a point of landing in a gravel pit, rather than the regular landing field, because I saw three people there to act as landing witnesses. I also took at least eight pictures of the turnpoint, from several different positions, to ensure that at least one was acceptable. (This same strategy had paid off last year when I was completing my sailplane silver badge flight, as only the last of seven pictures was acceptable!). And it also didn't hurt to have my official observer in the air with me at the turnpoint this year.

Similar to last year, two weeks after my flight I flew it again, and this time again almost an hour faster (2:55), but without a camera or a declaration. The sad story is that I was trying a 25-km triangle and just as I took the second start photo, the camera got confused and rewound the film! At that moment I would have paid \$500 for a second camera (next year I will be flying with two cameras on every flight). Since conditions were looking so good, I decided to fly down the mountain range a bit. I ended up flying most of the way to the turnpoint and back in a straight line under a perfect cloud street, and could easily have finished the flight even faster than I

did.

I believe that in the near future someone with a fast glider will on the right day complete a 100-km out-and-return task from Golden at more than 50 km/h. Whoever does this should be able to grab and hold the world record for some time!

With the benefit of much practice in filling out record claims last year, the forms were easy to complete this year. In the fall, I was awarded a Canadian record for my flight. But an even greater surprise was yet to come - the HGAC Records Committee Chairman Vincene Muller submitted the

A good turnpoint photo (Mt Spillimacheen) showing line of flight so observer can see your 'e' in the correct photo sector. Photo by Stewart Midwinter

documentation to the FAI on my behalf and, after some delay, I was also awarded a world record! Although others may have flown the task elsewhere faster than I, it appears no one else had yet completed both the flight AND the necessary documentation.

My suggestion to would-be record setters is to make several practice "record" flights of some type and go through all of the motions as though you were indeed setting a record. Then send the "record claim" to your Records Committee for review and correction of your mistakes. That way, you will be completely familiar with all of the steps necessary when the perfect day finally comes.

Just think, you fly cross-country hundreds of times before you're good enough to set a record: you don't expect to complete a world record task the first time you try it (unless you're JC Hauchecorne, of course!). So how can you hope to get the paperwork right on the very first try? If you never practice completing all of the photos, declarations and other necessary steps, when the big day finally comes, will you be able to prove to the rest of the world that your flight was indeed a record?

If your paperwork isn't perfect, you'll end up like me, having to make a "record" flight not once, but four times, in order to actually have it recognized as one!

*(Five official records were established this year at Golden, BC; JC Hauchecorne, 172.17 distance to goal, 215.18 km out and return, and 200 km out and return speed to goal, (30.769 kph); Will Muller, 154.19 km open distance with a single turnpoint and Stewart Midwinter,*

*100 km out and return speed to goal (27.91 kph), plus an un-official open distance paragliding record of 57.5 km by Sean Dougherty. Ed)*

# "BANZAI"

OR

## PARAGLIDING IN JAPAN

By  
Janet Moschard

Last May we packed paragliders and phrase books and headed off for a visit to Japan, where paragliding has literally "taken off". There are approximately two hundred schools - two of which extended their hospitality to us. The first was in Hakuba, a ski resort in the Japan Alps

Surprised Sunday archers held their fire while he packed his paraglider in record time.

"Banzai" apparently means congratulations in Japanese, but we more frequently used it while teaching paragliding, as it also means "hands up". The Hakuba school can take up to **80 students per day** - 80% of whom are dynamic and determined women! (However, the more experienced pilots and competitors are mainly men.) On rainy days the school moves into the local gymnasium and practises inflating the gliders by running from across the floor into them.

After Hakuba, we moved on to a regional competition at Ogami Mountain, a 500 meter high ridge in the Niigata province, where we witnessed more closures, stalls and spin than in

not quite rival theirs, as wind dummies we proved very useful and had some pleasurable two hour flights above the Japan Sea in a challenging mixture of thermal and ridge lift. However, if you go to Japan, do not expect to have the sky to yourself! On one particular day there were at least forty pilots in the air at the same time.

Our last paragliding stop was Inatori, on the Izu Peninsula three hours south of Tokyo. Cuz, a local Whistler, BC pilot, was spending the summer there helping out in a smaller school - only thirty students a day! The rolling hills and strong laminar winds made for great flying and tiring teaching. The highlight of our stay there was a late afternoon glider ratio contest into an indescribably yearly festival, Suzuki-San and his Apex made it, Mia and her P2 ended up in someone's backyard and Takagi-San and his Saphir didn't quite make it out of the bushes on take-off. The Canadian contingent took one look at the obstacle-filled flight path and glide ratio and decided to ride down!

about four hours northwest of Tokyo which boast two main flying sites - Goryu Toomi and Happo - both about 1000 meters vertical drop. Conditions were strong, launches easy and landing fields tight. The only alternatives were trees - reassuringly somewhat smaller than our west coast varieties - and rice paddies - very wet in spring. Before every flight, our hosts were careful to point out what they called the "safety landings", as some days no-one seemed to make it to the official field! But during our stay there, it was Joris Moschard who found the most unusual place to land - a small green patch that turned out to be an archery range!

Top left: Joris Moschard soaring above Inatori, Japan.

Above: Janet Moschard prepares a reverse take-off in windy Japan.  
(or is she preparing Japanese noodles?)

a "Super Max" film! In general, the Japanese fly high tech - there are several paragliding manufacturers in Japan, the best known being Falhawk. The air was full of their new apex (which has since been modified), as well as Ailes de K Trilair and ITV Saphir. Although the sink rate of our new Ailes de K Genairs could

A few days after we left, the rainy season started. Do not plan a paragliding trip to Japan in June - it is notoriously wet. But there is much more to do than fly... the other highlights of our trip were the

"onsen" or hot springs, the massive wooden temples, the food and of course, the people - keen, hospitable, enigmatic. Many things escaped us, but we are sure of two - the Japanese eat a lot of rice and drink a lot of beer. And we're ready to go back anytime!

# Thoughts from the Safety Director

Alias: Fred Wilson

Hang Gliding in Canada has several competition trophies, most of which the recipients get to keep. At the Aero Club AGM in Winnipeg this year (1990) we were awed by the number and quality of permanent trophies some of the other flying clubs have accumulated over the years. They have been donated by individuals to recognize personal accomplishments on a yearly and continuing basis. The Soaring Society of Canada in particular showed us how poor our response has been in this area. They have individual awards in many areas from the highest altitude gain to the pilot with the best safety contribution and we were humbled to say the least. As well, each recipient got a small 'keeper' trophy, as the main trophy is kept in safekeeping at their National headquarters.

Hang gliding is now an established sport and the time is long overdue for us to begin the process of acquiring trophies to reward our best members. I would like to encourage individual pilots, clubs or provincial associations to consider addressing this national deficiency and donate trophies to be awarded at our annual AGM. This step has already been taken by the HGABC who are in the process of producing a trophy, the "Lew Neison Award", (Canada's first national points champion who died in a hang gliding accident in 1978) for the highest placed National Points Champion. Think about it - you can have the name and category of your choice on a trophy for posterity!

However, the purpose of this article is to focus your attention on an area that has not drawn much interest in the recent past. We in hang gliding do have an award to recognize the long term contributions by exceptional people in the sport. It is not an annual trophy, but a lifetime recognition and our highest honor - the "Level V Master Rating Award".

The reason we are highlighting it again is really twofold. By drawing more attention to it we will likely encourage more people to apply, and it will hopefully stimulate more people into giving something back to

their sport. However there are problems in the process that are impeding applications and it is this that we would like to address in this article.

To begin with, it is not something you actually apply for yourself but is technically a reward or recognition conferred upon our most deserving members and submitted by us, their compatriots.

Most applications we received at the HGAC AGM were in a run-on paragraph format - My name is so and so and I've done this and that and I've got the required 250 hours etc. The result of this was that such an immense amount of time was required to evaluate each listed contribution and award point value, that only two of the six applications could even be considered at the March meeting.

Applications for the Level V Master ratings are actually submitted by someone else on your behalf and you are requested to submit your contributions and accomplishments, to the person applying on your behalf, in a resume type format. This way your contributions can be easily seen and can be quickly evaluated. You require a minimum of 25 points to qualify and you would be amazed at how difficult it can be to obtain the maximum number of points accruable in each category.

It should be mentioned here that these categories, and the points awarded to them, are only a guide and are by no means "cast in stone".

Also, for your information, a motion was passed at the 1990 HGAC AGM requiring each application to pass preliminary scrutiny at their respective Provincial AGM. Those applications will then be submitted at the HGAC AGM for approval or rejection. This way we can screen the applications before the HGAC meeting and will allow them to deal with more applicants

There are 11 separate and distinct categories (each followed by their respective potential point value);

1) Service as a director of any Provincial or National association. Includes

secretaries, representatives to the FAI, HGAC committee chairpersons, representatives to provincial or National aviation related associations. 0-9

- 2) Service as a President or director of a local club. 0-6
- 3) Responsibility for the organization of a hang gliding competition or responsibility for the direction of the meet. 0-4
- 5) Responsible assistance in the operation of a hang glider competition ie: launch director, launch assistant, landing director, landing assistant, chief scorer or scoring assistant, pylon judge. 0-1
- 6) Editing a local, Provincial or National Newsletter. 0-8
- 7) Tenure as a Canadian correspondent for a foreign hang gliding publication. 0-2
- 8) Contribution of articles on hang gliding for any of the above mentioned publications or for press release. 0-2
- 9) Representing Canada in an International competition such as the American Cup, or the FAI World Championship. 0-5
- 10) Production of a documentary or fictional film in hang gliding for release on television or theaters. 0-4
- 11) Establishing an FAI approved world record in a category pertaining to hang gliding. 0-7
- 12) Other contributions worthy of consideration. open

note: Applicants must score a minimum of 25 points to be awarded a level five rating.

The scrutiny of these applications received was a real eye opener for those attending their first HGAC AGM. Particularly because the Level V leans heavily towards rewarding people with a long history of contributions on Provincial and HGAC boards of directors, and while you may be a local hero, it is likely that you will be unknown by your examiners.

The directors of the HGAC would like to take this opportunity to encourage you to take these steps and recognize the accomplishments of those extraordinary people in our community who have earned our highest honor. It is not an easy process and it is not a give away award. But the Level V Master award is waiting there for your deserving.

# 1991 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>	<u>(Dates in bold type indicate sanctioned points meet)</u>
Jan 9-19	Aust	<b>FORBES FLATLANDS</b>	Hang/paragliding tow competition. NSW, Australia. Entry A\$150. Contact: Jenny Ganderton "Boganol", Henry Lawson Way, Forbes, NSW 2871. Tel; (068) 537220
Feb 21- -Mar 9	Brazil	<b>1991 WORLD CHAMPIONSHIPS</b>	Brazil. 4 man team from National points standings. (J.C. Hauchecorne, Stu Cameron, Willi Muller, Randy Haney.
Mar 23-24	BC	<b>National Team Training Camp</b>	(Top 10 Nat points pilots) Clear snow on road to upper launch at Mount Woodside
Mar 29-31	BC	<b>SAVONA XC MEET</b>	Savona, (Not confirmed) XC racing. Contact; Jim Bamford at (604) 373 2614
April 6-7, April 13-14	BC	<b>VFVHGC XC MEET</b>	Mt Woodside, Agassiz. Entry fee \$20-\$25 includes \$5 donation. to World team fund. Possible camera turnpoints. Sponsered by VFVHGC (Rain days April 20-21)
April?	BC	<b>LUMBY AIRFORCE FLY IN</b>	Contact; Leo Salvis, Box 416, Lumby, VoE 2G0. tel 547 2422
May 4-5	BC	<b>ELKO FLY IN</b>	Elk Valley HGC, Box 1352, Elkford, V0B 1H0 Call; John Howard, (604) 865 7632
May 20-22	BC	<b>CLUB CUP</b>	(Location to be announced) Sponsered by VFVHGC
May 20-22	Sask	<b>PRAIRIE TOW MEET</b>	Moose Jaw (?) More info in next issue. Contact Barry Morwick tel (204) 254 4056
June 15-16	BC	<b>ELKFORD FLY IN</b>	Elk Valley HGC, Box 1352, Elkford, V0B 1H0. Contact; John Howard, tel (604) 865 7632
June 22-23	Alta	<b>17TH ANNUAL COCHRANE MEET</b>	Cochrane, Alta. (Not confirmed) Entry fee (?) All levels. XC & spot landings. Contact Willi Muller (403) 932 6760
June 28- -July 1	BC	<b>BC PROVINCIALS</b>	Lumby. XC racing, out & returns etc. More info in next issue. Contact; Peter Warnes (604) 547 2169
July 6-12	Wash	<b>CHELAN CROSS COUNTRY CLASSIC</b>	Washington, USA. (Not confirmed)
July 13-20	BC	<b>GOLDEN CLASSIC</b>	(Not confirmed)
July 22-28	BC	<b>CANADIAN NATIONALS</b>	(Tentative, to be confirmed at HGAC AGM) Sites: Bolean and Coopers Ridge, 25 minutes from Vernon, the comp base. Level II & III and Level III & IV. Both meets XC racing. 35mm camera required. Radios optional. Limited registration. Entry \$80, \$70 pre-registration before June 30. Contact; Mark Tullock, #308-535 Niagara St, Victoria, BC V8V 1H3 tel (604) 386 1630
Aug 3-5	BC	<b>SALTSPRING FLY IN</b>	Saltspring island. Entry fee (?) Contact Victoria HGC, c/o Les Sainsbury, (604) 727 3819
Aug 3-5	BC	<b>MOOSE MOUSE DAZE</b>	(Not confirmed) Sicamous BC. Entry fee (?) Contact Chris Sali at tel (604) 836 4215 or Hans Verstraten
Aug 17-18	Wash	<b>CAN-AM</b>	(Not confirmed) Sponsered by VFVHGC Black Mnt, Maple Falls, Washington. Entry fee (?) Level III, III, IV.
Aug 31- -Sept 2	BC	<b>CACHE CREEK TEAM MEET</b>	Cache Creek/Clinton, \$25 Entry fee (\$5 to World Team Fund. XC-orientated. Contact Barry Bateman at (604) 533 4456
Aug 31- -Sept 2	Sask	<b>QU'APPELLE VALLEY XC CLASSIC</b>	Sask. (Not confirmed) 10th annual. Fun meet for all levels. XC for the advanced pilots. Contact; Barry Morwick (204) 254 4056
Sept 14-15	BC	<b>VEDDER MEET</b>	(Not confirmed) Sponsered by VFVHGC (Meets "Not confirmed" that have the dates in bold will be sanctioned if competition director receives the paperwork)

....continued from page 13

Vincene Muller  
HGAC Records and Statistics  
Box 4063, Postal Stn C  
Calgary, Alberta. T2T 5M9

If you want information on Records and Badges you can also get the Record/Badge information Package from Vincene Muller. This includes:

**Sporting Licence Application Form**  
**Official Observer Form**  
**FAI Sporting Code**  
**HGAC Guide to Record and Badges**

This package of information cost \$5

(add \$1 for postage and handling  
Make cheque/money order payable to:  
**The Hang Gliding Association of Canada**

If you have any questions, write to Vincene Muller, or phone or fax:  
(403) 932 6760

Remember:

To apply for a World Record or represent Canada at a World Championship it is necessary to have an FAI Sporting Licence issued by our National Aero Club. A record attempt is not valid unless the Aero Club has issued the licence before the attempt!

To apply for badges a sporting licence

is not necessary. (However it would be a shame to make a record flight with a paraglider and not have paid the \$10 for the sporting licence!)

Remember pilots, in 1989 the FAI added several new record categories to Class 0 - Hang Gliding, several categories are still vacant. In paragliding there are very few record categories that have been awarded. Many European pilots have claimed records but they have not had completed paperwork and their record claims have been disallowed.

**Don't let this happen to you!**

Vincene Muller  
HGAC Records & Statistics