



**Hang Gliding and Paragliding
Association of Canada**
Association Canadienne de Vol Libre

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PROVINCIAL ASSOCIATIONS

**Hang Gliding and Paragliding
Association of British Columbia**

1367 West Broadway, Vancouver,
British Columbia,

Alberta Hang Gliding Association

Box 2001, Stn M, Calgary,
Alberta, T2P 2M2

Saskatchewan Hang Gliding Association

303 Main Street South, Moose Jaw,
Saskatchewan S6H 4V8

Manitoba Hang Gliding Association

200, Main Street, Winnipeg,
Manitoba R3C 4M2

Ontario Hang Gliding Association

1220 Sherpard Avenue East, Willowdale,
Ontario M2K 2X1

L' Association Quèbècoise De Vol Libre

4545 Pierre de Coubertin, C.P. 1000, Succ. M,
Montréal H1V 3R2

Hang Gliding Association of Newfoundland

16, Woodbine Ave, Corner Brook
Newfoundland A2H 3N8



HPAC/ACVL

President's Report

Remarques du président à l'Assemblée générale annuelle

En 1992, les directeurs de votre association nationale en vinrent à la conclusion qu'il y avait lieu de changer les modalités d'inscription. Depuis le début de 1993, je me suis mis à la réalisation d'un programme d'inscription "directe", projetant de le mettre en oeuvre au cours de 1993. Je n'avais pas idée des difficultés qui se présenteraient !

Compte tenu de la structure de l'ACVL/HPAC, des compromis s'imposaient étant donné les intérêts particuliers de chaque province. Au nombre des compromis: l'instauration de deux programmes de base, d'une part une inscription à part entière (les frais d'inscription comprennent la cotisation provinciale et sont envoyés directement à notre nouvel administrateur national), et d'autre part une inscription à titre associé (l'association provinciale recueille les frais d'inscription et les fait parvenir à l'Association nationale).

Malheureusement, il s'avéra bientôt que ces deux programmes ne suffisaient pas à répondre aux exigences particulières de toutes les associations provinciales. Le résultat final de toutes mes démarches fut un système beaucoup plus complexe que ce qu'on avait envisagé.

L'Alberta s'inscrivit à titre de membre à part entière, d'autres provinces optèrent pour le statut d'associées, la Saskatchewan ne prit aucune décision, certaines n'avaient pas besoin d'assurances, certaines voulaient que le Bulletin soit facultatif, les membres d'une même famille voulaient qu'on leur accorde un escompte de groupe, et ainsi de suite...

Les objectifs de l'"inscription directe" étaient simples: assumer la responsabilité des programmes nationaux (évaluation, instruction, bulletin national et assurance) et pourvoir ces services à tous les membres également et directement.

De cette idée toute simple naquit, en quelque sorte, un monstre ! Peut-être aurait-il été plus facile d'instaurer la paix universelle ! Il n'y a pas à s'en faire pour 1993 -- nous nous en tirerons -- mais il nous faudra peut-être faire des changements pour 1994, c.à.d. faire de petits ajustements ici et là (mettre le monstre à la raison...).

Ce qui s'oppose à la formation d'une structure nationale efficace et productive est cela même qui a présidé à la fondation de l'ACVL/HPAC, c.à.d. les associations provinciales. Dans le passé, vous pouviez bénéficier des programmes nationaux en vous joignant à votre association provinciale: certaines provinces pourvoyaient d'excellents services, d'autres aucun.

.....continues

Presidents Annual General Meeting Comments

In 1992 the directors of your association accepted that there existed a need to change the membership structure of the national association. Throughout 1993 I proceeded ahead with the development of a direct membership program, the intent was implementation for the upcoming 1993 season (little did I know the problems that lay ahead).

Because of the structure of the HPAC/ACVL, many compromises were necessary to address individual provincial concerns. The compromises included two basic programs, Full Program membership (the fee included the provincial membership and was sent directly to our new national administrator), and Associate membership (the provincial association collected the membership fee and forwarded it to the national association).

The unfortunate reality soon became clear, these two programs could not meet all of the individual needs of each provincial associations. The end result of my efforts resulted in a far more complex system than intended.

Alberta joined as a Full program member, others as Associate, Saskatchewan did not make a decision, some did not require insurance, some wanted to have the Newsletter as an option, family members wanted a discount on their subscription and so on.

The idea of direct membership has simple goals, assume responsibility of national programs (rating, instruction, a national newsletter and insurance) and provide these basic services equally and directly to the membership.

What had started out a simple idea has turned into a bit of a beast! Peace on earth for all mankind may have been an easier task! Never fear, for 1993 we will manage, but for 1994 we may need to make changes, that is to say "fine tune" what has been put in place (tame the beast).

What stands in the way of a productive, efficient national association is the very structure that has built the HPAC/ACVL, the provincial associations. In the past you received your national programs by joining your provincial association, some provinces provided excellent services others provided none.

When it came time for the provincial associations to get together (the AGM), representatives attending came with provincial agendas and little if any representation for the national point of view existed. Many issues would be discussed, debated and passed, because of the structure few issues would be implemented (this has proven to be a very noneffective system).

At this years AGM I asked the attending representatives to establish a
.....continued on next page

HPAC/ACVL Directors Reports & Updates

Quand vint le temps de réunir les associations provinciales (à l'AGA), les représentants s'amènèrent avec des échéanciers provinciaux et le point de vue national se trouva peu ou pas représenté. On débattit toutes sortes de questions, on passa des résolutions, mais, à la fin, les mises en application furent peu nombreuses étant donné les structures (ceci s'est avéré un système peu efficace).

À l'AGA de cette année, j'ai demandé aux représentants officiels d'énoncer une "Déclaration d'intention" qui servirait de guide à leur Association nationale. Après de longs débats, la question fut ajournée, ce qui, dans une démocratie, équivaut à lui donner le baiser de Judas. Les directeurs provinciaux furent incapables de donner des directives à leur propre association nationale. Pour qu'on puisse établir les assises de l'ACVL/HPAC, il faut que les associations provinciales consentent d'elles-mêmes à renoncer à leur main-mise sur les programmes nationaux.

Il peut être utile de se rappeler qu'aux États-Unis il existe une seule association de vol libre, soit la "USHGA", forte de quelque 8000 membres.

Au Canada, un peu plus de 800 membres actifs se répartissent entre sept organisations qui ont chacune assumé la responsabilité des programmes nationaux. D'où la question que je pose à chacun des membres: comment peut-on assurer la bonne gestion de nos programmes étant donné une structure aussi complexe ?

Dans le prochain numéro du Bulletin National, on présentera les éléments d'une solution à ce problème sous la forme d'un programme d'inscription directe. Un bulletin de vote donnera aux membres l'occasion d'indiquer s'ils appuient le projet proposé. Les résultats de cette enquête décideront de l'avenir de votre association.

Il est donc demandé aux membres de l'ACVL/HPAC de trancher la question que les directeurs de leur association ont été incapables de trancher eux-mêmes.

Afin d'assurer que ce vote reflète fidèlement l'opinion des membres, je demande à tous les membres d'exercer leur droit de vote. Prière d'y ajouter vos commentaires, si possible.

Toute suggestion constructive qu'un membre pourrait vouloir soumettre avant le vote serait grandement appréciée. Prière de faire parvenir vos suggestions directement au président de l'ACVL/HPAC.

Merci.
Le président de l'ACVL/HPAC
Martin Henry

Recently I've been hearing things like;
"What does the HPAC/ACVL do for me?"

Maybe it's about time we started to think in terms of;
"What can I do for the HPAC/ACVL"

Barry Bateman

"Mission Statement". The purpose of this statement was to provide a direction for their national association. After much debate, the issue was tabled (in a democracy, the proverbial kiss of death). The provincial directors were unable to advise their own HPAC/ACVL of a direction to follow.

In order that we may establish the basic structure of the HPAC/ACVL, all of the provincial associations will need to voluntarily abdicate their hold on the national programs.

To put this problem in perspective, the USHGA has 8000+ members and has only one national membership to join.

Canada has 800+ full active members and has seven associations that have taken responsibility for the national programs. I ask the membership, how is it possible to effectively run our programs through such a complicated network.

For a solution to this problem you will find information in the **next issue of the National Newsletter** of a proposed direct membership program. Members will be asked to mail in a vote on whether or not they can support this proposal. This survey will be used to determine the future of your association.

The HPAC/ACVL membership is being asked to make the decision that their directors have been unable to decide.

In order that this vote accurately reflect the members opinion, I ask that all members take the opportunity to cast a vote and if possible please include your comments.

Any constructive suggestions that the members may wish to submit prior to the vote will be greatly appreciated and should be sent directly to the HPAC/ACVL President.

Thank you,
Martin Henry. HPAC/ACVL President

Does your Newsletter arrive late,
or sometimes not at all?
If you don't see a

POST CODE

on your envelope then it means that

I DON'T HAVE IT

Please make sure that I have your postal code to insure that you receive all your Newsletter and bulletins on time.
Barry Bateman; HPAC/ACVL Editor.

HPAC/ACVLDirectors Reports & Updates

HPAC Records and Statistics

Notice to all Pilots

Hang Gliding or Paragliding

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:

- Membership in a Provincial Association which is a member of the Hang Gliding and Paragliding Association of Canada
- FAI Sporting Licence (\$15 + \$1 postage & handling), Barograph

Application Forms for Sporting Licences are available from:

Vincene Muller
HGAC Records and Statistics
RR#2 Cochrane, Alta, TOL OWO

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

- HGAC Guide to Records and Badges
- Current list of Official Observers
- Current list of Canadian and World Records (and records pending)
- Task Declaration Form
- Sporting Licence Application Form
- *Official Observer Form
- FAI Sporting Code

This information package cost \$10.00 (add \$1 for postage and handling). Make cheque or money order out to:

The Hang Gliding Association of Canada

If you have any questions, write Vincene Muller or phone/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! A sporting licence is valid January to December and should be renewed yearly. It is necessary to be a member of the HPAC/ACVL before the Sporting Licence is applied for.

To apply for badges a sporting licence is not necessary. (however it would be a shame to make a record flight with a barograph and not have paid for the sporting licence!)

Vincene Muller.

**Please ensure that any Official Observers that you appoint are familiar with the Sporting Code and the Study Guide. If you have a good observer they will make sure that all the paperwork is completed correctly.*

SPORTING LICENCES

It is now time to purchase your sporting licence for 1993. The price was increased by the Aero Club of Canada at their Annual General Meeting last year and as of April 1, 1992 is \$16.00. The Aero Club have their Annual General Meeting in March/93 and any increases will come at that time. If you wish to ensure paying the current \$16.00 contact:

Vincene Muller
HPAC/ACVL Badge and Record Committee
RR#2 Cochrane, Alta, TOL OWO
phone or fax (403)932-6760

The current application form will then be sent you.

When you receive your 1993 sporting licence you will also receive any amendments to the F.A.I. Sporting Code and the current list of Canadian and World Records.

A sporting licence is necessary to represent Canada in Hang Gliding and Paragliding or to file for any records.

If you have any questions, please contact me at the above address.

Vincene Muller

**NEED TO CONTACT THE
HPAC/ACVL
CALL/FAX:
(604) 882 5090**

CANADIAN PILOTS who have attained F.A.I. BADGES

as of November 13th 1992

DELTA SILVER (Hang gliding)

Cliff Kakish
Willi Muller
Stewart Midwinter
Kevin Caldwell
Randy Haney
Alexander Bahlsen
Stuart Cameron
Martin Henry
J.C. Hauchecorne
Jim Houghton (May `92)
Mia Schokker (Nov `92)

EAGLE GOLD (Paragliding)

Willi Muller (applied Aug `91)
Chris Muller (#1. July `91)
Sean Dougherty (comp. Aug 19 `92)
(Stewart Midwinter has applied for
Altitude gain for his Eagle Gold Badge)

EAGLE SILVER

Sean Dougherty (July `91)
Stewart Midwinter (Sept `91)

EAGLE DIAMOND ALTITUDE

Sean Dougherty (Aug 19 `92)

F.A.I. WORLD RECORD

Notification was received in December by the Hang Gliding Association of Canada that Sean Dougherty of Calgary has had the following record certified and registered in the list of Official F.A.I. World Records:

Class: 0-3 Paragliding
Category: General

Sean Dougherty, Alberta, Canada
Gain of Altitude: 3,671.7M
Date: 19/08/92
Paraglider: APCO Astra 27

HPAC/ACVLDirectors Reports & Updates

Here's a thought that may open a few eyes.....

When an accident happens the worst thing anyone can say is that it was the pilots fault.

This is because it immediately implies little could be done to prevent it. How often have you heard "It was bound to happen, he always flew like that..." or "Everybody knows that tree/obstacle is in the way." The fact is that the pilot is the final line of defence, the last link in a chain of preventative measures, and breaking any one or number of those links decreases the chances for safe flight.

Our best avenue for improving flight safety is to join an active club, and any active club should include an informed and productive Safety Officer Program. Many clubs and associations have Safety positions, some do not. I have written to provincial Presidents and safety directors, asking their help in setting up and coordinating an active and positive Safety Management Program, across Canada. It will only work at the club level, it requires personal contact and commitment producing local action to obtain positive results.

You are invited to participate in the development of a written Safety Policy and in designing a Safety Management Program. Our objective will be to produce a positive set of procedures and minimum standards for the operation of safe flight in Canada, to promote the communication of good ideas and new safety practices to each other. The basis of this program has been sent to provincial and national directors for examination at their respective AGM's.

In the late 1970's hang gliding had a terrible reputation. Our response was to take action at every level of the sport. The results were significant and we were rightly proud of ourselves. But I believe this pride turned into complacency and it has begun to catch up to us. We need to take effective and immediate steps to reverse a trend towards more frequent serious injuries and fatalities. An attitude which says an accident was the pilot's fault does nothing to stop the same thing from recurring again and again. The lack of adequate preparation for flight is more often responsible for crashes than a pilots in-flight responses.

Some of the links in the chain require constant development. On the whole, our preflight briefing needs a lot of work. This includes accessing aviation weather forecasts, effective pilot skill training and periodic refresher courses to keep us current. Setting standard operational procedures for obtaining emergency aid and understanding the conditions which require immediate rapid transport to hospitals can save lives and have a positive effect on patient recovery. organised site safety inspections which take into account all the usages and experience levels to be expected, with follow up corrective measures taken will result in the minimum safety standards for sites being progressively raised.

Belonging to an active club which is concerned with improving site safety, procedures and in promoting pilot skill development is your best resource for invigorating safe and enjoyable flight. An active Safety Officer Program in these clubs can ensure that international standards for safe flight are adopted and communicated throughout the sport aviation community. If you are interested, send me your club's address

POLARIZED SUNGLASSES and POWER LINES

By Fred Wilson
HPAC/ACVL Safety Director

There have been confirmed reports of pilots landing in power lines (over seas) and failing to see and avoid these lines because they were wearing Polaroid sunglasses.

When unpolarized light reflects from a surface it tends to be polarized in a direction parallel to the reflecting surface.

Polaroid sunglasses have their axes aligned vertically. They cut down glare caused by reflected light (e.g.; from snow or water) by cutting out the horizontal polarized light.

Since in fact we do not see objects, we see the light reflected from them, wearing Polarized sunglasses would eliminate most of the light coming from a thin horizontal line such as power lines.

Obviously Polarized sunglasses are totally unsuitable for safe flight purposes.

PARAGLIDING WORLD CHAMPIONSHIPS

There may still be a chance to get on the Canadian World Team. If you are interested and can put down \$500 deposit by April 30th '93, contact:

Sean Dougherty (403) 932 2987

and I will forward the basis of the program to you. What we have now is being picked from the best brains in the business. What should result is a long term program continually developing an communicating new and improved operational Safety Standards for our sports.

If you have ideas to contribute or views to express, please do so to your Provincial Safety Director or directly to me:

Fred Wilson,
HGAC & HPABC Safety Director,
504 Windthrop Rd.
Victoria B.C. V9C 3B5
phone (604) 474 5785

HPAC/ACVLDirectors Reports & Updates

FAI SPORTING CODE CHANGES

There have been some changes made to the FAI Sporting Code, section 7, Hang Gliders/Paragliders, class 0. The changes from the 1989 edition concern changes to the remote take off and landing points, photo sector position, clarification to start and finish lines and some rating and wording changes. Also an official observer must be independent and not perceived to be in "conflict of interest".

For more detailed information on these changes please contact;

Vincene Muller, Records and Badges
RR #2, Cochrane, Alberta, T0L 0W0 phone/fax: (403) 932 6760

HELP!

I would like to know of any persons out there who would like to be involved with setting up a Towing Committee.

A project that has been initiated thus far, is writing up a standardized manual, that covers items such as safety, theory, methods and beginners guide, etc., for ATOL style systems. This manual would encompass things that are not specific to a site and not specific to a particular mode of operation, as there are various setups and no two are exactly alike.

For any other systems, persons familiar with and experienced on, would be appropriate.

I feel that the time has arrived to have towing accepted in the complete sense, for instance, so that you will be insured while under tow.

I have up to this point received a few manuals from others who are interested.

Thanks!

If anyone is interested, please contact me and we'll get the ball rolling.

Cheers,
Alan Faulkner.

HGAC/ACVL MEMBERSHIP & INSURANCE CARDS

Due to the fact that the HGAC/ACVL membership card has to be approved by the directors at the HGAC/ACVL AGM, there will be an initial delay in sending out cards to any pilots who have already joined the Association.

Once the AGM is over (6-7th March) and assuming the card is approved, they then have to be printed before I can process and forward them on to the members along with the insurance cards. Hopefully this should not take too long and if everything goes according to plan I should be in a position to mail them out within two weeks of the AGM. I apologize for this delay but, as they say, it is beyond my control!

If I've received your application and fee then you are already recorded as being a fully paid up member and your insurance is in effect (if applicable). If you find you need confirmation of your status with the HPAC/ACVL before the end of March 1993, contact me at the tel./address on page 2 and I shall forward you a covering letter for the interim period.

Barry Bateman
HGAC/ACVL Administrator.

Misuse of the HGAC/AVLC name & Logo

It appears that some members, and even non-members have been using the **HGAC/AVLC logo** and the name "**Hang Gliding Association of Canada/Association du vol Libre Canada**" on various letterhead and stationary to help them obtain certain objectives, i.e.. making their school/instruction appear more "official"; assisting in obtaining land owners permission to acquire landing fields etc.; making themselves appear more "important" in their endeavours such as, seeking sponsorship; and the issuing "cards", and "certificates" bearing the HGAC/ACVL name/logo.

This practice has got to stop.

Not only is it "false representation" but it's illegal. If anyone is found using the HGAC/ACVL logo or name without permission and or out of context then the maximum action permissible by law may be taken against them!

Directors of HGAC/ACVL

Airmail.....

AIR HORNS

I have been an avid hang glider pilot since 1976. During this time I have been witness to several accidents and some "near-miss" mid-air collisions. With a 30 year background in safety with the airforce, I am always on the lookout for ways of improving the safety margin in our sport. Over the last few years we have seen many safety advances including helmets, parachutes, luff lines, wash out tips, pilot certification, VHF airband radios, etc.

Having recently read of airhorns being used in Europe, I have done a little research and find airhorns can be purchased locally for approximately \$15. An airhorn can be heard over a distance of one mile on the ground. By regulating a few simple codes, airhorns could become a very effective means of communicating with one another thereby increasing safety both in the air and on the ground.

"Entering your airspace"	1 short blast
"Exiting your airspace"	2 short blast
"S.O.S."	3 long blast
"Off field landing, pilot safe"	8-10 short blast

Maybe this idea will catch on faster than the VHF radios which tend to be an expensive item to purchase.

An added feature to carrying an airhorn might be to deter wildlife in remote landing areas!!

Hear you in the air
Gus Larson, Alberta.

Sault Hang Gliding Club

Hello all you pilot out there, this is Eugene Bumbaco wishing all of you a very Merry Christmas and Happy New year, from the Sault Ste. Marie Hang Gliding Club. This is also a reminder to come up and fly with us this winter at Havland Bay. There is fun flying, dancing, skying, ice fishing or just sit back and enjoy the quiet. The flying begins March 6 and goes on to the 14th.

There are a number of places to stay in town at pilot's homes to on site lodging starting at \$15 per night and up. This is fun flying at it's best and we would love to see pilots from across Canada, as well as Michigan and other U.S. States. We expect you to come with your Hang Glider, Paraglider, Swift, Lear Jet, or ice fishing line, if you do not have one, we will find you something.

Things you must have:

Warm clothes, Boots, Gloves, Face shield.
(Extra pairs are recommended)

Location:

25 miles north of Sault Ste. Marie, Ontario on Hwy 17 north.

If you need any other information give me a call at (705) 942 4867

Eugene Bumbaco, Ontario.

Dear Jake,
What makes an airplane fly?

Signed;
Youngster in Youngstown, Ohio

Dear Youngster:
An airplane fly is no different than any other kind of fly, it just happens to be on an airplane.

Probably got in while they were loading the passengers and had the door open. Once on the plane, it behaves like any other fly..... sits on your fruit salad and buzzes in your ear, while you're trying to sleep.

The one thing I do find interesting about airplane flies is what they must think when they get off an airplane someplace like Alaska, when they spent that very morning in the produce aisle of a supermarket in Tallahassee

Signed; Jake.

Dear Jake,
If cows had been able to fly instead of birds, would airplanes look different today?

Signed;
Deep thinker in Delaware

Dear Deep Thinker:
No, but John Greenleaf Whittier would never have penned these classic lines

Birdie, birdie, in the sky,
Why'd you do that in my eye?
Don't you worry, I won't cry,
I'm just glad that cows don't fly

Signed; Jake

(Reprinted from Model Builder Magazine, by way of the NHGA Atlantic Inflight).

Hi Barry,
As you are always looking for photo's, here's one I took last year in whilst in BC.

It's taken looking east from "Tee Pee Mtn" (that's what the local 4x4'ers called it!), north of Wasa at about 8:00 pm. I Launched at 7:30 pm and was at 11,000 ft in 15 minutes in lovely smooth thermals. Wasa is much drier than Golden so if things aren't looking good at Golden I'm definitely driving south in the future.

See you in the "Columbia Valley" this summer.

Kevin Caldwell. Ontario.

Editor Can't Read!!

Hi Barry

I have a couple of corrections for you pertaining to the last issue of the National Newsletter.

The story you related in your "Across the Country" column regarding a flying trip in Corner Brook, Nfld this past spring has been incorrectly reproduced. The trio who made the trip using a snowmobile for transportation was in fact myself, John French and Mike Butt. That is actually a photo of me with a glider on my shoulder and downhill skies on. Allan Faulkner was home in Churchill Falls, some 1500 miles away!!!

Another correction that I have asked you to make is the contact address of our association. You have Allen Faulkner's address listed as the contact for our area, when in fact it should be; 16 Woodbine Ave, Corner Brook, Nfld. A2H 3N8. Any person wishing to make official contact should use this address. Those people wishing to exchange information on towing, or inquire about our newsletter, the "Atlantic Inflight", should contact Allan Faulkner using the address presently listed in the National Newsletter. My home phone number is (709) 785 2697, and one can usually catch me between 5:50 and 7:00 pm, Newfoundland time.

One other issue I would like to bring up is an article that I wrote some time ago called "Long Hair and the Ice Man". There was no official credit attached to this article, it was signed "The Rad Man". A lot of people have contributed Allan Faulkner with this article but it was written by me. The article was based loosely on experiences that John French and I had while learning to fly hang gliders under the instruction of Carroll Redden. In fact here in Newfoundland, John is known as the "Ice Man", and I "Long Hair". It might be noted I have given up sporting the long hair and pony tail.

That's it for now,
Safe flying.

Chris Walters; President HGAN

Exchange?

Greetings and salutations from your far eastern neighbours!! Hope all is well!

In the past our association has exchanged newsletters with the associations in the rest of Canada and abroad and I guess as time

HPAC/ACVL ADMINISTRATION OFFICE

phone/fax/answering machine: (604) 882 5090

As you will read elsewhere in this newsletter, the HGAC/ACVL is now the HPAC/ACVL and employs an administrator to handle membership services. This now means that apart from receiving your HPAC/ACVL membership card and insurance direct from the HPAC/ACVL you now have a "somebody" to contact when dealing with the association. This means that the HPAC/ACVL is no longer "just a name" but a place where you can actually communicate with the association.

If you require information relating to the HPAC/ACVL, contact me. If I don't have the information you require I will (hopefully) be able to put you in touch with the right person.

Barry Bateman HPAC/ACVL Administrator.

marches on, so do editors, so addresses change.

We would like to continue exchanging newsletters, so if you would also, put us on your list. Then send us the appropriate address for your editor.

Hope to hear from you all!!

Hang Gliding Association
of Newfoundland and Labrador
c/o Chris Walters
16, Woodbine Ave.
Cornerbrook, Newfoundland,
Canada A2H 3N8

Cheers

Alan Faulkner; Editor "Atlantic Inflight"
Box 122, Churchill Falls,
Newfoundland, Canada. A0R 1A0
Res: (709) 925 3997
Fax: (709) 925 3536

COMMUNICATION

Some directors and members appear to have some concern over the direction of the HPAC/ACVL. If you, the members, care what happens to your association then this space in the Newsletter is the place for you to air your views.

If you agree, dis-agree or just what to give another opinion send in your comments to me for publication. Try to be positive and if possible, don't just complain, offer solutions.

**Deadline dates are: Two weeks before;
March 1st, June 1st, Sept 1st & Dec 1st.**

FRENCH CONNECTION

I write you this letter because I'm very interested to go this summer to your country to work in a Paragliding school. I'm french and I'm a paragliding instructor, French National Degree since 1987.

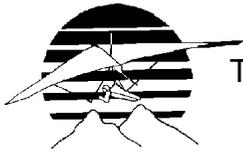
I have worked teaching paragliding, and doing the first flight (tandem) during four summer seasons (from 1987 - 1990) in the famous French paragliding centre of Mieussy between Charmoniy and Geneva in the Alpes. I went two times to Chile (summer '91 and '92) to teach paragliding and ski (I'm also a ski instructor). It was a very good experience, so this is why I would like to have the same experience in your country, and also to perfect my English.

I'm interested in the period between June until September, but I'm free from spring until November and I study all the proposition. I'm also a private pilot for the small plane and I speak good Spanish.

Would you please inform me by letter or fax if you are interested or if you know someone who may be interested, and also if you need some information about me. It may also be possible to make an exchange with one of your paragliding instructors who may be interested in coming to work in France, this is another alternative.

I hope you'll give me satisfaction in your answer.

Yours sincerely
Jacky Delerce
le Sey, 74430 Seytroux, France.
tel 50 796764, fax 50 795443



SMILE FOR THE CAMERA.....

BY DAN KEEN

The 1993 Competition Calendar has just been released and two meets, the Fraser Valley XC meet and the Canadian Nationals, have arbitrarily been listed with;
"DATA BACK CAMERAS REQUIRED".

Because we are unable to find volunteers to time our competitions, the use of these cameras could make us self sufficient, or so the theory goes. But, before I join the lemming rush to purchase a data back camera (DBC), I will voice a few of my concerns.

Film: In order to have daily results, each competitors film will have to be processed every night, to retrieve start and goal times and a new film would have to be bought every day. Very time consuming and costly.

Cost: The average cost of a DBC is between \$100 and \$200 anything less is junk. Consider that most competitors fly with two cameras, and times that by the number of pilots in a meet, and you are talking considerable Dinero! Gone are the days of disposable cameras and backups.

Batteries and cheating: The time clocks on DBC's are programmable, do we call a pilots meeting to synchronize our DBC's? Once in the air, what would stop a pilot from shaving some minutes off his time to say, make the cut, win prize money, or qualify for the next worlds? Weak batteries have been known to fail in sub-zero temperatures. Ten minutes could mysteriously be missing from your time and as you look at your shoes you could say, "Oh Gee, I was so high my batteries must have froze"! There are also no manual DBC's.

Decreasing numbers: I've seen the Fraser Valley Meet have a record 67 pilots registered one year in the '80's to the low of 12 pilots the last few years. "DBC's Required", is too restrictive and the numbers will fall even further. Foreign pilots would be turned away. Just imagine the American reaction if we listed the 1993 *Can-Am as ""DATA BACK CAMERAS REQUIRED"!

I Think Not!

The solution to the problem of volunteer timers is **NOT** by forcing every competitor to buy a DBC. For every problem there are 100 solutions and with a little creative thought we could drop the DBC idea. Here are a few of my own. Some may or may not work.

1; Charge \$5 more (on the entry fee) and actually have paid timers. My ten year old can print and tell time and he would love to make, say, \$25 a day.

2; Call an out and return and have a low airtime pilot do the time after his sleigh ride. Pay him a years free club membership. There is no actual cash outlay. I might even come out and w--k and bank for that.

3; Have a clock to photo on launch and in the goal field. Write down your launch and

landing times on your landing form and hand in one roll of film at the end of the meet to verify.

4; Have daily prize money. The first pilot to goal gets top points and wins \$25, but has to record the times of the other finishers to collect his prize.

5; Pilots can launch at any time, but they must photograph the start gate, a tarp which is rolled out on launch at, say, 2:00 pm. regardless of being airborne or not. Goal times can be accomplished by any of the above methods.

6; Use the aerial start gate method (#5). For goal times, have 10 clothes pins numbered 1 to 10 clipped to the goal field fence. First pilot to goal collects pin #1, number 7 pilot collects pin #7, etc. Bonus time points awarded for value of each placing. The #11 pilot to goal would receive distance points, but no bonus time points. Hand in landing form with corresponding pin attached. This method would promote racing without the need for, get this.... clocks or timers!

That still leaves 94 more solutions left! Meet directors get creative! As for DBC's, they give me the He-Be-Gee- Bees!

**A friendly competition between the local americans and Canucks held in Washington.*

CANADIAN PARAGLIDING 2 YEAR POINTS STANDINGS

Pilots Name	City	Prov	1991	1992	Total Pos	
Chris Muller	Cochrane	Alta	16.0	30.0	46.0	1
Peter Maclaren	Nth Van	BC	14.9	28.9	43.8	2
Sean Dougherty	Calgary	Alta	11.7	26.5	38.3	3
Stewart Midwinter	Calgary	Alta	12.8	18.5	31.3	4
Glenn Derouin	Canmore	Alta	6.4	20.8	27.2	5
Eric Oddy	Golden	BC	0.0	24.2	24.2	6
Matt Duford	Calgary	Alta	0.0	17.3	17.3	7
Glenn Comfort	Calgary	Alta	3.2	13.9	17.1	8
Eric Untorberger	Revelstoke	BC	0.0	16.1	16.1	9
Joris Moschard	Whistler	BC	7.5	8.1	15.6	10
Willi Muller	Cochrane	Alta	13.9	0.0	13.9	11
John Eaves	Calgary	Alta	0.0	12.7	12.7	12
Janet Moschard	Whistler	BC	5.3	6.9	12.2	13
Dan Redford	Nth Van	BC	10.7	0.0	10.7	14
Dean Leinweber	Calgary	Alta	0.0	10.4	10.4	15
Gary Nosbit	P. George	BC	0.0	5.8	5.8	16
Anthony Detering	Victoria	BC	0.0	4.6	4.6	17
Chris England	Toronto	Ont	0.0	3.5	3.5	18
Mike Potter	Canmore	Alta	0.0	3.1	3.1	19
Garth Henderson	Canmore	Alta	1.1	0.0	1.1	20

HGAC/ACVL AGM

Ramada Inn 401 London, Ontario

6-7th March/Mars 1993

(Brief Summary)

In Attendance/Présent:

Martin Henry	HGAC/ACVL President/Président	Christian Rochefort	Que
Barry Bateman	BC, HGAC/ACVL Administrator/ Rédacteur en chef. Editor.	Jerome Daoust	Que
Rick Miller	Alta, HGAC/ACVL Ratings Director/ Directeur D'évaluations	Gerry Dorge	Man
Sean Dougherty	Alta, Paragliding Competition director. Directeur De compétition De Parapente	Robert Leslie	Man
Mark Tulloch	BC	Bill Sharkey	Ont
Craig James	Nfld	Karl Dinzl	Ont
		Chris England	Ont
		Michael Robertson	Ont
		Mike Gates	Ont

Committee Reports

Ratings; Submitted by Rick Miller

There were 343 new ratings issued in 1992. Quebec had the highest number of new ratings. Rick wants to promote the "safe pilot" award system.

Airspace; Stewart Midwinter

No report submitted. Martin Henry explained the new Transport Canada air regulation exam.

Paragliding; Sean Dougherty

It was estimated there are approx 300 paraglider pilots in Canada but only 50 are HGAC/ACVL members. The paragliding committee adopted the Hang gliding 2 year National team selection system.

Safety; Fred Wilson

Proposals were submitted for new business.

Instruction; Ron Bennett

It seems the system in place is not working effectively so a revised system will be submitted for "New Business"

FAI Records and Badges; Vincene Muller

Vincene said that 3 Delta Silver badges were issued and Mia Schokker was the first Canadian woman to receive one. Sean Dougherty received a Eagle Diamond for his 3671m height gain. Stewart Midwinter and J.C. Hauchecorne will attend a CIVL meeting in San Francisco this year on behalf of the HGAC/ACVL.

Competition; J.C. Hauchecorne

Two motions are to be submitted under "New Business"

National Newsletter; Barry Bateman

The amount and quality of content was generally good although most of the time it arrived late.

Administrator; Barry Bateman

A database is now in place. Membership cards will be mailed out when they are printed. Everything should be on line by the end of March 1993.

New Business

French Name of Association

As there was some confusion as to the French version of the HGAC the motion that: The French name of the "Hang Gliding Association of Canada" shall be known as the "Association Canadienne de vol Libre".

Passed

HGAC/ACVL endorsement and direction

The President tried to accommodate all the provinces special needs for national membership which ended up creating problems. There was discussion on temporary foreign and Canadian student insurance. It was felt that the HGAC/ACVL should move forward as a united body rather than individual provinces.

Adjourn for Royal Aero Club lunch at 12:00pm - 2:30pm

.....continued on page 32

Rapports Des Comités

Evaluations; Soumis par Rick Miller

Il y a eu 343 nouvelles évaluations en 1992, le Quebec en a eu le plus grand nombre. Rick veut un système de "Planeur Prudent" mis en place.

Voies Aériennes; Stewart Midwinter

Pas de rapport soumis. Martin Henry a expliqué le nouvel examen réglant les voies aériennes du Transport Canada.

Le Parapents; Sean Dougherty

Il est estimé qu'il y a environ 300 parapentistes aux Canada dont seulement 50 sont membres du HGAC/ACVL. Le comité de parapente a adopté le système de sélection d'équipe nationale de deltistes.

Prevention d' Accidents; Fred Wilson

Des propos fût soumis pour "nouvelles affaires".

Instruction; Ron Bennett

Il nous paraît que le présent système n'est pas effectif. Un système révisé sera soumis pour nouvelles affaires.

Dossiers F.A.I. et Médailles; Vincene Muller

Vincene nous informe que 3 médailles delta argent sont mérités. Mia Schokker fût la première femme à en recevoir un tel médaillon. Sean Dougherty, avec un gain de 3.671m. d'altitude, fût récepteur d'un "aigle diamant". Stewart Midwinter et J.C. Hauchecorne se rendront à San Francisco pour y participer à une assembles C.I.V.L. en tant que représentants de la HGAC/ACVL.

Competions; J.C. Hauchecorne

Deux propos seront soumis sous "nouvelles affaires".

Bulletin National; Barry Bateman

La somme et la qualité des contenus sont en générale bonnes malgré que la plupart du temps elles sont en retard.

Administrateur; Barry Bateman

Une base informatique est maintenant en place. Les cartes de membres seront mises à la poste aussitôt qu'elles seront produites. Le système devrait être fonctionnel pour la fin de mars, 1993.

Nouvelles Affaires

Nom Français l' Association;

La traduction officiel e de "Hang Gliding Association of Canada" fit passé au vote. Le choix accepté fût "Association Canadienne De Vol Libre" (ACVL).

HGAC/ACVL Support et Direction;

Le Président a essayé d'accommoder tous les besoins spéciaux des provinces en rapport à la formation d'un club nationale. Ceci a causé des problèmes. Il ya eu discussion sûr les assurances

.....continuer de page 32



The Alberta Hang Glider Association

WHERE TO GO FOR MY 1993 FLYING HOLIDAY or where can I get the most km flying XC?

BY VINCENE MULLER
WITH GRAPHS BY STEWART MIDWINTER

Spending the long winter flying season at some warm, tropical country with lots of XC flights? or are you stuck at home looking at the sunshine pour through the window, snow on the ground and very cold temperatures? Well, now is the time to plan for your 1993 summer holidays if you want to get some good cross country flights.

In doing the 1993 XC list I have compiled the following statistics so that Stewart can do his graphs. This is the time of year to consider where to fly to get most xc enjoyment for your dollar.

It seems that spring was late in most of Canada this year. Nobody reported much in the way of XC flights until May. Before May there was only the Easter Meet in Savona. Some pilots had good flights, as I recall the first day was rather exciting with pilots flying through storms but not more than 25km achieved. The next day they called a triangle, this day some pilots made goal, a few were just short, others went down almost immediately, not exactly memorable. So cut April out of your travel plans.

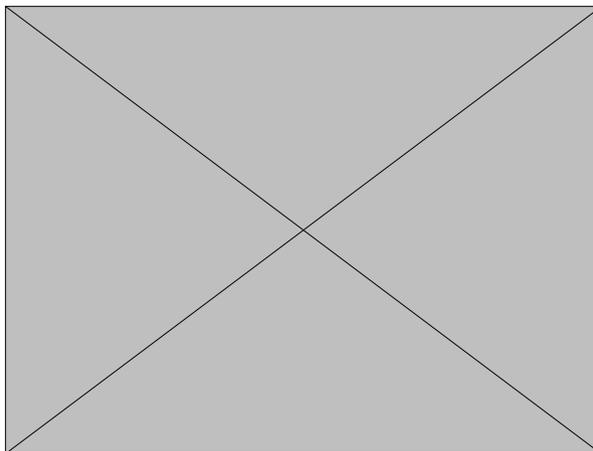
Now in May it looks like things begin to happen all over the country.

In Quebec there were good XC flights off Yamasky and Yamaska, plus some paragliding tow flights near Quebec City.

Out west most of the good flights were towing, May started with the first +100 mile flight of the year in Canada by Craig Lawrence with 112 miles off tow near Moose Jaw, XC flights

continued despite a rather wet month, with the Craik Quest, tow meet at Craik on the long weekend. It should be noted that heavy rain washed out one day of this meet and it was not great anywhere else in Western Canada either. Marginal is the word for weather on the Victoria Day weekend 1992.

However, May was the month of the long flights on the prairies. The Wetaskiwin pilots made the most of a great thursday with Doug Litzenberger flying from Alberta into Saskatchewan for 208 miles, the longest flight to date in Canada. The day before, Steve Preboy flew 119 miles. Ross Hunter was just short of the magic 100 miles with a 95 miler. Not to be outdone, Kelly Mason had three flights over 50km.



During May there were 9 flights over 50km from the Wetaskiwin tow pilots, 6 from Beiseker, 4 from the Craik Meet.

Due to the popularity of towing, Cochrane has not been reporting many XC flights for the last few years, but in May there was one hang gliding flight over 50km and some long

paragliding flights, one 40km & one of 50km. Pemberton, B.C. reported one paragliding XC flight that month and Wasa, one. Not too much else reported this month from the rest of Canada.

There were good flights in the Q'ueppelle Valley at different launch sites.

June shows 9 flights over 50km from Yamaska and 16 from the Yamasky sites in Quebec. In Western Canada the only reports were from the end of June at Golden with 5 paragliding flights (including two over 100km).

Then the rain came to Golden (and the rest of the west) and it became an adventure just getting up to launch, let alone flying. With the help of the town of Golden, and Forestry, pilots didn't miss any good days. July once again proved to be the best month with 11 paraglider flights over 50km and 102 hang gliding flights, most of which were flown during the very successful Canadian Nationals. There was one flight at Chetwynd over 50km (very few pilots fly this site, but Randy Haney one flew 100 miles from here).

August, still offered good flying at Golden and also, rain. But at the beginning of the month were two competitions, paragliding with 19 flights over 50km and hang gliding with 39 flights over 50km. August was also good for towing in Northern Alberta and towing at Beiseker, but not good in Quebec. Bolean in the BC interior had good flying as did Cornwall, Saltspring (yes, you can fly XC on the Island), Creston and Kamloops.

When counting the flights over 50km, everything was counted whether open distance or out and return because the interest isn't in what kind of task you set yourself, but whether the potential for successful XC flight is there.

So what conclusions can be come to for all this information?

Well, if you want to fly in Eastern Canada, looks like the place to plan a flying vacation would be Quebec in June. However, there are now several ATOL type systems in Quebec, so things might change in '93. Even paraglider pilots are starting to use the tow systems (5 XC tow flights by Richard Noel in '92)

Now in Western Canada you have the following options:

Towing: Best month is obviously May. A look back at other years we can come up with the following statistics:

Both of Canada's +200 mile flights have been in May. Both from tow. Mind you, there have been several long flights (+150 miles) from Cochrane either April or May, but not for a few years. Most of the +100 mile flights in Saskatchewan have also been in May, although September was good for a foot launched +100 miler by Blake Todd back in '88.

The only XC paragliding tow flight in the West in '92 was in May, Northern Alberta, by Sean Dougherty (who happened to have the longest flight of the day!)

Mountain Flights: Planning a vacation, include Golden in July. Whether you are a hang glider or paraglider pilot, regardless of experience, this is the place to fly. Golden for the low airtime pilot (with good launch skills) can produce excellent sled runs before noon or after 5pm. For the pilot wanting XC flights, launch from 11pm. If the weather doesn't look good in Golden, head down the Valley to Mt. Swansea or keep going to Wasa.

To ensure good XC flying try and take in the Golden Classic in mid-July. Even if you have never been in a competition before the experience is invaluable. Low key, excellent tasks and the chance to fly with Canada's best pilots. Don't bother with free-flying, enter the competition, it's the best way to learn. If there are a larger group of hang glider pilots, the Paraglider pilots usually head up to the paraglider launch which lets them launch earlier and head south. Mind you, the hang glider pilots are usually only too happy to move aside to let the paraglider pilots launch earlier to 'mark the thermals' for them.

In 1992 there were no meets at Clinton/Cornwall therefore no XC flights reported from these sites. Both of these interior BC sites have produced +100 mile flights in the past few years. The Canadian Nationals may be in this area in '93, watch the meet schedule and try to take this competition in if you want good flying. Pemberton, in the Whistler area, has spectacular scenery and good XC flights, mainly out and returns, for both hang glider and paraglider pilots.

Well, there it is. A summary from the 1992 XC log of where the best flights happened during the year. To add to your musings, maybe get a copy of the 1993 Farmers Almanack and plan your 1993 flying season.

If anybody is interested I have the following lists available:

1992 XC Log Flights: Data from Vincene Muller		
	HG	PG
50-100 km	187	23
100-150 km	44	11
150-200 km	3	
> 300 km	1	

All +100 mile hang gliding flights originating in Canada.
All +200 mile hang gliding flights originating in Canada.
All +100km paragliding flights originating in Canada.

Safety Report

by Stewart Midwinter

I only have a couple of Calgary-area accidents to report on this time. I can only report on what I hear about, so if accidents happen in other parts of the country and you'd like someone else besides the victim to learn from them, please pass on the information to Fred Wilson, HGAC Safety Officer, 504 Winthrop, Victoria, BC, V9C 3B5. Fred is back from a year in Australia and taking up the safety reins again.

A group of pilots were flying at Longview in light but lumpy wind conditions. One pilot reported losing a lot of height just as he was crossing the power line that runs down the hill. At day's end, just one pilot was left on the top while the others relaxed in the landing field. No one noticed when the last pilot took off, but some time later someone noticed his glider crashed on the hillside. From the location of his glider and the damage to it, has been concluded he hit the power line, somersaulted over it and fell to the ground. He suffered a broken collarbone and a month later is still in a coma.

To understand this accident you should know that the Longview site has a power line running down the face of the hill. Since the LZ is off to the left, if the wind is light, pilots take off to the left. However, if soaring is expected, pilots take off to the right, since the slope is better in that direction. Since the wind was very light at day's end and the pilot hit the wires higher up the hill than pilots normally do, it is not known what he was trying to do.

Any lessons here? Since the pilot was unobserved, and alone, the 'buddy' rule was broken. Also, he lay on the hill for 1-1/2 hours waiting for a helicopter. Ironically, his local club had voted just two months earlier against making any donation from its competition profits to the Golden helicopter fund. A local helicopter fund would have ensured he got to hospital more quickly. Other clubs should consider setting up such a fund, to contain enough money to pay for the cost of getting an injured pilot immediately from any of its sites to the nearest hospital, without having to wait for a paramedic or police to okay one being sent at government expense. As we know, the first hour after an accident is often critical. Another useful piece of equipment in some areas might be a cellular phone to call immediately for help.

Another Calgary-area accident came to light just recently, having been unreported since last summer. An uncertified instructor was teaching a class at the training hill and a student flew back into the hill, breaking his pelvis. All uncertified instructors should consider the liability implications of an accident like this. Even if the instructor has done nothing wrong, when a student gets hurt, the judge will ask "and what qualifications or training did you have?"

Recently, Muller Hang Gliding Ltd. organised a CPR and Emergency 1st aid course for local pilots. There are two benefits to this type of course: one, you learn how to help others, and two, you are forced to deal with could happen to you if you make a bad decision in your flying.

Just write with your name and address and I will be happy to sent them to you;

Vincene Muller,
RR#2, Cochrane, Alta, TOL OWO

Fly far in '93

**AND DON'T FORGET TO SEND YOUR
1993 XC FLIGHTS IN!**



Saskatchewan Hang Gliding Association

News from Moose Jaw

1992 marked the third flying season since we started up the Atlas Hang Gliding Club here in Moose Jaw. While it certainly wasn't a banner year for flying here on the prairies, the year was far from a complete washout.

The year started out great with some beautifully smooth sled runs the first week of February with some balmy +10 days. At this time we set some club records for altitude gain on tow. Our winch currently has about 8000 feet of line, of which the last 2000 feet is seldom used due to the drag on our rewind and the fact that it is old line and fairly worn. Because of the stable conditions we decided to do some very high tows and on one tow I succeeded in reaching 4290 feet. Mark Taylor and Craig Lawrence also had some good flights as they used over 3000 feet of altitude to glide cross country, and landed on Buffalo Pound Lake in front of the ski lodge which was in full operation. Actually I think Mark is still somewhat bitter, as he thought he might be able to break the club record for altitude gain on tow (held by myself), however the driver (me !!!) stopped the tow vehicle when he was at 3900 feet. After all Mark you did tell me that it was too hard on the rewind motor bringing in all that line!!!

Our annual tow meet held at Craik this year was successful in spite of marginal weather. We had four teams of five pilots entered. This year the League team from Calgary won the team championship, although I might add that they were strongly bolstered with the addition of one of our Moose Jaw pilots, Mark Taylor who also won first place for the level 3 pilots. The first place individual was Mike Reibling of Regina who received a beautiful oil painting of a hang glider which was painted by Dale Cline of Moose Jaw who is a well known aviation artist.

Early in May we had one exceptional day and Mark Taylor and Craig Lawrence took advantage of it. Craig flew 112.5 miles in slightly over 3 hours and Mark flew 90 miles in 2 1/4 hours. Mark's accomplishment was particularly noteworthy in that at the time he only had about 30 hours total airtime. Craig mentioned that at one point in his flight, while several thousand feet over and flying directly down the highway, he passed a number of trucks travelling at highway speed.

A special event during the summer was our clubs participation in the Moose Jaw air show. We had a static display in one of the hangars, complete with a simulator which was very popular. In addition, we were able to launch two pilots on both Saturday and Sunday. Craig Lawrence and I flew on Saturday and Bob Fielding and Mark Taylor flew on Sunday. Conditions were very good for our demonstration both days and Mark and I both managed to thermal for a while before having to land to stay within our window. Cooperation with the airbase was very good and our display went very well. All four landings were no wind and directly in front of the crowd and can only be described as very good. The only bad part of the display was that weekend had the best potential of the entire summer for cross country flying.

There were several other items of note for our club this year. As well as the Moose Jaw airshow, the club also participated in a smaller one day airshow at Weyburn this year. Mark Tulloch of Air Dreams Flight School in Victoria happened to be out here this fall for a wedding so he looked us up and we managed to get together for a day of towing. Unfortunately stable weather resulted in only sled runs. Finally congratulations go to Craig Merritt for having his first thermal flight this summer.

The fall was almost a complete washout with the exception of a couple of good ridge soaring days, so now we are in the process of rebuilding the motor in our tow vehicle and ordering in some new skinny tow line. Everything will be in place for us get out flying early in spring once again.

1993 has already had a promising start. We were able to take advantage of the mild weather we've been having lately and get out and do some towing. Four of us managed to get some very smooth and pleasant sled runs in on the last day of January in above freezing temperatures. Any flying time in January has to be considered pure bonus, especially when in is such pleasant weather.

We certainly welcome any visiting pilots to give us a shout and come out flying with us.

Nolan Shaheen

CANADIAN NATIONALS AFly-IN?

As you will read elsewhere in this newsletter, the Canadian Nationals are being held on the 14th - 22nd Aug 1993. So far I've had several calls already from pilots criticizing the dates. Allow me to respond.

It seems to me that the 'well established meets' have all the long weekends pre-booked, if not in writing, then by tradition, and if I were to hold it over one of these weekends, all hell would break loose. **"The Nationals" should be Canada's premier meet** and given all the respect such a competition commands, but unfortunately it has been relegated to the status of a 'Fly-in' due in part to a lack of funding and through it having to "fit in" with the 'Traditional Meets'. I feel that the **"Canadian Nationals" should have priority over all other meets, in Canada and abroad**

It's about time we give "The Nationals" the status it deserves by establishing a committee to oversee the organising of the nationals and perhaps establish a fund to held run it.

Chris Florkow;
Meet Director, Canadian Nationals.

AILES DE K ADD

Radio Gaga

BY AL FAULKNER
REPRINTED FROM "ATLANTIC INFLIGHT"

I got an aircraft band radio for my tow vehicle to increase the safety and reliability of my setup.

As some of you know, I operate out of an airport with a tow system. The airport is uncontrolled however it is used by our company "King Air", a gaggle of helicopters, airlines and visiting aircraft coming to see what the end of the world looks like.

It is generally pretty quiet, however I wouldn't consider flying here without a radio in the glider and truck. Initially I used an aircraft band radio in the glider and a "receiver only" (RONLY) in the truck, but I found the sound quality to be unreliable and unreadable from the RONLY setup.

For my Glider I use a King Radio KX 99. It comes standard with an adapter that accepts the standard aircraft headset plugins that my old David Clark (DC) headset has, so I installed the innards of my DC headset in my helmet. I also bought a DC push to talk (PTT) switch for my setup. I velcro this PTT switch to my right index finger.

Fantastic setup, as I don't have to go groping around for a switch as I would if it was attached to the control bar or my pod. During towing I find this an essential item. Also my radio is stashed in my pod pocket, so I can easily communicate even on the ground, again without groping for the control bar. A plus when operating in winds, waiting for the tow vehicle to get me.

Because of my setup, I do not require the ability to change channels so I don't have to be able to reach the radio.

I learned the hard way that it is best to stash the radio out of harms way, as the LCD display got cracked one day after a weaklink broke during takeoff and I landed on the wheels. I didn't have time to get out of prone and landed on the wheels. At \$75.00 for the part plus two hours labour, I do without the read-out.

It's also a good idea to tape padding around the radio. Make sure that all of the wires are taped to the radio to prevent being pulled out of the connectors, and tape all connectors for security. Use high quality connectors, as you will spend a lot of time diddling with the wires, when you should be cloud dancing.

I initially had transmission problems (bum antenna, King replaced it quickly, no non-sense) so I got some cable and connectors (Radio Shack) and remoted the antenna. (taped to my harness suspension) You will get maximum range if you orient the antenna vertically.

I subsequently discovered from Martin Henry a cheap and fantastic way of making an antenna. You take the coax cable that you use to run to the antenna, put on one end, the proper connector for the radio so you can plug it in, then on the other end you measure in the distance from an antenna chart. (123.4 and 123.5 use 21.75 inches) Then you carefully cut a slit a half inch either side of that mark. Next you carefully open up the coating and using a knitting needle or whatever you can steal, you carefully push aside the braided wire and when it's pushed aside far enough, you gently pull out the centre wire. Voila, a cheap excellent antenna. To get the max range, mount the antenna itself vertically and if possible attach the braided wire to something metal so as to increase the ground plane.

Another trick I learned from Barry Berto is to put a piece of plastic hose over the on/off switch to extend it so it is easier to adjust the volume and possibly turn off the radio to conserve juice for those long flights!

For my vehicle I opted for the Icom ICA-20, because I had heard good things about the radio. I liked very much the cigarette lighter charger that comes standard with it, as I can plug it into the car as I tow.

Since purchasing mine I noticed a deal on one that has a new improved feature, you can change the frequency with a top mounted knob. This is more convenient than having to enter the frequency as I must.

The push to talk switch that comes standard is useless to me, as it is too bulky to put on your finger and you have to use their headset. Their headset is a non-standard one. One thing that I was disappointed with is that there is not available an adapter to plug in standard aircraft dual 1/4" plugs.

By the way if you intend to use a radio, you must decide if you want to use a headset, or a speaker mike, a remote PTT switch and where you will mount it.

If you chose to mount it with velcro on the downtubes, bear in mind, that you have to let go of the basetube and reach for it, each time you transmit, plus all of that awful drag out there. Goodness gracious!!!

If you opt to use the radio's mic, be prepared to be required to grab the radio, put it reasonably close to yer lips to transmit or lose a lot of readability in your transmissions.

If you opt to install a headset, be prepared to do a good neat job to prevent unserviceability problems. You will need a headset, PTT switch, and a connector to connect the headset to the radio.

VOX or Voice Operated Transmission is considered a bad idea with an aircraft band radios because it tends to encourage poor transmissionship. (like that word)

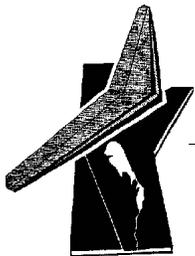
One nice touch that the Icom radio has, is a little light on it that indicates a charge is being given to the battery. Nothing worse than finding a dead battery because you did not plug the charger into a good socket or maybe didn't get the plug all the way into the radio.

However having said this, the electronic gizmos in the radio are pretty high tech and prone to do weird things. Mine for instance has been into the shop three times since I got it and each time it comes back it is not repaired. It's in for the fourth time right now. The exact problem persists. Mine will not accept a charge even though the charge light says that it is.

There is a few strange things about the electrics, for instance in the Icom radio you cannot leave it turned on, with the charger plugged in, say if you wish to just listen to the radio. You have to buy a separate device for that purpose.

The KX99 you can do this. However with the Icom you get a cigarette lighter car attachment device, that you can use for continuous listening. While using the car for retrieve as Martin Henry does. This is included, whereas with the King you buy it extra. But mine doesn't work owing to the previously mentioned problems.

.....continued on page 16



Manitoba Tid Bits

By DOUGLAS BECKINGHAM

1993 CRAIK QUEST

The MHGA is growing by leaps and whacks. No seriously, it is largely because of the efforts of the "Prairie Wind Flight School" that we are now able to see multiple page membership lists. This is a first in our history. Barry Morwick has been running the school full time now for over two years and it is bringing in fabulous numbers of eager newcomers. Our committees are now more than one person in size and our club log books more like a voters list than a basketball team roster. New flying sites are being flown weekly and we are entertaining the possibility of multiple winches and tow sites. 1992 saw the purchase of a Pac Air Double Vision for club use to replace our ageing diaper. (A white 220 Dream).

In May last year we invited Michael Robertson up from Claremont to do what he does best, instruct. The 10 day intensive course provided six people to experience the ICP and what a program it was as Prairie Wind invited us to use some fresh and hot students to work with. It was Michaels Double Vision that inspired us to purchase one of our own. Those fortunate enough to get out towing with us were indeed lucky. Tandem instruction was offered as well. On the last day of lecture there was standing room only towards the end.

In July and August last summer some 15 or so of us made it out to Golden BC for the end of the 1992 Nationals. Rick Chubey and Hans Klassen led the way to what was to become a great trip for all of us. The parking lot at Golden looked more like a Toyota dealership than anything. Almost everyone saw cloudbase above Bolean Lake at least once. I was most impressed by the exercise of judgement skills by some of the level 2 and 3 pilots not to mention their well developed flying skills. Creston -The Wall- proved again to be a popular site for the Manitobans on this trip as most of us hung around for some 3 days of flying there. The local provincial campground there is beautiful. We did however manage to add to the carnage a bit during the trip with some 3 pilots walking away, shaken but not stirred. A number of pilots also enjoyed airtime in Tennessee and one Manitoba pilot also made it out to an Eastern competition.

The MHGA participated in a number of local air shows including the popular Portage Air Show. This year at Portage the MHGA managed to fly each day despite unfavourable weather conditions. As well the Warren Air Show provided us with a return to another aviation community as it is sponsored by the Manitoba Ultralight Association. Too bad they couldn't fly again this year. Others included a show in Crystal City where tandem flights were offered to those who were willing to take an introductory lesson. Also the "Waking Up the Nation Tour" saw the Canadian Sky Sailors at a rather wet concert.

There were a number of other goings on as the "Qu'apple Valley Cross Country Classic" got bummed out largely because of the weather. The backup weekend saw some pilots compete in what were challenging conditions. A CBC film crew was on hand one weekend to provide us with proof of our landing disabilities. They did get some nice footage though. Our other informal tow meets are getting very well attended with some students learning the art of how to get home after an XC flight. First Aid was done again last year and saw about 10 people show up for renewal or new certification. Nice to see, thanks John.

In the spring Kerri Morris divulged his wisdom unto the masses regarding aircraft radios. The results were some 6 or more certifications and hopefully this trend will continue. Hans and Rick provided the membership with a mountain camp which was met well. The MHGA safety award was postponed due to lack of funding until early 1993 where two persons will be named. The MHGA promotional video made a fill spot on local television stations and boy is it impressive. Thanks to Wayne James for his efforts there. Among full page articles on the sport and many local spots on TV and radio the club is really beginning to feel its diversity.

For those of you who are just itching to fly from our huge verticals, the MHGA site guide will be available come spring 1993. No word on cost yet but we will keep you posted.

Thanks to all who made 1992 a safe year.
Douglas Beckingham. MHGA Safety Director

Looking for adventure, excitement and lots of fun? Consider the 1993 Craik Quest. We're headed to the Saskatchewan Open Tow Meet in Craik, Saskatchewan again this year but instead of driving there we'll be flying. We'll be starting at Beiseker, Alberta on May 15 towing up and heading east to Craik. The goal is to cover the total distance in the air in seven days or less. Last year we didn't quite make it but we had a great time and some excellent airtime trying. It's also a great way to get practice for the Tow Meet. Our team smoked everyone else last year almost doubling the nearest team's score.

If there is more than one tow system we plan to make it a race with the first system to make it declared the winner. This will be a fun event with no entry fee and no sanctioning. The only cost will be towing and travelling expenses.

If you have a tow system, put a team together, if you don't have a system but know how to tow, there are spaces available. If you don't tow we still need a driver!!!!, how about an expenses paid holiday to sunny Saskatchewan.

For more information contact;
Rod Porteous, (403) 235-2440
or Doug Keller, (403) 293-4008.

continued from page 15....

The King manual says it's OK to leave the charger plugged into the radio for as long as you like, while the Icom sates that battery damage will occur if you leave it plugged in longer than the book charge cycle period.

This is not intended to be a complete review of either radio. In conclusion both radios fit a perfect niche in my situation.

Because of my requirements and their standard equipment, I am perfectly set up. King came with connector adapter for my headset and wall charger. Icom came with cloth case, wall charger, cigarette lighter charger and a better more descriptive manual, but then the King at least works!

PILOTS WHO SMOKE AND WHY THEY SHOULD STOP

reprinted from Canadian "Aviation Safety Letter"

If you are a pilot who smokes, and have smoked seven cigarettes prior to going flying, your body won't be at the same altitude as the aircraft cabin. The carbon monoxide from the cigarettes will impair the ability of the haemoglobin in your blood to carry oxygen. With a 10% carboxyhaemoglobin (CoHb) saturation, or seven cigarettes, if the

Aircraft Cabin Altitude	= 5,000 feet ASL,
Your Physiological Altitude	= 12,500 ft. ASL,
and if the	
Aircraft Cabin Altitude	= 10,000 feet ASL,
Your Physiological Altitude	= 15,000 ft. ASL.

Chain smokers consuming several packs of cigarettes a day will increase CoHb concentration to dangerous levels. Symptoms of dizziness, shortness of breath, nausea and mental confusion will be likely, flying at typical altitudes, because of the deterioration of the oxygen-carrying ability of haemoglobin due to carbon monoxide. Smoking is not good for you, and if you fly, it's impact can be catastrophic.

21st annual Cochrane Meet

For Hang Glider & Paraglider Pilots

**Saturday June 19th &
Sunday June 20th 1993**

Task will be Flight to Declared Goal for both Paraglider and Hang Glider pilots.

Should weather conditions be suitable for this task (both days), competition results and a competition report will be submitted to the HGAC Competition Committee (both hang gliding and paragliding committees) for points to be awarded.

Should weather conditions be unsuitable for xc tasks, then target landing will be substituted and no request for points will be submitted. (\$5 Competition levy for the National Team will be charged. This will be sent in if entry fees are collected regardless whether points are awarded).

All the usual BBQ, FUN and ACTIVITIES will still be happening.

For more information contact:

**Muller Hang Gliding and Paragliding
(403) 932 6760**

ACCIDENT REPORT

SUBMITTED BY KEN SHACKLETON

Date: Saturday, January 30, 1993
Site: Longview Alberta
Pilot: Rated level II; 30 hrs total airtime.
Glider: Solar Wings Rumour 14.5 sq. metres

Injuries: Head trauma (coma), lining of lungs punctured, broken right collarbone, broken ribs, cracked vertebrae (no paralysis), cuts and abrasions.

The League has established a fund for the family of the injured pilot. All donations will be graciously accepted, receipts provided on request.

Send to:

The Rocky Mountain Hang Gliding League
c/o Doug Keller
23 Taraglen Ct. NE, Calgary Alberta, T3J-2M6

EVENT:

The pilot was seen in level flight a few seconds after he launched. The accident was not witnessed, but the glider was seen against the side of the hill a few seconds later.

The pilot apparently launched and started crabbing to the south, toward the powerline string. He struck the powerline with his front flying wires, tumbled over the powerline and fell to the ground.

The pilot made initial contact with his right shoulder and the right side of his head.

The height from the powerline to the ground is about 20 ft. or so. Electrical shock was not suspected since scorching was not found on either the pilot or the glider.

COMMENTS:

As of this writing, the pilot is still in a coma, but is showing signs of recovery. They doctors expect that the coma will continue until sometime in March. Some brain damage is there, but the extent is not known at this time.

The pilot flew a cocoon harness, it is possible that he may have initiated a turn while going prone. It is also possible that he may have been close to the powerline, expecting to clear it, but encountered strong sink at a critical moment. We will never know for certain.

The pilot was alone on launch, a very vulnerable position, but often unavoidable for one pilot at any site. Radio contact would reduce this risk. The pilot had no radio, if he had we could have tried to contact him right away, instead of having to drive back up the hill. This would not lessen the severity of the accident, but would have saved about 10-15 mins. in ambulance response time.

Whenever possible, a driver should remain on launch, with a radio until all pilots have launched.

From Across the Country.....

For almost two years now there has been dissension among the ranks of the "Vancouver and Fraser Valley Hang Gliding Club". The controversial "P" word kept cropping up. At first silently behind closed doors, then later more brazenly on the hill, till in the end it became a common word, even spoken at club meetings! And so it came to pass that sooner or later someone actually suggested that it be incorporated into the name of the club!

Well, that was two years ago and this Fall the "Vancouver and Fraser Valley Hang Gliding Club" became officially known as "The West Coast Soaring Club" (I guess the old die-hards just couldn't see the "P" word in their club name).

We haven't heard what "Van Fraser", famous Vancouver cartoonist, creator of "Wilba Wuffo" who graced the pages of the VFVHGC's newsletter, the "Bullsheet" has to say about it but I'm sure we will!

Here in BC, and other provinces so I hear, the latest challenge is the TC air reg Hagar exam. Quite a few pilots have taking the exam and so far I haven't heard of anyone failing it. (Mind you, they wouldn't broadcast it would they!). Most of the scores seem to be around 75-85% (pass mark is 60%) with Mia Schokker (your Presidents wife) having the highest score to date with a 93% pass mark. Rumours are that TC may upgrade the exam to make it a bit more difficult, a good reason to take it now.

From Alberta, seeing is believing..... Probably hoping that by having his head missing in the picture he would hide his identity, but I'm

afraid I have to inform him that he's wrong. Our intrepid aviator, who obviously will go to any lengths to accumulate airtime in the winter, is none other than..... Alberta's **Glenn Dagenais**.

He is seen here with his latest toy called "the Mosquito". What is a "mosquito you ask? Well, for those pilots old enough to remember it is a 1990's version of the old '78 soarmaster unit, only quieter, lighter and sleeker and are manufactured in Germany.

Glenn is shown here on his first day of flying at Cochrane on January 15, 1993.

And the answer to your question is yes, he did get airborne.

Although he was able to take off from flat land, at 4400 ft a little slope sure helps.

And if it looks cold, your right, it was. In fact the reason we have no "in air" shot is because the camera froze!!!!

Also from Alberta comes the news that "Walt Disney Studio's" are making a movie about the, wait for it..... "Jamaican Bobsled Team" at the site of the Calgary Olympics.

The star of the movie, John Candy, is shown here with our own, Willi Muller, who rides the bobsleds for fun, and along with his wife Vincene, have been working as extra's on the movie. And in case your interested, no, John Candy didn't go for a "spin", as he couldn't fit into the bobsled.

And if your wondering why Willi is smiling, that's because beside John Candy, Willi feels quite slim, not an experience he get to feel much these days.....

East Coast Review - 1992

In all fairness though, Willi has been trying to keep in shape throughout the winter as he has been taking "snowboard" lessons, along with fellow pilots Sean Dougherty, Audrey & George Mackenzie and possibly HPAC/ACVL treasurer, Martin Polach by the time you read this. Their instructor is none other than Richard Ouellett.

One problem Willi has found is having to wait till his son Chris is at school before he can "borrow" his snowboard to practise on.

There are rumours circling that 'life' has been detected in Saskatchewan. This may be confirmed on the May long weekend when the Craik Tow meet takes place. We'll keep you posted.

At the recent HPAC/ACVL AGM I found out from the Manitoba pilots that they have been flying almost right through the winter. They said it's not too bad until it gets below -20°C. Thing some people do for airtime.

Thanks to Barry Morwick, the Manitoba membership has jumped from around 20 members a few years back to just about a hundred. And this is in a time of people cutting back. They are talking of getting another tow rig to help ease the pressure on their current ones. A good example for the rest of us. Nice to see guys.

Haven't heard to much from Ontario although I did get a chance to talk to some of the guys back there at the recent AGM. Seems towing is continuing to be an important means of getting some airtime in Canada these days but the availability of decent tow roads creates problems of its own. That's one of the reasons

.....*continued on page 23*

Some time ago I promised Barry Bateman that I would get him a report on the happenings in Hang Gliding out here in the Atlantic Provinces. Well my own personal deadline has passed, but here it is late or not. This little note tries to touch on everything that I know took place out here during the spring, summer and fall of 1992.

Generally there were no record flights of hordes of new people flocking to join our sport. We essentially kept on par with last year. Most flying took place during mid-summer and early fall, with flights being ridge soaring ones. Although flying wasn't all that great, we did have some very successful competitions where pilots were able to get together for the first time in a year.

Late May was the date set for a Hugh's Brook Fly-In at Corner Brook but after two weekends of steady rain we had to call it off. Most pilots never had a chance to get together again until the Atlantic Hang Gliding Championships. The Atlantic's was hosted by the "Hang Draggin' Club" of Halifax, Nova Scotia. The site chosen was Greenhill, a 450' inland site surrounded by pasture land. This site, my first time here, had definite prospects for long cross-country flights. Unfortunately we had three days of variable winds, and rain squalls brought on by a passing cold front. This did not dampen spirits much, as pilots as far away as Churchill Falls, Labrador and St. Johns Newfoundland managed to entertain themselves and share stories of past glory days in bright sun and booming thermals.

Our last major competition was the Avalon Fly-In in St. John's Newfoundland. This one was attended by Newfoundland pilots only, and which was held during the third weekend on September. The East Coast Fly-In is generally an end of season get together that helps promote flying in the eastern section of our province.

Speaking of promoting our sport, the H.G.A.N. had two very successful P.R. events. The initial one was the first ever flights from Marble Mountain, a local ski resort just outside of Corner Brook. We were able to set up our gliders on a ski slope where many questions were answered from wide-eyed spectators, before three pilots had excellent flights to the bottom some 1200' below. After this we were able to set up a glider inside the ski lodge where we further promoted our sport to the public.

The second P.R. coup was engineered by Michael Butt of Corner Brook. Mike got wind of an outdoor show that was being put together by the local Chamber of Commerce, and he was able to secure a booth in the show in exchange for performing security work. The cost of the booth was \$500 for the weekend! Mike was able to suspend his glider from the ceiling with a mannequin in the harness, and along with videos, magazines and an array of photos we had the most suitable display in the show. I think some 2000 - 3000 people passed through the doors that weekend, and of course by our booth.

Well it is brief, but that pretty much describes our hang gliding activities out here on the Atlantic Seaboard. There are four main centres for hang gliding - St. Johns Newfoundland; Corner Brook, Newfoundland; Halifax Nova Scotia; and Moncton, New Brunswick. Our association is presently creating a site guide that will hopefully be ready in May of this year. We again have three major competitions planned for this year, so why not come on over and enjoy our hospitality. For more information on any of the activities, or future endeavours, contact me - Chris Walters, 16 Woodbine Avenue, Corner Brook A2H 3N8.

Safe flying
Chris Walters
President H.G.A.N.

P.S. I don't mind seeing other association reports just to see what's happening west of New Brunswick.

By CHRIS WALTERS

Instrument flight rules, not hardly, as we being safety conscious hang glider pilots know that we can only pilot our aircraft under Visual Flight Rules (VFR). These regulations have been established by Transport Canada in order to allow our form of aviation to be carried out safely, without endangering ourselves or other aircraft. So after that little blurb I still haven't let you know what the title represents. Well how does "I follow ridges" sound.

At some time or other we all come in contact with solid H₂O, be it rain, fog, cloud or snow. This contact is usually quite harmless as much incident. However, contact with other atrocities such as trees, fellow pilots, or other high density aviators is quite possible when our vision or seeing distance becomes impaired.

For example, you and a fellow lover of Dacron and aluminium decide on heading to a coastal site for an afternoon of ridge soaring. Upon arrival you are greeted with a soarable wind but the ridge is blanketed with fog. Having visibility reduced to 10 meters requires a waiting period for the fog to lift. Gradually it brightens up and the beach is clearly identifiable as well as lots of water. Although the ceiling seems low, maybe 100 meters, you decide that once peaked out in the ridge lift you will be under the fog bank.

Smooth conditions allow launching to be quick and easy, enabling you to blast skyward in the lift. Up of course into the fog layer whose elevation you greatly misjudged! As everything begins to white out, it's pull on speed to correct for lift and bingo you are soaring the ridge staying clear of the fog. No problem man, just cruise along and enjoy the turbulent free air.

Sailing down the ridge you are constantly taking notes; landing zone is clear, visibility forward is okay, and you are remaining under the fog as you fly fast. Nearing the end of the ridge, a quick turn is initiated and oh no, launch is gone! oops! Hoping your partner never launched, it's back up the seashore, all your nerves tingling as you strain your eyes to make out forms in the mist. Kiss the basetube, the other guy is still on the ground. With everything back under control a decision is made to hang around the launch area, keeping visible while rubbing it into your partner that he's stuck on the ground until conditions improve.

Well all was in fun but this was a dangerous situation. The least worst scenario is that Transport Canada would have grounded you but good for not being 500 feet vertically clear of fog. How about those poor seagulls that share the ridge with us. Imagine face planting a seagull at 55 km/h, and imagine even further that an animal rights activist seen it happen! I mean deep hoopla buddy. What about other aircraft, maybe a helicopter whose pilot is trying to make it home by flying under the fog cover. You and your poor glider wouldn't be too much to see in a sky of white.

Here's another storey to illustrate the breaking of the rules. Lets say it's late in the year, the flying all but over except for that one last flight. The forecast is good, favorable winds with intermittent snowsqualls. Snowsqualls! That's lift alright, so what are we waiting for, lets go.

Upon arrival at launch we get a first hand account of the forested squalls. As expected the visibility becomes reduced, accompanied with a slight increase in wind velocity that indicates the mild frontal characteristics of such natural phenomenon. Anticipating conditions to be somewhat rowdy, the smattering of lift inside the passing squalls entices you to go flying.

Conditions calm down and of we go. The air is somewhat turbulent in the wake of the squall but nothing to violent. As we travel back and forth the ridge, it's hard not to marvel about how these pockets of turbulence are created, and how they travel through their invisible medium. These squalls are quite visible, every thing is white especially that big one headed our way. The big one coming our way! Rats!

Well we've only been in the air for twenty minutes so landing is far from the immediate plan. Deciding to feel out the squall, a trip is made to the far end of the ridge. Yep, that sucker is huge! As the front approaches, turbulence is encountered as well as snow. With visibility becoming reduced, visual referencing is the train of thought. Landing zones remain clear, the ridge some two kilometres distant is becoming hard to see but all escape routes off the ridge are still well within visual tolerance.

As visibility is reduced, a light pattern of lift develops. Great! Going up and can't really see much. All landing areas and access route to them remain fairly clear, so we keep proceeding up the ridge. Suddenly it clears and we find ourselves in the open, while behind us is a wall of white from cloudbase to ground level. Cool! With the mild state of panic beginning to fade away we begin to enjoy the passing snow flurry by flying in and out of it, a condition much similar to flying in and out of a cloud bank. You thoroughly enjoy becoming lost and found again but eventually the squall passes, enshrouding the area with sinking air. As you slowly move earthward you identify your driver who had been patiently waiting for you to "fly out of that snow storm".

This could be another good example of how to break Transport Canada "rules" for hang/paragliding. According to the "Hang Gliding Exception, Air Navigational Order V, no. 24", no hang gliding is allowed to be performed when horizontal visibility is reduced to 1 (one) mile. You have to agree with this, I mean how hard is it to see our gliders with their white trailing edges and upper surfaces. For that matter try picturing a glider in heavy overcast, rain, fog or cloud.

These stories are just that, stories that were made up, sort of, to show the importance of Transport Canada regulations for hang gliding. But behind these tales are some fundamental rules to follow if your visibility ever becomes reduced. These are based on my own thoughts and are far from the written law according to the old ones. My thoughts are;

- a; Always keep your points of visual reference, with an escape route firmly in place.
- b; Never share airspace with other aircraft if seeing clearly is a problem.
- c; If you do get caught, head for the blue and do it quickly.

That's it for my little spiel, well except for one last tidbit.

Cloud suck is a very real phenomenon in our sport, so if you ever get caught, remember to keep your cool and consider the above points I have suggested. I am sure there are lots of other opinions out there, all you have to do is ask!



WEATHER SERVICES FOR HANG GLIDER PILOTS

fly free

BY KEVIN CALDWELL

It is hard to describe what it feels like to someone who has never experienced free flight, unencumbered by engines, control sticks and enclosing structures. The weight shift control of a hang glider makes flying a direct physical experience, with the air becoming a tangible force that you can feel and sometimes must fight. Being out in the airstream lets you feel the speed, from the silence of near stall to the roar of a screaming dive, and the subtle temperature changes can guide you to rising air. Flight with a hang glider comes close to the flying of my dreams, and maybe a little more. The challenge of the struggle with the air to remain aloft and in control adds a spice that keeps flying interesting.

There is so much symbolism and deeper, more primitive things involved with running off the edge of a hill than just the mechanical reality of flight. Flying dreams becoming real, fear of being suspended in thin air, and the god like power of the wind and sun all combine to tinge each moment with a sharpness and reality that escapes the everyday world. The ritual of setting up the wing, checking the equipment, and putting on the harness are part of the ceremony of flight. The slow building of the anticipation, the calming influence of performing all the familiar steps, are all part of something very much like a religious ceremony building up to an important event: the ceremony to become a bird, to make those dreams of soaring through the sky come true.

I pick up the glider and carry it over to launch, hot and awkward. I am still part of the ground, with too many clothes on and an awkward wing that is being buffeted by the fluky winds behind the lip of the hill. I set the glider down on the edge of the take off, one last check of the harness straps, a quick check of the wind conditions. My mouth is dry. My senses are both narrowing to the few critical steps of launching, and expanding to see each little wind gust in the leaves. I try to feel the changes in the temperature of the air flowing past my

face and attune myself to the chaotic rhythm of the thermal driven gusts to find the optimum moment to leave the earth safely, and also launch into that elusive invisible rising air to carry me skyward.

I pick the glider up and we begin to fuse. I feel each little gust against my fabric, each small change in the angle of the flow across my carefully curved wing. Finally I am balanced with the wind and I run down the hill, each step getting lighter, each step taking me closer to being a creature of the air. And then I'm flying!

I forget about the glider, the mechanical steps of getting into the harness and the whine of the vario. Another part of me deals with all those mundane things. I am flying, feeling the surges and dips of the air, the swirls and bubbles. The sky is alive with movement, it's seeming uniform blueness a disguise.

Ground bound souls will never know the velvety softness as the last of the day's warmth rises up the cliffs out of a forest, or the almost wilful violence above sun beaten rocks on a high mountain slope. The air has an infinite range of moods, some of which can be fatal to my small craft and I. We must feel so carefully, anticipate and know the changing sky. To tease out the hidden currents of rising air and steal a few hour's ride where only bird creatures can go is magic.

I have hovered over icy slopes where few have ever been. I have danced the oily smoothness of the evening wind. I have shared a winged moment with eagles, and raced beneath dark cold clouds all alone. I have slipped the bonds not just of earth, but of life itself, and become something more, if only for those special moments when I do just *fly*, and all the cumbersome paraphernalia of modern magic recedes to insignificance. I have been part of the crystal blue sky: I will carry a stolen piece of it with me always.

In Calgary, many pilots can be found tuned into their weather radios, listening to a continuous broadcast of local weather information, transmitted by the Calgary Weather Office at 162.4 MHz, and also broadcast on cable TV converter channel 22.

This fall our weather office invited the public to put forth suggestions to improve services provided by Environment Canada.

The proposal submitted by the Rocky Mountain Hang Gliding League was as follows:

a; That service be provided as a recreational forecast, to service many sport enthusiasts such as; hang glider pilots, paraglider pilots, sail plane pilots, balloonists, parachutists, windsurfers, RC plane operators, etc.

b; The report should include; surface and upper wind speeds and direction, upper temperatures, cloud cover and type, cloud base, convection probabilities, degrees of convection, and turbulence.

Shortly after receiving our proposal, John McIntyre, (Calgary Weather Office), invited the League pilots to tour their facilities. (They had done the same for the balloonists). This was a great tour, very interesting and informative. Following was a casual meeting to discuss our needs. We found the staff friendly and attentive, eager to learn more about our sport.

The "Broadcast for Recreational Pilots and Special Interest Groups", is now being broadcast as part of the regular service.

Wind speeds are in km (to the nearest 5km); Direction in degrees; Distance in meters; and Temperatures in Celsius. Pibals are done at 2:00 am and 10:00 am, and forecasts are updated at 4:30 am, noon, and 6:30 pm.

Forecast wind speeds and direction are given from 1,200m (4,000') to 2,700m (9,000') at 300m intervals. Wind speed, direction, and temperatures for winds aloft are given for 1,800m (6,000'), 2,700m (9,000'), and 3,600m (12,000'). Note: these are ASL. All other requests were approved for broadcast.

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1993 CLUB CROSS COUNTRY CHALLENGE

The Rocky Mountain Hang Gliding League is challenging all other clubs in Canada to out fly us this year. To get in on the Challenge a registration fee of \$20 per club must be submitted before June 30, 1993. The winner will be printed in the National Newsletter and the entry fees will be donated to the World Team Fund in the name of the winning club.

Performance will be based on per capita distance flown from January 1 to December 31, 1993. To encourage the lower level members of the clubs to get involved and to make sure clubs with more lower level pilots aren't at a disadvantage there will be Level Adjustment Factors used as follows:

Level 4 & 5	Total Distance X 1
Level 3	Total Distance X 2
Level 1 & 2	Total Distance X 3

Pilot levels are considered to be the airtime equivalent level that each club pilot has as of January 1. eg. a pilot starting the year with 32 hours will be considered a Level 3 even if his/her official rating is lower or not rated. A cross country flight will be whatever is normally considered an X-C flight by your club.

To register send \$20 along with a current membership list, including the total airtime of each pilot on January 1, to:

Rocky Mountain Hang Gliding League
23 Taraglen Cr. NE
Calgary, Alberta, T3J 2M6

continues.....

John feels that any weather office could be lobbied to provide this service, and would be happy to answer any questions from pilots or other offices. Our weather office is listed in our phone book, in the Gov't of Canada listings, under: Environment Canada: Atmospheric Environment Service, Calgary Weather Office. (403) 275-2760.

We encourage you to approach your weather office with a similar proposal, perhaps contacting other sporting groups for support. It's great to crawl out of bed Saturday morning, turn on your weather radio, and plan a great day of flying.

Good luck! Karen Keller



1993 C.I.V.L. MEETING

BY STEWART MIDWINTER

JC Hauchecorne and I attended the Annual meeting of the CIVL (Comité Internationale de Vol Libre), the hang gliding and paragliding committee of the FAI (International Aeronautic Federation) March 19-21. Held in San Francisco and hosted by the USHGA, this meeting attracted delegates from 19 countries, including Canada, USA, Australia, Britain, France, Switzerland, Slovenia, Czech Republic, Slovakia, Hungary, Norway, Russia, Japan, Spain, Germany, Austria, Italy. Several other countries provided proxies. This meeting was the first Canada has attended since its 1983 bid for the 1987 World HG Championship (which was later snatched by Australia).

Meetings run all day long three days in a row, with two evening get-togethers as well, so there was no time to play tourist. Following is a brief summary of some of the major developments (call or write me for more detailed minutes)

COMPETITIONS: These will be reported by JC in a separate article. In addition to deciding on a number of bids, the participants made progress on implementing a new scoring system developed by Angelo Crapanzano of Italy.

The most dramatic moment of the meeting was the vote for the 1995 PG World Championship. The Japanese were dumbfounded when, after laying on a lavish cocktail party the night before, they were tied with Slovenia! Fortunately for them, on the second vote they were successful.

IPPI CARD: The International Pilot Proficiency Card, discussed at the recent HPAC/ACVL AGM, made further progress towards

continued from page 19.....

why Michael Robertson purchased a static winch system. With this system you can use a shorter field to launch from and once airborne you are able to fly downwind pulling out more towline and then when you turn upwind continue to get winched up higher. That's why Michael has over 5000 ft of tow line!

International acceptance. If you want to travel internationally, you will benefit from having one of these. Ask your Ratings Officer, Rick Miller for yours.

RECORD COMMITTEE: Electronic barographs continue to progress, with Ball having submitted a model for consideration. Another model by EW Avionics in Britain, allows a plot of your flight course to be made.

Canada contributed Task Declaration and Record Claim forms which, with additions from USA and Britain, will now be included in the sporting Code. Canada and USA also assisted Ann Welch in making several changes and improvements to the sporting code. The FAI technical councillor, Yan Whitlaw, has been replaced, so record claims should now proceed more quickly and accurately

AWARDS: Steve Blenkinsop received the first Pepe Lopez HG Medal, while former CIVL president Thomas Bosshard was awarded the hang gliding diploma.

ELECTIONS: Pet Daehlin of Norway was reconfirmed as CIVL President; Noel Whittall (Robbies father) was reconfirmed as CIVL Secretary; John Pendry assumed the position of CIVL Treasurer. Dennis Pagen of USA and Paul Mollison of Australia continue as VP's. Stewart Midwinter took up the records sub-committee; if you have any suggested changes, please send them along.

NEXT MEETING: CIVL's 1994 meeting will take place at Marabella near Málaga in Spain on the March 3-6 weekend in conjunction with meetings by soaring and several other associations.

Heard from Australia that in December 1992 Bill And Steve Moyes of Sydney, Australia were inducted into the Australian Sports "Hall of Fame" for their contribution to the sport of hang gliding. Slowly we're getting recognition.

That's it for now. Got any news? I'd love to hear it.

Barry Bateman Editor.

HPAC/ACVL

INSURANCE BULLETIN - BULLETIN CONCERNANT L'ASSURANCE

All members of the HPAC/ACVL should please note the following information:

-At all HPAC/ACVL sanctioned events HPAC/ACVL insurance is mandatory for all pilots attending. No foreign insurance programs will be accepted. Foreign pilots attending may purchase a (\$15.00) temporary membership/insurance that is valid for a three month period (valid in Canada only, tandem not permitted).

Failure to comply will result in a loss of sanctioning status and no points will be awarded for the competition.

(OHGA insurance is being reviewed, and may not be accepted until HPAC/ACVL approval is granted, contact the HPAC/ACVL administrator for more information)

-All Hang gliding and/or Paragliding demonstrations (air-show, public events and or sport promotions) for the general public must be registered and approved by the HPAC/ACVL. All pilots performing in such a demonstration must be full insured members of the HPAC/ACVL.

Registration may be made by fax to the HPAC/ACVL administrator and must include information on the program intended and the skill level of the pilots involved.

Failure to comply will result in loss of insurance coverage

-After making a survey of foreign international liability policies it is **recommended** that all flying sites in Canada that presently use any form of additional named insured services accept only the HPAC/ACVL insurance program. Allowing use of non-HPAC/ACVL insurance programs, may result in exposing of the site users to potential substandard, unknown coverages.

For more information please submit request in writing to the HPAC/ACVL administrator. tel/fax (604) 882 5090

Tous les membres de l'ACVL/HPAC devraient prendre note de ce qui suit:

- L'assurance de l'ACVL/HPAC est obligatoire pour tout pilote assistant à une rencontre sanctionnée par l'ACVL/HPAC. Aucune police d'assurance étrangère ne sera acceptée. Pour la somme de 15 \$, les pilotes étrangers qui assistent à la rencontre peuvent se procurer une carte de membre temporaire comportant une police d'assurance valable pour trois mois (valable au Canada seulement, le tandem non permis).

Quiconque ne se conforme pas à ces directives se place hors de la sanction officielle et renonce aux points qui pourraient être acquis en compétition.

(On est à passer en revue l'assurance de l'OHGA et celle-ci pourrait ne pas être acceptée jusqu'à ce qu'elle ait reçu l'approbation de l'ACVL/HPAC. Communiquez avec l'administrateur de l'ACVL/HPAC pour obtenir de plus amples informations.)

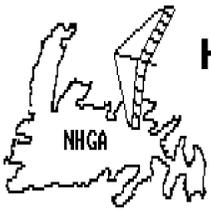
- Toute démonstration de vol libre (spectacle aérien, rencontre publique ou promotion sportive) destinée au grand public doit être inscrite auprès de l'ACVL/HPAC et avoir son approbation. Tout pilote se produisant lors d'une telle démonstration doit être membre de l'ACVL/HPAC et être pleinement assuré par elle.

L'inscription peut se faire au moyen d'une télécopie adressée à l'Administrateur de l'ACVL/HPAC et doit comporter des renseignements concernant la rencontre en question et le niveau de compétence des pilotes participants.

Quiconque ne se conforme pas à ces directives renonce de ce fait aux bénéfices de l'assurance

- Suite à une étude des polices d'assurance internationales d'origine étrangère, il est **recommandé** que ceux qui mettent sur pied des rencontres au Canada, et qui font appel présentement à des polices d'assurance autres que la police d'assurance de l'ACVL/HPAC, n'acceptent que cette dernière. Autrement, on s'expose à ce que les usagers des lieux ne bénéficient que d'une couverture de qualité indéterminée et, qui sait, inférieure.

Pour de plus amples informations, prière de vous adresser par écrit à l'administrateur de l'ACVL/HPAC.
tel/fax (604) 882 5090



Hang Gliding Association of Newfoundland

COMPASS

BY AL FAULKNER

To read or not to read that is the question. For is it far nobler to suffer the slings and arrows of being lost?

If you wanna enter Class "D" Airspace, you have to not only have your glider equipped with a compass, you also have to be familiar with it's proper use. In regular type powered aircraft, a compass is a fairly important, although basic item.

Generally there are two types. One, which is the norm on most aircraft that fly IFR, (instrument flight rules) is a flux gate type, that uses a remote sensor, usually on the tail or wingtip, (away from electrical devices) that sends the panel mounted instrument, the heading information. This compass is the best and easiest to read, because it reads on a separate gyro-stabilized instrument.

The second common garden variety of compass is the panel mounted direct reading alcohol (or some other liquid) filled one. Most aircraft have this one as a backup in the event of an electrical failure. It is sorta the old reliable, but it suffers from a multitude of sins, that make it just about useless. It is a very sensitive instrument, working in a very insensitive environment. It dances around, like St. Vitas himself, despite the dampening of the alcohol (or fluid).

It is affected by acceleration, deceleration, turning, bank angle, pitching, turbulence, electrical devices nearby and metal nearby, static discharges and probably some more things.

The instrument itself evolved from the ship type compass, which have alcohol (or fluid) in them for dampening. The sensors are mounted on a ring, which is suspended on a pin, with it's centre of gravity being well below the suspension point. (So it won't fall off in turbulence)

Curiously enough Transport Canada when writing up our Aeronautical Information Circular 6/92, Exemption to ANO V, No. 24, did not get very specific concerning the quality or suitability of the compass to be used to satisfy

the requirement. Normally they say, approved instrument, installed and maintained in an approved manner. These type of words, of course open up a Pandora's box of expensiveness and difficulty which I will leave for another article. This we can thank the Gods for! Whenever the word "approved" is inserted, it means that it must be approved by Transport Canada, indicating that the instrument and installation and maintenance must be inspected by, compass instrument experts, aeronautical engineers, proper blueprints of the installation must be provided, and any repairs must be done by an approved shop, etc..

Now I sorta suspect, that all kinds of wild and wonderful compasses are going to surface to satisfy this requirement. I'm not quite sure what good a compass will do for a thermalling hang glider, as in order to read it properly, you must be straight and level, in relatively smooth air for long enough to allow the needle to settle down, to get a reading. However, that's what the law says, so that's what we does.

I figure that the thing to do is to at least have a more complete understanding of how a compass works and what makes it err, so you can at least satisfy the law, where it says "the pilot shall be familiar with the proper use of both instruments."

Let's start at the basics. The compass needle does not care about what maps show as North, whether it be "true" or "magnetic" north. All it does is indicate the lines of magnetic flux in the immediate area of the compass. If a metal object such as a bracelet, microphone, speaker magnet, radio, vario or a hang glider airframe is nearby, it will effect the way that the compass reads. This is due to the fact that the metal will alter the path that the flux lines follow, or in the event of a nearby magnetized object, will create their own lines of flux. That is why it is very illegal to carry magnetized objects on an airliner. Particularly if you are flying around Kamchatka.

In certified aircraft, you have to periodically, (annually or biannually) swing the compass to verify that the magnetic effect that the airframe, etc., has on the compass is nullified. (It is taboo for instance to use steel wool to polish or rub an aircraft because this will magnetize the surface). The way you do this is to line the aircraft up on a known cardinal heading (North East South West) (with all normal cruise items turned on, such as engine radios etc.) and using a special brass screwdriver, you physically adjust the innards, so it reads correctly. Since it is impossible or unlikely that you could remove all of the error, after the compass has been adjusted you take readings at 30 degree intervals N, 030, 060, etc., and mark them down on a card called a "compass correction card", which is legally bound to be kept on the aircraft. (Normally below the compass)

Since the vast majority of hang gliders don't have engines, if you wanted to be a politically correct, or a well - hung pilot, you might try suspending your glider from an old oak tree or maybe a young beech. Do it out in an area free of metal buildings, electrical wires or metal objects or an area full of iron ore. (Belle Isle for instance is rotten with iron ore). Then take off all rings, bracelets etc. on your hands and arms and walk out from the tree on an exact North heading. It's not necessary to walk till you hear "Ho Ho Ho", just maybe a hundred feet is grand (thirty or forty tin-soldier steps). When you get there, point the compass at the glider and walk left or right till the needle points exactly at the glider. Make sure that the needle free floats and is consistent, by moving around a bit, before reading it. Now stick a stick in the mud below the compass. Next, walk to a spot to the east of the glider, same distance, and do the same thing. Now of course you have to read that you are exactly east of the glider. Stick another stick in the mud. If this is a slow day, you can do south and then west.

Next get yourself geared up with the works, my son. Harness, radios, varios, helmets, rings

on yer fingers and bells on yer toes and everything that you normally carry, ie; water, granola bars, smoke bombs, you name it, and get yourself hooked in and hanging from your glider, which has of course been suspended from yonder oak tree. Next you point the glider at the North stick in the mud and look down at the compass. With any kind of luck, it should read within 10, 15 degrees of North. Jot down on the base tube with a (black) magic marker, the error. (I say black because TRX drivers never get lost and don't need all this razzamatazz.) Next, turn to east, same deal, check the error, and jot it down. Same deal with the other headings.

Even if you are possibly delving into a bit of overkill by doing this, you will get a feel for the compass and perhaps may even decide to deposit yours in the circular file (garbage can) and reinvest.

Next lesson is on acceleration, deceleration, and turning errors. These are the biggest error you will see and will probably be the ones that if not understood, will generate all kinds of comments from pilots, such as "this thing is not worth a pinch of raccoon droppings" or "this thing would be more useful for creating atmosphere in a fifty-nine Chevy beside the Bobo balls for all it does for me".

You have to understand what I stated before "that the compass does not point to anything, it merely follows the magnetic lines of flux". For those of you who can remember that far back, you remember the experiment in science class, where you took some iron filings and put them on a piece of paper. Next you took a horseshoe magnet and put it under the paper and observed as the iron filings instantly assumed the position of the magnetic lines of force, forming lines that curved out from one pole and curved in on the other pole. Notice that at the poles, the lines went right to the pole and in the middle, they were a fair distance out from the core.

Well the lines of force are the same way on the earth. At the poles (magnetic North is somewhere north of Edmonton) the lines of flux are vertical, and thus useless. This area is called the "Area Of Compass Unreliability" In other parts of Canada, they are in varying amounts, sloping down slightly towards (Magnetic) north. In Eastern Canada this is less true, owing to our distance from the Magnetic North. (More proof that east is best) So this affects the compass in various ways. If you are straight and level in a steady state, the compass works perfect, all other things being equal.

However, if you accelerate, the delicate needle of the compass will probably tilt. On a north heading, this does nothing, but if you are on a westerly or easterly heading and you

accelerate, the needle dips and then it tries to conform to the actual lines of magnetic flux, so it shows a turn to the north. If you decelerate the opposite happens and it shows an apparent turn to south. Therefore accelerate = north and decelerate = south. (= ANDS)

Rather than reading about it, try it out. Tape the compass to your tricycle's basetube, and go accelerating and decelerating.

Next thing is turning error. Caused by same phenomena as accel. and decel. error. When banking on a north heading, the compass will show a lag in the turn, or a turn in the opposite direction, while the same on a south heading, will lead, showing a faster turn. Try it on your bicycle.

Remember that banking or turning in a moving glider is different than being stationary, because centrifugal force plays a part.

Another thing is that the compass will point towards static discharges, such as lightning, and the static discharges that probably will occur in your glider between areas that build it up to areas that don't. As you fly through the

air the friction of the air to aircraft creates static. I am only guessing at how much static is created in a glider of the hang variety. In our aircraft (King Air) this is a big factor, so all of the aircraft is electrically bonded with copper wires so this arcing doesn't prevent the compass, radios and nav equipment from working.

Another error that will probably be a major factor, especially if you swiped your compass from Uncle Joes fishing tackle box, is "needle sticks to the side of case syndrome". There is a solution. Buy a new one.

So why bother understanding this stuff? Aside from obviously filling the legal requirement, you have something to impress people with, and besides you'll be able to use the compass, despite it's pitfalls.

Where ya to bye?
Stay where yer to,
an I'll come where yer at bye!

(Overheard at Hugh's Brook)

Al Faulkner

HPAC/ACVL PARAGLIDING INSTRUCTORS CERTIFICATION COURSE

A paragliding instructors Certification Course will be held at:

DATE:..... May 1-2 1993

LOCATION:Cochrane Flying Site, Cochrane Alberta

COST: There will be a charge for copying or for any
.....books or manuals

PRE-REQUISITES:..... Min 25 hours teaching experience.

Valid first aid course

1993 membership in HPAC/ACVL

Canadian Paragliding Rating*

This course is for paragliding instructors who have been teaching in Canada and wish to obtain a Canadian Instructors Rating. The course will concentrate on an exchange of ideas and teaching techniques

*(*If you have not had the opportunity to obtain a Canadian Paragliding Rating, the test will be administered during the weekend).*

If you are interested in participating in the course please contact:
(An agenda will be sent out to all applicants).

Willi Muller
RR#2 Cochrane, Alberta, T0L 0W0
tel/fax (403) 932 6760

MID-AIR

BY RANDY HANEY

It's not exactly the kind of thing you dream about (not sweetly in anycase) yet every year we read again about somebody's tragic mid-air, and then cringe at the utter thought. Even so it seems our most natural human reaction is often to classify such situations as them - and us, implying that it probably would not happen to such sensible, attentive characters as ourselves..... right.

Unfortunately for me - and the other pilot involved (it takes two to tango) last year in the Owens Valley, on day five of the Pre-World competition, we became another pair of the infamous "them"!!! Now that's really bad news, but on the other side of the coin the lucky part is that we are both still alive and what's more, with all the essential moving parts in working order.

The Event

So there I was, part of the glorious PW, on day 5 of the meet, running 3rd place and feeling like the world was on fire (great!). As usual I attempted to launch in one of the less busy moments somewhat later than most pilots to save on fatigue, yet still with a margin of ample time to climb out before the start gate opened. It was looking like a good day, and when a crossing - downwind run to Darwin was called I immediately dumped my sand ballast back onto the mountain. Launch was clean - straight into a mass of sink!, and I flew straight out descending towards a point about 1 km in front of launch where I could see a few of the less fortunate still struggling to get up. Arriving to within 1/4 of a kilometre of the last visible pilot I began to get some steady surges of lift and I looked around to pre-clear a possible turn, and see nothing..... Looking ahead I see the lonely soul still climbing and sinking - and I can only imagine that whatever I'm in, must be better than what's ahead. On the third surge (after about 8 seconds of a fairly steady climb) I looked well around again to clear what was going to be a shallow turn to the left..... nothing, coast clear. Beginning to turn while still climbing well, I glanced at the other pilot - about 150 meters straight ahead; now as I looked back, slightly above and on my left something caught my eye. Sliding from my left on a collision course was..... how shall I say..... my enemy. He looked me in the eye - with what seemed no apparent fear. Surprised, I pulled in hard, but with only a few meters between us it only relocated the point of impact at best. Then Violence. what the hell!!!! crashhhhhh - Mid-Air!!!! ahhhhhh! and we are slammed together hard.

The gliders are stuck together and spinning wildly out of control to the Sierras (not so far) below. Now for those of you who think that in a critical situation (like just before you die) that you are going to recite the Lords prayer and be forgiven for all those awful things you've done in your life, I have one thing to say - dream on soldier, dream on! As for me the first thing I thought about was - what the hell - where did he come from? Wow this is violent, serious, I've got to get the chute out pronto now!

Two gliders, stuck and thrashing together, semi inverted, spinning violently and low relative to the terrain, is not the ideal situation for throwing (or even finding) your parachute. Riding the thrasher, feet pointing straight at the sky, head to the ground below I felt lucky to have caught the handle of my chute on the second or third grasp and even more to get it out clean. I threw that chute with all the power I had - there was a short pause and then more violence as the brakes went on as the chute opened. We are still spinning and the ground gets closer - fast, and as the world turns below I focus on the shadow of only one parachute - "oh no..." I thought, "this is too fast, this is gonna hurt!" A few seconds later I felt the second opening of Svens (have to get his other name) chute - there were a few more nasty bumps and we separated and just as I was getting my feet out of my harness I saw the ground coming up in a blur and thought - oh no, this is still too fast. Bang! I land on some of the only decent rocks around, with the full weight of the glider on top of me breaking my foot into a number of pieces - and this even though I had steel shanks in the sole. Now believe me when I tell you, "that feeling" redefined my meaning of the word - intense pain!

It's not even over. Lying on the rocks, pinned face down under the front wires with a searing

foot, the next thing that happens is that my parachute starts to re-inflate, rocking the whole glider, pulling on my harness and threatening to drag me off the rock.... Not my lucky day. I will admit to being a bit frantic at this moment, having a high adrenaline count or whatever. Lifelike visions of getting dragged off to a horrific ending in some rocky canyon scared the hell out of me! Cutting that chute away was all that mattered. Billy the Kid could not have taken that hook knife out of it's sheath any faster - literally tearing my hook knife out of its sheath I attacked first the line of my harness but they were too thick and difficult to reach. Using my arms and all the power I had, this big surge of effort allowed me to roll onto my side and gave me the reach I needed to cut the bridle, leaving the chute to blow and collapse on it's own..... for a short feeling of relief. Now with the weight of the glider still pushing my chest into the pointed rocks it was getting hard to breathe and the next step was cutting my own weight free of the glider - which was in fact a great deal of what was crushing me. After some straggling I was able to get free and with the added freedom was able to roll over and half slide, half fall down the side of the 1.5 meters of jagged rock onto which I was pinned. Even better. Now there I was, lying in the sand, on the side of the canyon, and the sun was hot like hell. The next thing to hit me was thirst - big and incredible thirst. As I took my first big hit of water I thanked God that my camel pack was still intact. Next I could hear JC talking on the radio quite frantically, saying that he could see two pilots had crashed and was

giving the position of where we were on the side of the canyon in front of launch. Fresh from thanking God for the water - I was now thanking him again for the still functioning FM radio. When I called JC and told him one of those pilots was me, he quickly checked on my state of health and then passed the message on to the Canadian team.

On launch and to their credit, Chris Muller and Glen Dagenais dropped their gliders and all their gear and ran the whole distance down the side of the mountain to help me. Also to my good fortune Mark Moscovitz the amazing Israeli pilot/doctor came racing down with

.....continues

.....as the world turns below I focus on the shadow of only one parachute. "oh no" I thought, "this is too fast, this is gonna hurt"!

continues.....

whatever kit he had. I would estimate it to have been only about 15 minutes before the first help arrived and I considered myself lucky. As they were working on me I looked up at the sky and saw many gliders circling up under perfect looking white clouds - somehow I still had the passion left to feel angry that I was out of the race and seeing the others circling out was a real kick in the chops. Cutting me out of my harness they were working on my leg, and still wincing from some pain I rolled my head to one side - and found myself looking straight into Henry Haucks rolling camera - "incredible" I thought, were does it end? So now everybody gets to see Randy's bad day!

Within about an hour I was on a wooden board stretcher, getting packed up the side of the mountain by six of the best people in the Owens Valley. Finally getting to Willi and Vincenes truck those poor guys were bagged out but Chris and Glen still had enough power to go up to launch, make a really late start and make it to within a few kilometers of goal.

Getting down the mountain was at least another 1 1/2 - 2 hours of intense pain but finally on arriving at the hospital, they gave me enough of the right stuff to dull the sensation to a respectable hurt.

The next part follows in the next issue, part two of blow by blow; by H&C (Haney and Company)

MISSING VIDEO

In the mid-'80's the Ontario Hang Gliding Association had a hang gliding video on towing and they generously offered it for loan to anybody who requested it.

The plan was that when the person/club had finished with it, they were to then to pass it on. Unfortunately, it has managed to get lost somewhere across the country and the Ontario Hang Gliding Association, understandable, would like to recover it. (No, they didn't make a spare copy first). If anybody knows where this video may be, they would love to hear from you.

Contact them at:

**Ontario Hang gliding
Association
1220 Sherpard Ave E
North York, Ont, M2K 2X1**

The F.A.I. (C.I.V.L.) Plenary meeting in San Francisco, USA.

By JC HAUCHECORNE

For those not familiar with the above abbreviations, FAI stands for "Fédération Aéronautique Internationale". CIVL stands for "Commission International de Vol Libre", in English this stands for "International Hang Gliding Commission". In other words, CIVL is a branch of the FAI looking after sanctioned International competition and establishes the rules for National and World records. FAI of course is the umbrella association of all aviation world wide.

Normally the CIVL meetings are held in some exotic place like Brazil, Europe or somewhere in the far East but this year the location was San Francisco. Stu Midwinter and I decided to take advantage of this close location and arranged to participate in the meetings. As far as I know this has been the first Canadian delegation in a very long time which participated in the annual CIVL meeting. I am very glad I spent the time and effort to go to San Francisco. We had an opportunity to meet with representatives of 18 nations discussing and helping to decide on the future of the sport of hang gliding.

The amount of information I could accumulate over the three days was amazing. The opportunity to meet with so many representatives from all over the world truly enlarges my knowledge horizon. I will be able to provide a bit of information and some new insight every month for the balance of this year. For this edition, let me just stick to the most important issue, competition. I was able to gather the dates for the upcoming competitions. Here is what's on the agenda for the coming years.

1993

June 28-July 10: 1993 World Championship in hang gliding, Owens Valley, California, USA.

April 19-May 2: Woman's World Championship in Hang Gliding, Nanyo City, Yagamata Prefecture, Japan

Aug 1-Aug 15: World championship in paragliding, Verbier, Switzerland

1994

Late Spring: Pre world championship in hang gliding, Agar, Spain

Late Spring: European Championship in hang gliding, France.

July 6- July 16: Woman's world championship in hang gliding, Lake Chelan, Washington, USA

1995

Late Spring: 29th World Championship, Agar Spain

May 27-June 11: Woman's European hang gliding championship, Vaga, Norway.

Spring: Paragliding world championship, Kyushu, Japan.

1996

Jan 28-Feb 5: Woman's world championship in hang gliding, Bright area, Victoria, Australia

1997

Jan 1997: Pre world championship, Forbes, Australia

1998

January 1998: 11th world championship, Forbes, Australia

The above dates except 1993 are of course still flexible to some extent, and must be confirmed once I receive the minutes from the CIVL meeting. Some of my notes are not always readable. If anyone is interested in any of those international meets, feel free to contact me any time. I had the opportunity to personally meet some of the organizers, and if any thing needs to be arranged, I do have contact names and numbers from every corner of the world.

Overall I am glad to report, that hang glider and paraglider pilots all over the world have similar concerns and troubles as we do. The protection of sites is a prime concern in every country, well just about every country, Australians don't appear to have that concern.

It is very interesting to find out how other countries arrange their clubs and associations. Of course it is always fascinating to hear how massive the memberships of the Japanese and the European associations are. Huge membership equals tremendous income, which allows for "real" budgets, sponsorship, etc. I always look with envy at those numbers. As you know, every coin has two sides. Immense membership means there are many pilots in the air. In Kossen, Austria for example, it is not unusual to see between 1500 to 2000 (yes two thousand) take-offs per day! Let's think about that for a moment. Assuming those pilots make four flights per day, some will do more, some will do less, that still leaves 500 pilots, of which half are probably in the air. I have flown in some very crowded places, but I doubt that I was ever in a situation where there were more than 50 pilots in my close vicinity. In addition, in a competition pilots tend to spread out much faster than during recreational flying. Let me tell you, 50 pilots close by is unnerving, how about 250. How would you feel, if on your Sunday afternoon pleasure flight you had to push through several hundred pilots? So next time you are on Woodside, or any other launch, and there are 10 pilots ahead of you, think of it as a blessing. Some other pilot elsewhere in the world may have just moved from launch number 99 to 89 in the past half hour!

Flying in Oz

By FRED WILSON

Having spent the last year on holidays in Australia I thought I would fill you in on an area 500 km NW of Sydney called the Tamworth region, near the towns of Manilla and Barraba. I wax lyrically about the region.

They have a small but very active club which has developed 4 or 5 fabulous sites. The best is a 15 km long V shaped ridge west of Manilla. It has a 1300' SW launch called Baldwin (much like Point of the Mountain or Dinosaur in Utah) - blocking off a valley that stretches west towards Perth and east 300 km to Newcastle... It's a fabulous high flight place with a steep grassy launch slope and enormous landing fields below. Half way up the ridge there are three more 1200' high (E, W and SE) launches. This, combined with three other sites, makes its potential to be one of the top flying areas in the world. It is suitable for both beginners and experts.

The XC potential is staggering. Long ridges run along NS-EW direction, some for +150 km and straight roads, one per valley, make for dream retrievals. Winter time flying here is exceptional, especially compared to the alternatives in the region. So after much bally hoo and investigative driving, and a few 50 km exploratory flights (after 15 years of "hang driving") I finally..... didn't get my first 100 mile flight. The story begins!

I took off from the Borah (W) launch at 3:30 pm and hooked a 600 fpm thermal right off the bat. By the time I'd got halfway to

cloud base (7500') I'd started to figure out that things weren't what they first appeared. Every time I 360'd I'd go over the falls out the back and get pounded. I finally figured out I was in a band of stationary wave generating a continuous cloud street.

At a recent club meeting a speaker had said that hang gliders can never fly in wave lift, it was too strong. In fact, wave lift can be seen in three forms and is often used in two of those.

The "wind on water effect" is caused by an upper air mass moving over a lower, more dense air mass. This produces row clouds at the margins of interaction between the masses and looks like a lot of long waves on a lake. We aren't likely to use this as it occurs at night and in the early mornings, or is too high in stable air to be accessible.

The second effect produces "standing waves" most often used by sail planes. The clouds are typically lens shaped (hence Lenticular) and are clearly defined. A point to note is that people often confuse clouds under Lenticulars for Cumulus clouds when in fact they are "Roll Clouds" - areas of maximum turbulence where the air mass trapped between the lifting and sinking walls of the wave and is rolled over and over.

Lenticular wave is formed in stable conditions

lenticular waves, much magnified, is produced downwind of the original.

The third type of wave lift creates a type of cloud street and sometimes is referred to as a type of "ridge lift". This type of wave/cloud street is best compared to "normal" ridge lift, except that instead of the air being deflected up by a "solid" object (i.e. a mountain ridge) it is deflected up by another stationary object, in this case, air riding over a denser, warmer, moisture and slower moving air mass.

Films taken from above show the top back side of these cloud constantly dissipating. It was this type of wave street that I encountered.

By cloud base I was bar to the knees, glad of my XS's VG. I crabbed sideways for over 100 km north, flying over two other new flying sites the locals had developed, until I neared Bingara. The street I'd been following had been steadily weakening. I'd flown upwind of the valley and road, the idea being that if I lost it I could always fly downwind to the road. The bonus was that as the street weakened, my ground speed increased dramatically. But what was happening was that each cloud I reached dissolved just as I reached it.

Just before Bingara the street died, and I turned towards town to catch the much better street east of mine, or if all else failed, start yet another Aussie pub crawl. In doing so I got (ahem) very low over the town and got a low save over a lake just past the town. Nearly the entire town turned out of the pubs to watch my escape from certain doom.

This second thermal again stretched out into wave as I climbed out and got me right back up to cloud base and heading north to Warialda. This was my declared goal. The street was still strong and lift was unavoidable but had I headed north I would have run out of, a; roads, b; houses c; daylight and d; any hope of retrieval. My radio had gone dead near the beginning of my flight, so I turned tail, burned altitude and headed back past Warialda half way to Bingara to land at sunset for 160 km or 99.5 miles.....

Bingara, N.S.W. late in the day. Photo by Fred Wilson

which have an ever increasing wind speed with altitude. They are formed by a moving air mass striking a mountain or a ridge. If the air deflected up by the ridge, sinks to ground level, and then strikes another ridge crossing its path about 7 miles "down wind" of this first obstacle, the effect is magnified and a series of

I can't claim any great wondrous pilot skills involved, just straight wave lift all the way and only two 500 yard sections the whole flight without a suitable landing area... As luck would have it I landed at a (retired) hang glider pilots farm, got the royal treatment, and my crew absolutely astonished me by turning up to retrieve me within two minutes of landing, and they hadn't seen my flight or heard from me since takeoff! Rather impressive.

On rain days I burned off baby fat with the locals logging new launches. They have a new 15 km NW facing ridge near Barraba, a 9 km N ridge near Mt. Kaputar (National Park) and a site north of Barraba with W, N, and NE launches so the area is very well configured for flying. 40 km away is the "Lake Keepit Soaring Club", a world famous sail-plane site. I've heard tales in Canada about two

Manilla, N.S.W. Photo by Fred Wilson

of their pilots. The locals have also been offered several other launch sites, one has a farm which the crop dusters refuse to spray because too much lift is generated (!) for safe operations. Drool.

PART TWO.... Tips on going XC

There are a number of things you can do to make things easier for yourself on XC excursions. Prior to flight, designate a specific route and goal and if you are going to deviate make absolutely sure your crew understands first. It makes retrieval a lot faster for you and is a big factor in reducing stress for your crew and loved ones. Also set up a reliable telephone contact for messages.

But one of biggest tips is to know proper radio lingo, learn the proper radio terminology. With distant communications, short simple words don't transmit well so words such as "yes" and "no" have been substituted by "Affirmative" and "Negative". For critical communications it is essential to know the phonetic alphabet (Alpha, Bravo, Charlie etc.) to spell out important words, one letter at a time.

The next is to remember that the best intentions of men, women and mice will inevitably result in a dead battery! Arrange to make radio contact at 1/4 or 1/2 hour intervals for 5 minutes so you can shut down and save the battery. (For this you may have to wire in an accessible on/off switch.) While the ground crew can monitor you constantly, teach them to stop at high ground points, thus eliminating obstacles between you and reducing vehicular noise. Identify common road names and land marks on their map so you both refer to the same place. But when your radio begins to die, and sooner or later it's going to happen, there is one technique that can save your day. As your radio

dies it loses the punch to transmit but can receive quite well for quite some time. It is important to understand that the transmit burst noise generated by pressing and releasing the microphone button is broadcast long after the ability to transmit spoken words has faded out. By preparing your crew for this eventuality, or for occasions where you are too busy to carry on extended conversations, train them to ask leading questions or deliver information to which you can respond with "single click" for "No" or "Double click" for "Yes". Questions such as "Are you still flying?", "Have you flown past ____?" "Ground wind direction is ____" can go a long way towards reducing stress on both sides.

After all, hang gliding is our prime recreation, isn't it. So have fun, fly high and far and always remember, if it doesn't feel right, don't do it, there will always be another tomorrow.

Fred Wilson spent a year in Australia with his wife who was on a "teacher exchange" program and not only got to fly there but also learned many aspects of the Australian hang gliding scene.

NEW HPAC/ACVL RATINGS AWARDED

Nov-Dec 1992

Supplied by Rick Miller;
HPAC/ACVL Ratings Officer

Paragliding

Nigel Ward	OHGA
Harry Siempelkamp	HGABC
Dennis Brubacher	HGABC

**Hang gliding
Level I**

Eugene Marchand	AQVL
Serge Prevost	AQVL
Francois Dussault	AQVL
Marco Levasseur	AQVL
Richard Lefebvre	AQVL
Martin Rosseau	AQVL
Christophe De Koster	AQVL
Francois Bathalon	AQVL
Hugo Patenaude	AQVL
Angelo Cordisco	AQVL
Marie-Claude Arsenault	AQVL
Thomas Yung	AQVL
Van Olivier	AQVL
Pierre Morin	AQVL
Laurence Dupuis	AQVL
Yves Cormier	AQVL
Jean Goupil	AQVL
Christian Hamel	AQVL
Giles Boucher	AQVL
Joel Levesque	AQVL
Fabrizio Moroso	AQVL
Andre Roberge	AQVL
Daniel Grandmont	AQVL
Serge Lafortune	AQVL
Louis Morin	AQVL
Line Savard	AQVL
Brigitte Bouchard	AQVL
Samuel Gendron	AQVL
Marc Van Sterthem	AQVL
Andre Sirois	OHGA
Mike Underwood	OHGA
Daniel Pelletier	OHGA
Karen Kimmerly	OHGA
Michael Collins	OHGA
Don Schneider	OHGA
Deanna Robbins	OHGA
Kevin Robbins	OHGA
Lorenzo Pilagatti	OHGA

continued from page 11.....

Bi-lingual National Newsletter

Discussion took place on how French could be included in the National Newsletter. Christian Rochefort will establish a path to assist with the translation of the Newsletter. Richard Roussin agreed to translate HGAC/ACVL ratings exams.

Motion that: The Association du Quebec de Vol Libre will open up channels to accommodate the translation of French into English and vice versa, and to proof and approve all HGAC/ACVL documents. **Passed**

Motion that: Starting with the next National Newsletter the Presidents page plus one other article will be in French and that the Association Canadienne de Vol Libre will look into the translation cost of all or part of the National Newsletter for future issues. **Passed**

Name/logo change for the HGAC/ACVL

It had been decided to change the name of the association at last years AGM so discussion centred around which name we should adopt.

Motion that: The Hang Gliding Association of Canada be changed to the "**Hang Gliding and Paragliding Association of Canada (HPAC)**" and that the French name remains the same. **(Association Canadienne de Vol Libre) Passed**

A temporary modified logo was submitted for the use of membership cards and other related documents and a motion that it be accepted in the interim period. **Passed**

National Newsletter. March 1993 issue

Enough issues are to be printed to allow members who did not renew/join until 31st May 1993 to still receive that issue.

HPAC/ACVL National Membership

Ontario was concerned over the increase in cost that would come with the National Membership Program. (All provinces = \$75, Quebec = \$85, Ontario's going from \$35 to \$55). Ontario representatives discussed and accepted the increase and it will be presented to their members at their upcoming AGM.

Instructors certificate accepted

Ron Bennett submitted revised instructors standards which were accepted.

Level ratings

A recommendation was made to work towards a two tier hang gliding and paragliding rating system. Ron Bennett and Rick Miller have/are working on the details. Implementation is aimed for the 1994 AGM

Day two. 7th July 1993

Aero club; Michael Robertson

The HPAC/ACVL is now delegated as a representative of the Aero Club. (Can now verify it's own Canadian records). The sailplane delegate indicated a future change from camera's and barographs towards the GPS (Global Positioning System) for verification of records. We conveyed our desire to have Transport Canada recognize the HPAC/ACVL as the official body governing hang gliding and paragliding in Canada and requested their assistance in this matter.

HPAC/ACVL Policies

A question of HPAC/ACVL policies was discussed. A handbook is to be developed by Martin Henry.

Safety

Information was requested on the 3 Quebec fatalities plus more provincial safety director input. The Safety report was not received in time to be studied thoroughly.

Ratings Committee: Hang Gliding

It was proposed that the hang gliding Level I and Level II written and practical exam become a new Level I rating, and that the

continuer de page 11.....

pour les étrangers (non-Natifs) et les élèves canadiens. Il fut senti que la HGAC/ACVL devrait agir en groupe au lieu d'agir en provinces individuelles.

Pause De Midi 12:00hr - 14:30hr

Bulletin Bilingue Nationale

Discussion a pris place pour établir le francais dans le bulletin. Christian Rochefort établira un système de traduire l'examen d'évaluation de la HGAC/ACVL.

Propos: L'association de vol libre du Quebec fera l'arrangement pour la traduction, la correction des épreuves, et l'approbation des textes de francais en anglais, aussi d'anglais en francais. Ceci pour toutes les documents de la HGAC/ACVL.

Motion accepté

Propos: En commençant avec le prochain bulletin nationale, la page du president en plus d'un autre pièce serout en francais er que L' A.C.V.L. fera un enquete sûr le coût de la traduction de tout ou une portion du bulletin nationale pour les publications futures.

Motion accepté

Changement de nom / symbole pour la HGAC/ACVL: on a décider de changer le nom de l'association a l'assemblée générale l'an dernier, alors la discussion s'est centré sûr un nouveau nom.

Propos: La "Hang Gliding Association of Canada" soit changé a "**Hang Gliding and Paragliding Association of Canada**" (HPAC) et que le nom francais reste tel quel (ACVL).

Motion accepte

Bulletin Nationale; Publication de Mars '93

Assez de copies seront produites pour perhettre aux membres qui n'ont pas renouvelés ou ne sont devenu membres qu après le 31 mars de recevoir une édition.

HPAC/ACVL Société Nationale

L'Ontario avait des soucis sûr l'augmentation des coûts qui viendrait avec une association de membres nationale. (L'Ontario de \$35:00 à \$55:00, Le Quebec \$85:00, Les autres provinces \$75:00) les delegués de L'Ontario ont discuter et ont accepté l'augmentation et elle sera présentée a leurs membres dés leur assemble générale.

Les Certificats d'Instructeurs Fût Acceptes

Ron Bennett a soumis les degrés de connaissances révisés et ils foêat acceptés.

Niveaux d' Evaluations

On a récommandé de se diriger vers un système d'évaluation à deux rangs pour le delta plane et le parapente. Ron Bennett et Rick Miller travaillent ensemble pour parvenir à un système à temps pour l'assemblée générale de 1994.

Le 7 Mars 1993

Aero Club; Michael Robertson

L HGAC/ACVL est maintenant représentatif de l'Aero Club, (peut maintenant verifiér ses propres dossiors canadiens) le délégué de "sailplane" (les avions à voiles) nous indique un changement du système de caméras et barographes envers le système positionel globale, (le G.P.S.) pour la vérification des records de vols. Nous avons transmis nos désirs Transports Canada pour que la HGAC/ACVL soit reconnu comme le corps gouvernant responsable pour le delta et le parapente au Canada. Nous avons aussi fait une demande d' asistance en cette matière.

Les Lignes de Conduite HPAC/ACVL.

La quèstion des lignes de conuites a été présentée. Martin Henry produira un livret.

Prevention d; Accidents

Information a été requise sûr les 3 fatalities aux Quebec en plus d'une plus grande pnissance d'alimentation au directeur de sûreté provincial. Le rapport est arriver trop tard pour être bien étudiier.

Level III exam, (1 of 3 airspace exams), has become redundant. Therefore the Level III and IV exam should be replaced with a new Level II exam. It was felt that the HPAC/ACVL should support the new IPPI (International Pilot Proficiency Identification) card. Cost would be \$10

Ratings Committee: Paragliding

The paragliding exam remains the same for 1993, but a two level system is scheduled for implementation at next years AGM. The criteria for the Levels would be similar to the hang gliding levels.

Official Examiners

It was felt that there was a need for official Examiners for rating pilots and a motion to that effect was passed.

Instruction Standards

The instructors committee report was accepted. Flow of information should be through the administrators office.

Towing Standards

Alan Faulkner is in the process of compiling a manual on towing. All input is welcome.

Competition

J.C. Hauchecorne proposed; That all sanctioned competitions must be approved by the club who is controlling the site on which the competition is to be held. That the Provincial association must then approve the competition and forward the final request for all sanctioned competitions to be held in the Province to the National Association.

Passed

A modified 2nd motion; That all sanctioned competitions with a longer duration than regular weekends or long weekends must be received by the National competition director by March 1st of the competition year.

Passed

The bid for the Canadian Nationals in Vernon BC, was endorsed. Stewart Midwinter will host the 1st Paragliding Nationals in Golden BC from 29th July - 2 Aug 1993

A motion that: The preliminary results of all meets be submitted to the National competition director within two weeks of the competition and that the complete documentation be submitted by September 30th of the same year.

Passed

Special mention: J.C. Hauchecorne noted that Lionel Space, a US pilot, developed a computer program for the 600 point scoring system which later turned into various world scoring systems, plus he also created a program for the HPAC/ACVL 2 year Canadian points standings. Therefore, in appreciation he should be offered free entry into Canadian competitions.

Insurance; Kevin Thompson

The report was incomplete due to provinces not submitting their reports. The National administrator is to handle insurance fillings while Mia Schokker (HPAC/ACVL insurance agent) will handle Aerowest Aviation insurance inquiries.

Level V

A Level V rating recently awarded had not followed correct HPAC/ACVL procedures. Martin Henry will look into the allegation. Another Level V application was tabled due to the provincial directors not having time to study it.

Backup Chutes

Because Quebec made enquiries regarding the HPAC/ACVL policy on backup parachutes, a motion was made that: The HPAC/ACVL strongly recommends the use of reserve parachute systems.

passed

HPAC/ACVL Office equipment

A budget presented to the HPAC/ACVL for office equipment was approved.

Senior Instructors

A list of senior instructors is awaiting clarification of one instructor. There was concern over two pilots receiving their paragliding tandem rating without an HPAC/ACVL Level rating.

.....continued on next page

Conité Dévaluations

On a proposé que les examens niveau I et II, écrits et pratiques soit combiné comme le nouveau niveau I et que le niveau III est reondant. Donc, les examens pour les niveaux III et IV seraient remplacé par un nouvel examen niveau II. On croit que la HGAC/ACVL devrait supporter la nouvelle carte I.P.P.I. (International pilot proficiency Identification card) ce qui traduit en la carte d'identification internationale du pilote compétant. Le coût serait \$10:00.

Parapente

L'examen de parapente ne changera point en '93, mais un système a deux niveaux est ceduler pour mettre en Oeuvre à l'assemblée nationale l'an prochain. Les préalables seraient semblables a ceux du delta.

Examineurs et Officiels

Il y a un besoin déxamineurs officiels pour établir les niveaux de compétences des pilotes et, une motion sur ce fait a été passée.

Les Étandards d' Instructions

Le rapport du comité d'instructeur fût accepté. Toute information devrait passer par le bureau des directeurs.

Les Standards de Remorquages

Alan Faulkner nous compile un livret sur le remorquage. Tous vos commentaires sont bienvenus.

Les Compétitions

J.C. Hauchecorne sugère que: e Toutes compétitions sanctiones soit aprouvées par le club qui contrôle le site où la compétition sera tenue. L'assoc. provinciale doit alors approuver la compétition et faire parvenir la emande finale l'association nationals.

Motion acceptée

Une deuxième motion modifiée; que toute compétition sanctionée avec une duration plus longue que la fin de semaine (où une longue fin de semaine) doit être recueavant le premier mars de l'année en question par le directeur nationale des compétitions. La demande par Vernon C.B. pour être hôte pour la compétition nationale a été acceptée. Stewart Midwinter hôte la première compétition nationale de parapente à Golden C.B. du 29 Juillet au 2 août, 1993.

Propos:

Tout résultats préliminaires de toutes les compétitions soient soumis au directeur nationale au plus tard deux semaines après la compétition et que la documentation complète soit soumise avant le 30 Septembre de la même année. **Motion passée**

Mention Spéciale

J.C. Hauchecorne note que Lionel Space, un pilote américain, a produit un program d'ordinateur pour le système de comptage a 600 points. Ce program c'est évolué a travers le monde en plusieurs systèmes de comptage. Il a aussi produit un système pour la HGAC/ACVL. En remerciement, il devrait lvi être offert l'entrée gratuite au compétitions canadiennes.

Les Assurances; Kevin Thompson

Le rapport ne fût completé a cause du manque de rapports provinciaux. L'administrateur nationale s'occupera des ventes d'assurances tandis que Mia Schokker (HGAC/ACVL agente d'assurances) s'occupera des enquêtes d'assurances "aerowest aviation".

Niveau V

Un niveau V récemment présenté n'avait pas suivi bonnes procédures HGAC/ACVL. Martin Henry fera l'enquête. Un autre application pour niveau II a subi une période d'attente car les directeurs provinciaux n'ont pu l'atudier.

Parachutes du Secours

A cause des enquêtes du Quebec a propos des lignes de conduite en ce qui concerne les parachutes de secours, on a

.....continues

RAMP RULES

BY FRED WILSON

At a recent club meeting, a question was asked about what makes a good ramp. So..... build a ramp which makes up for deficiencies at launch and remember: **The best ramp is no ramp.**

Ideally your ramp should imitate a natural slope. The more extreme the angle (steep or shallow), and the shorter or narrower the ramp will result in the less wind speed and direction you'll be able to launch into and the more experienced you will have to be to use it safely.

Set the ramp slope to the point where you'll feel like leaning into the run. Too shallow and you'll feel like the base bar will be dragging on the deck, too steep and you'll feel a lack of control or maybe holding back on the run. Remember, the ramp can be so steep as to be a hazard itself. If you consistently can't run to the end of the ramp, regardless of conditions, then you can be assured that it is long enough.

Do not extend the end of the ramp over a drop off (i.e.; a cliff). The exception to this would be to compensate for a concave takeoff point which would presents a hazard to the wingtip.

Don't elevate the ramp unless absolutely necessary and then elevate it as little as possible. (The theory is that the higher the wings are off the ground the more susceptible you will be to gust and turbulence and the more difficult and dangerous it will be for your side wireman to assist you).

The minimum safe (all safe weather, all experience level) takeoff length is 20 feet (6 meters) and the minimum width is 8 feet (2.5 meters).

A good ramp would provide a; place for the nose wireman to lie down or step aside and b; a place for two sidewire assistants if it's high, (a low ramp would mean they could stand on the ground). Insufficient ramp length must be made up for by joining the ramp to a natural slope. Insufficient width must take into account a place for all the wire crew to stand and clear the glider at take-off. (It also means more restrictive cross wind take-offs). This could mean a hanging basket or safety lines to secure the exposed wire assistants. (These safety lines must be a permanent fixture on the ramp or ground). The surface should be a non-slip surface (example; sand mixed with paint), and streamers placed about 4 feet high on both sides of the ramp and down the slope in front (if possible) to indicate possible rotor as well as direction.

An example of a ramp that could be pre-constructed and assembled on site would consist of 5/8" X 4' X 8' plywood sheets on a frame of 2" X 10" lumber, spaced at 16" intervals. Use galvanized spiral nails that will not work their way out and it may also be a good idea to install a number of long wood screws down the middle of the ramp, the most abused area. Another option for the surface is to place 2"X4"s on edge () leaving a (2") space between each one. Many clubs have had great success with grated metal ramps in places where the glider is exposed as this can reduce turbulence from up slope winds curling around from under the ramp.

And finally, **remember.** Many ramps get destroyed by authorities (not to mention vandals) because they are perceived as being a hazard to the public. The theory being that people would not put themselves in such a risk situation were it not for the ramp's presence. This applies in particular to any ramp which projects over a drop off.

WHAT'S WRONG with the PICTURE on the FRONT COVER?

A new flying season is just starting and the thermals are starting to boom. But for most of us, our flying skills have been put on hold for the last 4 months or so and consequently we are a little rusty. And not just in the air....

Two weeks ago, on his first flight of the year, an experienced Level IV pilot, here in BC, took off without clipping in! He was lucky in so far as the launch at Mt Woodside is forgiving and he managed to abort his take-off at the expense of a broken leading edge. (A small price to pay considering).

He had added a new extension speaker cable to his vario, and at his usual "hook-in" point he double checked it..... **and forgot to clip in!**

The moral?....

Until you get fully back into the swing of flying, be extra cautious, and double check ALL your actions, on the ground and in the air.

Barry Bateman.

continued from previous page.....

Treasurer

Martin Polach wishes to step down but will remain for now.

New Directors

A request is to be made in the Fall issue of the newsletter and a mail out in the December issue for volunteers who wished to become involved within the association.

Meeting closed on 7th March 1993 at 2:20 pm

continues.....

proposé que la HPAC/ACVL recommande fortement l'usage de tels parachutes. Motion passée

L'Équipement de Bureau HPAC/ACVL

Un budget présenté pour l'équipement nécessaire fût accepté. par la HPAC/ACVL.

Instruteurs "Seniors"

Une liste l'instruteurs attends la clarification l'un instructeur. Il y a des problèmes avec deux pilotes qui ont reçu leurs certificats de parapente tandem sans avoir leur brevet parapente de base HPAC/ACVL

Trésorier

Martin Polach veut quitter le poste mais il y restera pour le présent.

Nouveaux Directeurs

Dans les bulletins d'automne et de décembre on fera demande pour ceux qui veulent prendre part à l'opération de l'association.

L'assemblée s'est terminée à 14:20 hr Le 7 Mars, 1993

Note du Traducteur:

Pardonnez mes fautes, Il ya dix/onze ans depuis que j'ai écrit en Français