



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

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Association of British Columbia**

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

Manitoba Hang Gliding Association

200, Main Street, Winnipeg,
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Ontario Hang Gliding and Paragliding Association

1220 Sheppard Avenue East, Willowdale,
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Hang Gliding Association of Newfoundland

16, Woodbine Ave, Corner Brook
Newfoundland A2H 3N8



HPAC/ACVL

Administrators

President's Report

The other day, a good friend of mine, offered to help me set up the HPAC/ACVL administration books up for this coming year, which was great, for at the time I was busy updating the database program and processing memberships. So she proceeded to ask me some questions about the HPAC/ACVL membership fees and during the process it occurred to me that maybe you, the members should also be enlightened. It may help solve some of the confusion that exist about why we wish to achieve a direct membership program. The conversation went something like this....

OK, so an individual member pays \$75 right? Well that depends where his from. What difference does that make? Well if they're from Alta, Sask, or Nfld they are a full members and pay \$75 but if they're from BC or Manitoba they're associate members and pay \$65. Why is that? Well, the members that pay \$75 send it directly to me, I process their application, send them back their cards, (usually within 3 days), and then send \$10 to the provincial association. What's the \$10 for? That's their provincial membership dues. We collect it for them. OK, what about the \$65 members. Well they send their members dues to their provincial membership director, they in turn send it to their treasurer who in turn send it to me. I then process it and sent the cards back to the members. Doesn't that take a lot of time? Yep, but that's out of my hands. Well who gets the complaints when the members don't get their cards right away? Me. That's what I thought.

Alright, lets forget that. So you have a \$75 & a \$65 membership fee right? Nope. There is a family membership as well. A family membership? Yes, if someone lives at the same house as another member then they can pay \$15 less and receive only 1 Newsletter per household. That's a good idea. So we have \$75 & \$65 fee plus a \$60 & \$50 family membership fee, right? Weeelll, not quite. What do you mean?

Well they might be from Ontario. What difference does that make? Well they don't want the HPAC/ACVL insurance. What? I thought that membership in the National Association automatically included insurance? Well it was supposed to but Ontario said it's too expensive so they have their own. Well if theirs is cheaper why doesn't the HPAC/ACVL take out insurance with their company? Well we looked into it but we never receive clarification on some of the wording, and besides that, they have just lost their school insurance coverage. So you allow them to drop the insurance part of the membership then? That was the decision the Board of Directors made, not mine.

OK then, so what do the members from Ontario pay? \$40. How do you arrive at that? I'm not sure. It's made up of from the membership portion plus the Newsletter, \$25 + \$15 I think. What about Family membership? That's not available in Ontario. Why? I have no idea.

Lets see if I have this right. We have a Full member at \$75, a Full Family for \$60, an Asso for \$65, a Asso Family for \$50 and \$40 from Ontario. Have I missed anything? Yep. You've forgotten Quebec. What!!! What's with Quebec? They don't have to get the Newsletter. Your kidding? How

do they stay in touch with what's happening with the rest of Canada? Ask them, I just work here. Actually their complaint is that the Newsletter is not in French, even though we tried to publish some of it in French. That Bull. I'm from Quebec and most people speak English, at least enough to read it. So what do they pay? \$52. How do you arrive at that? Well as far as I can make out there's \$25 membership, \$25 for insurance, plus \$2 to cover my cost in producing the newsletter as that is part of the membership fee and that work still has to be paid for even if they chose not to receive the Newsletter. So, we have all of the other membership fees plus \$52 from Quebec. Have I got it all? Close, but no cigar. The pilots from Quebec can also chose to receive the Newsletter, in which case they pay \$13 more. And lets not forget about the guy in Ontario who runs a school and needs School insurance. We can forget school insurance for now, we're only talking membership here. Well that's right but you see, to have school insurance you have to be a fully insured member of the HPAC/ACVL which means that a member from Ontario may need to purchase the HPAC/ACVL insurance in able to obtain his school insurance. This is totally ridiculous No wonder the books take so much to look after.

Now lets see if I have this right. We have a Full membership fee from Alta, Sask and Nfld who pay \$75, or a Full Family for \$60. We have an Asso Member for \$65, a Asso Family for \$50 for BC, and Manitoba, \$40 from Ontario, \$52 from Quebec unless he wants the newsletter in which case it's \$65 plus \$65 from Ontario if he also wants the insurance. How can the Association run this way? I thought the HPAC/ACVL was supposed to supply an equal service to all of its members? Why doesn't everyone just pay \$75 for everything or \$60 for family membership?

You're touching on a sensitive subject there. That is what the President and some others wanted to do, but it would appear that some of the provincial association thought the HPAC/ACVL was trying to take their power away. Interestingly all the volunteers, the ones who actually do all the work, see how ridiculous the situation is, but due to the HPAC/ACVL bylaws they have absolutely no say in the matter. At the last AGM just about everyone of the National Board of directors said they were there representing their province, when the HPAC/ACVL Bylaws actually state in part **"....Those Provincial representatives shall take part in the active promotion of the objects of the HPAC/ACVL....."** A direct conflict of interest if you ask me. My personal feeling is that if the Board of Directors were not the Provincial directors then this sort of situation would not arise. Mind you. Having said that, we must acknowledge the fact we need to work closely with the provinces. Maybe the solution is to have 1 representative from the Provincial association and one from the membership at large in each province.

I'm sorry I asked. Back to the membership. Is there any more you haven't told me about? Well I haven't mentioned those that pay \$25 just to subscribe to the newsletter and then there's the temporary foreign membership for \$15 and.....

Barry Bateman. HPAC/ACVL Administrator.

This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to its members. The views expressed in this newsletter are not necessarily those of the HPAC/ACVL, its directors or the editor. The Editor reserves the right to edit contributions. This Newsletter is produced on a IBM compatible computer using Microsoft Word and Aldus PageMaker. Contributions may be sent in on a 5.25" or 3.5" kbt disk as an ASCII text file or in any of the major word processing formats. Written and typed contributions are also accepted. Disk and photo's will be returned if requested and accompanied with a stamped address envelope. Send them to; Barry Bateman, 21593, 94a Avenue, Langley, BC. V1M 2A5. (604) 882 5090 Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior.

HPAC/ACVL Directors Reports & Updates

Safety Report

by Fred Wilson HPAC/ACVL Safety Director

After experiencing canopy collapses and a spin in strong thermal conditions, a Cochrane pilot released his hands from the control lines to deploy his reserve parachute. Unfortunately he failed to notice the paraglider had returned to normal flying attitude.

When the reserve opens in conjunction with a functioning paraglider wing the airflow causes the two canopies to pull apart, causing a phenomena called down planing. This is the effective elimination of functioning lifting surfaces on both canopies. Miraculously the pilot escaped serious injury after a very hard landing.

I am most interested in hearing some open discussion in the Newsletter from Paragliding experts on this matter as the options appear very limited. Could you intentionally collapse the paragliding canopy to regain an effective reserve parachute just before landing or would your best option be to use a hook knife to cut free from one canopy? Any suggestions?

FATALITY REPORT.

Our worst nightmares came true when Clinton Erdman was killed April 3rd 1994 in Saskatchewan. Clinton had only one previous 25' flight and had acquired a 1970-1974 18' Standard Rogallo, tied a rope from the keel to the bumper of his fathers car and crashed while towing

The sail was installed upside down, the king post was replaced with a copper pipe and so on - a shocking list of substandard repairs. He had no tow training, used no release system, used no weak link and used an unexperienced tow crew - his father. He towed off 1/4 mile dirt road, popped up about 20 - 30' and stalled. The glider pitched down and hit the ground. He died of head and neck injuries (the force of impact separated his ribs from his spine).

Before you dismiss this as a fringe element accident, you must understand one fact - that of 28 fatalities in Canada since 1980, fully 18 involved novice nonmember pilots. Nine novice towing fatalities were alarmingly similar to this report. Six other Novices died foot launching. These statistics show the highest fatality risk is for nonmember novice pilots. Conversely, proper instruction by a recognized school, guidance by established clubs and experienced pilots is the safest way to Hang glide and Paraglide. This should be no surprise. Therefore, as a sport we need to make major efforts to include non member pilots in mainstream flying activities. Attitudes which discourage or put down outsiders can come back to hurt us - and the sport's image - in a major way.

We also need to get these dinosaur gliders out of circulation. Advertise to the general public when you hold your annual glider inspection clinic and include an appraisal session. You might be surprised by who and what turns up.

Did you know that it is a legal requirement to report all accidents, especially those requiring 911 calls. Submit all accidents (in confidence) to Fred Wilson, HPAC/ACVL Safety Director

USHGA Paragliding Committee

Parachutage or constant stall or deep stall is a condition where the canopy appears normally inflated but has ceased to become a wing due to detached airflow and flow reversal over the top surface such that the canopy behaves like a parachute in that it loses its airspeed and exhibits a negative ground speed in the presence of any headwind, and the sink rate increases dramatically; the canopy becomes stable in this mode until it is forced out by pilot action, such as:

1. first dumping a full, abrupt and brief application of the speed stirrup,
2. a full frontal closure, to resume the air flow from leading to trailing edge.
3. finally a partial or full stall using the brakes to cause the canopy to surge forward and begin flying again;

I have experienced this twice, and have witnessed this occurring when a visiting European pilot was waked while flying very slow, close, and downwind of another paraglider when ridge soaring; the pilot had no apparent recognition of the risk of the potential problem due to his flight path or proximity, and no apparent recognition of the actual problem nor made any attempt to recover;

I see this as a continuing problem for visiting pilots to Torrey Pines who are inexperienced with ridge soaring in close proximity to other gliders; you may want to put the word out to local clubs who regulate Canadian ridge soaring sites.

Report by Alan Chuculate

HPAC/ACVL 1994 Women's World Team (Fund raising progress report)

1994 Team members include: Jacinthe Dupuris, Maryse Perron, Mia Schokker, with Mark Tulloch as Team Coach.

Supporting Contributors:

Wind Lines Mfg., Roger Nelson, Kevin Caldwell, Bill Brass, George Borrindaile, Nick Voss, Steve Wodz, Barry Berto, Geoff Dossetor, Jason Fakaro, Dan Fabian Peter Graf, Charles Mathieson, Stephen Noon, Dan Keen, Joseph Mrtka, Friar Fell
Personal donations total **\$619**

In addition, the 1994 Club Cup and Wind Lines Towing Clinic in Oliver B.C. raised **\$205**. Mark Tulloch (Team Coach) ran a parachute packing clinic and raised **\$100** (included in the personal donations) and our Quebec team members raised **\$450** in various fund-raising events.

Total funds raised so far amount to **\$1274** plus funds yet to be determined from the HPAC/ACVL.

The Ladies of the 1994 World Team thank all the contributors for their support, and the HPAC/ACVL would like to wish this team success in their endeavours in Chelan Washington, U.S.A. !)

Martin Henry.

HPAC/ACVL Directors Reports & Updates

TRANSPORT CANADA LIAISON REPORT

by: Armand Acchione, Ont

For those who are not aware of who I am, a short story. Once upon a time, I started flying hang gliders about the Summer of 1980 in Alberta. During the 82 recession, like most people, I was unemployed which gave me lots of time to go flying at two of my favourite sites, Cochrane Alberta and Wasa, B.C.. In 1985 I moved back to Ontario and because of the lack of good mountain sites in Southern Ontario, I started to do truck towing with the kitchener Pilots. Well recent developments in Aero-towing caught my eye, and in 1992 I started doing some Aero-towing in Florida and to the

best of my knowledge, I'm the only pilot in Canada with a USHGA Tug Pilot Rating.

In Canada, T.C. has its own views on Aero-towing which I have been pursuing for an exemption for since 1992.

In the recent past T.C. has been approached for such an exemption, but they have viewed it as a request on an individual basis, pursuing this exemption with the title HPAC/ACVL Transport Canada Liaison helps a great deal. T.C. prefers to deal with organizations rather than individuals.

I request this position for a number of reasons based on my experience in Aero-towing, location, living in the same time zone as Ottawa and within driving distance. I also seem to be

making some limited progress for an Aero-towing exemption. My request for T.C. Liaison was granted at the HPAC/ACVL A.G.M. in December 1993.

In a letter notifying me of my appointment from Martin Henry (President), I quote one paragraph. "Your contact with Transport Canada will aid the association in its communication with the government. Any other issues that may pertain to the contacts you have established with T.C. could be of benefit in the future."

I fully agree with this statement and I'm willing to hold the appointment until the HPAC/ACVL feels the position can be performed by someone more suitable.

As for the exemption, currently a proposal for Aero-towing are in the hands of National Recreational Aircraft Council Inc. (NRAC) and the Aero Cub of Canada.

These two groups which we are a member of the Aero Cub are very influential and with their help and experience, I'm confident an exemption will be obtained before the end of 1994.

If you have any questions or concerns regarding this issue, feel free to call, fax or write:

Armand Acchione
P.O. Box 128, King City, Ontario, L0G 1K0
fax: (905) 833-3547
phone: (416) 518-0111
(6:00 PM to 9:00 PM weeknights)

Safety Notice:

Airwave Magic IV Update

Issued by Angus Pinkerton
Chairman of the BHPA Flying & Safety Committee, 3 March 1994

The investigation into the fatal accident on 18 January 1994 has not been able to determine whether the in-flight failure of the Magic IV 166 keel at the rear attachment was the primary cause. However, metallurgical examination has revealed that there was nothing unusual with the mode of failure (simple overload) thus removing the fear that this could have been a fatigue failure.

The BHPA FSC have concluded that Airwave Magic IV keels are, if undamaged, perfectly adequate for all normal usage. So the recommendation that these gliders are not flown is withdrawn. Information concerning these keels received as a result of the last Safety Notice has led the BHPA FSC to decide that the integrity of all Magic IVs would be enhanced by the fitting of an Airwave keel sleeve modification. This modification therefore is **STRONGLY ADVISED**.

Owners of these gliders should contact Airwave Gliders for details of local approved fitting centres and prices. Magic IV owners should note that only this Airwave sleeving modification has been approved and can be fitted without invalidating the C of A. Any gliders modified in any other way will of course need to be individually registered.

Advice from Airwave

Airwave Gliders Ltd advise that since 1990 they have supplied all their replacement keels with inner sleeves. "This was not due to lack of integrity in the keel but to overcome a problem of aircraft abuse which was occurring in Alpine countries where pilots were carrying out radical flare landings in nil wind and landing on the rear end of their keels causing damage or in some cases complete failure".

For Canadian pilots wishing to retrofit sleeves to their keels, Airwave can supply kits and instructions for £10.20 + postage.

Airwave Gliders Ltd, Elm Lane, Shalfleet, Isle of Wight PO304JY
tel: 1983 531611, fax: 1983 531552

HAGAR EXAM REGISTRATION

Although it's not a requirement at the moment, the possibility exist that the HAGAR may become a requirement for entry into HPAC/ACVL sanctioned competitions. Therefore the HPAC/ACVL has started to record all those pilots that have taken and passed the HAGAR Exam. If you wish to add your name to the list, send in your exam results to;

Barry Bateman,
HPAC/ACVL administrator, or
Rick Miller, HPAC/ACVL Ratings.
(Address's inside front cover)

HPAC/ACVL Directors Reports & Updates

FAI Directors Report

By Vincene Muller

The Cross Country Season has started!

Well, in Northern Alberta it has. The first two +100 mile flights were flown on Sunday, May 8 off tow in the Wetaskiwin area:

127 miles	Ross Hunter	Edmonton
122 miles	Steve Preboy	Wetaskiwin

Kevin Caldwell of Calgary has notified the Record Committee that he will be filing for a 50km Triangle Canadian Record. Kevin made the flight from Beiseker, Alta on May 14, 1994 off tow.

May 14 - Camrose Flyin:

191 miles	Steve Preboy	Wetaskiwin
150 miles	Doug Litzenberger	Wetaskiwin
127 miles	Phil Creteau	Edmonton
106 miles	Rick Miller	Edmonton

FAI BADGES

THE FAI has an achievement badge program that is worth looking into. To apply for these badges it is not necessary to have a sporting licence however, if you want to try for a silver or gold badge it is necessary to have an approved barograph and have the flight witnessed by and Official Observer. When you fulfill the badge requirements you just have to complete the paperwork and send it in. Cost is only \$10.

The Saskatchewan Hang Gliding Association is planning a day to fly for the Delta Bronze Badge. The tasks are simple but it is a start and no doubt the Saskatchewan pilots will have a lot of fun that day.

BADGE REQUIREMENTS HANG GLIDING

DELTA BRONZE: A distance of not less than 2km must be flown over a course of not less than 0.5km, between two turnpoints, followed by a controlled landing within 25m of a designated spot.

DELTA SILVER: A distance flight of at least 50km A gain of height of at least 1000m A duration flight of at least 5 hours

DELTA GOLD: A distance flight of at least 300km An out & return flight or a triangle of at least 200km

DELTA DIAMONDS: There are three diamonds A distance flight of 500km A goal flight of 400km An Out & Return or Triangle flight of 300km.

PARAGLIDING

EAGLE BRONZE: Distance of 15km OR Duration of 1 hour OR Gain of Height of 500m

EAGLE SILVER: Distance of 30km AND Duration of more than 5 hours AND Gain of Height of 1000m

EAGLE GOLD: Distance of 100km AND Duration of more than 5 hours AND Gain of Height of 2000m

EAGLE DIAMOND There are two Diamonds Distance of more than 200km Gain of Height of more than 3000m

Badge flights do not have to be flown in one flight. However, documentation must be completed for each leg.

Listed below are Canadian Pilots who have achieved FAI Badges

HANG GLIDING

BRONZE

SILVER

GOLD

Cliff Kakish
Willi Muller
Stewart Midwinter
Kevin Caldwell
Randy Haney
Alexander Bahlsen
Stuart Cameron
Martin Henry
J.C. Hauchecorne
Jim Houghton
Mia Schokker
Doug Litzenberger

PARAGLIDING

Sean Dougherty	Chris Muller
Stewart Midwinter	Willi Muller
	Sean Dougherty

PARAGLIDING DIAMOND ALTITUDE

Sean Dougherty

The following Canadian Pilots have completed one leg of a badge flight:
Delta Silver: Danny MacDonald (Nfld) has completed and documented the duration leg.

Delta Gold: J. C. Hauchecorne (BC) has completed the out & return leg Randy Haney (BC), Willi Muller (Alta) and Doug Litzenberger (Alta) have all completed and documented the distance leg.

PARAGLIDING WORLD CUP & PRE-WORLD COMPETITION, JAPAN, MARCH 17-27, 1994

3 valid rounds. (no Canadian pilots entered) 89 competitors

General

Female

1. Hans Bollinger	Switz.	12 Nanou Berger	France
2. Richard Gallon	France	27 Izumi Kyoko	Japan
3. Stephan Stieglaiar	Austria	38 Tanaka Miyuki	Japan
4. Eric Vonlanthen	Switz.	39 Silvia Brandstetter	Switz.
5. Kaoru Ougiasawa	Japan	49 Carmilla Perner	Austria

NEWS From Sean Dougherty (Honorary Cunuck, Alias Pom)

Sean flew the same tasks as hang glider pilots at the British Open Hang Gliding Meet at the Dales. He finished about one third down the field. Conditions were not great but he was really pleased with his 24km considering the thermals were well spaced and cloudbase was only 2500ft. Most of the hang gliders never found a second thermal and went down within 15km. Longest flight was 44km.

Sean reports that it's been a poor year for flying so far in Britain, he has only logged 21 hours. Other pilots told him that in normal years he would have been able to fly many more hours by this time of the year. He ran into Larry Tudor after flying one day. Larry is currently in Europe doing RamAir demos and flying competitions. Larry told his stories of long XC flights from Hobbs, New Mexico and got Sean excited about more record attempts.

HPAC/ACVL Directors Reports & Updates

COMPETITION NOTES

The Canadian Team is chosen from pilot's best three results each year over a two year period. To obtain points at any competition (Hang gliding or Paragliding) a pilot must be a financial member of the HPAC and have a HPAC rating (**no Canadian rating - no points**).

Competitors receive 60% of their points from the previous year and 40% from the year before that. In recognition on the fact that some competitions are more important than others, meets have their own rating system based on the number of rounds flown, the number of competitors entered, the types of tasks called and so on. Winning a sanctioned fun meet with few competitors would be worth 20 points, while the World CHAMPIONSHIPS WOULD BE WORTH 140 POINTS. The top 1/4 of the pilots receive points. Meet Organizers are responsible for notifying the HPAC Competition Director of the dates etc., prior to the meet so that it can be advertised then getting the results sent in by the required time limit. Rules for running a sanctioned meet are available from the HPAC Administrator.

Entering a competition is an excellent way to improve your flying skills.

If you are flying a site where there is a competition, either hang gliding or paragliding, it is recommended that you attend the daily pilots meetings, regardless of whether you intend to enter the meet. Information such as:

- * Direction of thermalling after launch (this usually changes daily-free-flyers going the wrong direction can cause many problems).
- * Local information (mine-blasting; landing areas, etc.)
- * Weather forecast.
- * Notification of other aircraft activity.

HPAC/ACVL 1994 INSTRUCTOR AND TANDEM CERTIFICATION COURSE JUNE 18 - 21, 1994 KELOWNA, B.C.

Hosted by Aerial sensations Paragliding and
Rocky Mountain Paragliding.

CRITERIA FOR CERTIFICATION:

Membership in the HPAC
HPAC rating and 10 hours airtime
Current first aid certificate
25 hours teaching experience

PLEASE BRING:

Log book
Valid first aid certificate
HPAC rating card (or membership card showing rating)
Proof of teaching experience (i.e. letter from school)
Outline of your course syllabus, if you have one.

COST:

Instructor course = \$180.00 Tandem course = \$180.00

If you are interested in the course contact
Wayne Bertrand at (604) 765 2359 fax (604) 765 8200
and he will send you a package with info on accommodation
and course curriculum.

OFFICIAL CANADIAN and PROVINCIAL RECORDS (Those submitted with full documentation)



The **EASTER MEET, SAVONA, B.C.**

The Good, The Marginal & The Ugly

Victory by Flamingo

BY STEVE BEST

The Savona Easter Meet has, in recent years, been blessed with exceptional cross country conditions. This year's Easter Meet was blessed with an exceptional turn-out, and some weather that was good, some weather that was marginal, and some weather that was ugly.

Day One, Round One - The Good.

Task: Deadman's Launch, Basil's Bump, Split Rock, John's Jump, Mt. Savona, International L.Z. 89.8 km.

Good Friday started off really good, with 56 pilots signing up at Savona's beachfront park. Conditions on Deadman's 3500' high launch looked great, and meet director Dave Wagoner called a 90 km. task, and an early tarp start at 1:00. Pilots started launching about a half hour before the tarp opened. The initial climb-out was slow, with a lot of pilots getting stuck at 6000' for a long time before finally getting up to cloudbase at 9400'.

A northerly flow aloft made for good lift above the front ridges on the way to Basil's and back toward John's Jump, and 42 pilots made the first turnpoint and at least part way back. However, the clouds piling up out front put the whole valley around the second turnpoint at Split Rock in shadow. Pilots who headed to Split Rock early got the turnpoint and headed south down the Deadman's Creek valley, until their glide slopes intersected the ground.

Conditions favoured the patient, who hung out in the strong lift at John's Jump, and the slow, who just happened to arrive at the right time. A break in the cloud put part of the ridge between Split Rock and launch in sun. Six pilots managed to get the turnpoint, and then scratch back up high enough to glide to the third turnpoint at John's Jump. John's Jump was still pumping, and pilots got back to cloudbase before either heading straight for Mt. Savona, or detouring by way of Deadman's launch.

Calgary pilot Serge Lamarche had served notice at the '93 Nationals that he excels in slow, difficult conditions. Well, today his patient style of flying paid off, and Serge was the only pilot to get the last turnpoint and complete the course, making goal after six p.m. Mia Shokker landed on the bench below Mt. Savona, in second place with a flight of 78 km. Willi Muller and Ron Bennett were one km. behind Mia to tie for third. Don Glass and your faithful scribe had made the mistake of detouring past Deadman's launch, sinking out to the International L.Z. despite trying to work the smoke from a small forest fire, tying for fifth place. The next seventeen pilots landed within three km. of each other.

Wills Wing factory pilot Pat Page was in town with a truckload of demo Ram Airs and Super Sports. As part of their demo days, the B.C. and Alberta Wills Wing dealers put on a BBQ in the campground that night with a keg of free beer and free burgers. The BBQ and cook were provided courtesy of Kim Jenner (thanks Kim!) and it was just an excellent party. Hats off to Wills Wing.

Day Two, Round Two - Marginal

Task: Open Distance.

Saturday's weather was on the decline, with a high overcast and blowing cross/down on launch. Meet director Dave Wagoner did the best he could with the conditions, calling open distance.

In the middle of the afternoon the sun came out briefly, and there was a short period of launchable conditions. Thirteen pilots managed to get off before it started blowing down again. The competitors stuck on launch watched the thirteen buzzing around in a tight,

weak thermal, slowly climbing and drifting back to the east. Most of the gaggle headed north up the Deadman's creek valley, though a couple headed over the back to land at Copper Creek, and one headed across the lake to the southeast.

Don Glass made it the farthest up Deadman's Creek, landing in a small clearing 33 km. north of launch. The next four pilots, Jack Shaule, J.C. Hauchecorne, Jim Snell and John McClintock landed within a tenth of a km. of each other at the 21 km. mark, in what they thought was the farthest field to the north. There was another window of launchable conditions later in the afternoon, and another thirteen pilots got off. Nobody could get up, however, and the second group all ended up in the L.Z.

Day Three - The Ugly

Rain is a fact of life in B.C., and Sunday morning did not so much dawn as slosh. Pilots broke camp in the steady rain and headed home. Only the victor and a couple of local pilots hung around for the award ceremony.

Don Glass' fifth on Day One and win on Day Two gave him the overall victory by a wide margin. Jack Shaule finished second with a tenth and a second, and Kevin Caldwell was third with a ninth and a seventh. J.C.

Hauchecorne was fourth overall with a twenty-fourth and a third. Serge Lamarche didn't manage to get off in the first group on Day Two, and despite his win on Day One, finished fifth overall.

The Fabulous Flying Flamingo Brothers is a

group of young hang glider pilots currently centred in Kelowna, B.C. For the past couple of years young up-and-comers Don Glass and Jim Snell have been carrying their pink plastic standard on the competition scene. This meet marks the first, but certainly not the last appearance by one of the lawn ornaments in the winner's circle. Congratulations to Don, and thank you to meet director Dave Wagoner for a well run meet.

Left: Mark Tulloch launches of Deadman's. Above: The "Flamingo Boys", Don Glass (left) and Jim Snell with Gary Popoff (meet official) and "Friend"!!!!. Below: The task course on day one.

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PLACE MAP HERE



The Alberta Hang Gliding Association

EQUIPMENT SAFETY

BY WILLI MULLER

This was the 10th year that Rob Kells from Wills Wing, California, has come to Cochrane to check over pilot equipment and practice emergency deployment procedures. For the past two years I have used Rob's seminar outline to do similar seminars in Lumby and Vernon. This year Fred Wilson asked me to expand the seminars to the West Coast.

There are three basic criteria to make an emergency deployment work.

- 1 You must have the equipment.
- 2 You need to know how to use the equipment.
- 3 Once deployed, it has to stay together. There is really not much point having an emergency reserve (backup chute) if it does not work - sort of like a vario without batteries.

Most of the failures were on older reserves that had not been repacked for quite a while and when pulling them out of the container, they just fell straight down or tangled around the pilot. The main cause of deployment failures was due to rubber bands that hold the reserve/chute or the lines in the bag, being broken or melted.

Some of the older reserves/chutes have 3/4" bridles {which will make excellent glider tie-downs}. Have these bridles replaced with a "Type 18" bridle. If you have an old Bennett 10 liner, donate it to a Daycare or kindergarten class - and replace it.

Deployment bags which have the lines stowed outside the bag with rubberbands seem to cause quite a few problems - replace the deployment bag with one that has the lines stowed inside the bag.

There are still a few harnesses around with chute containers that have 2" velcro securing the reserve/chute - it keeps everything well inside but you need the strength of ten men to get your reserve/chute out! The velcro should be no more than 1" wide and have a couple of chute locks to prevent accident deployment.

DEPLOYMENT SEQUENCE

- LOOK** for the handle.
- GRASP** the handle of the reserve/chute.
- PULL** get the reserve/chute in your hand.
- LOOK** for a clear area (blue sky). **THROW** as hard as you can.
- PULL** grasp the bridle and pull back for faster deployment.

The look and grab sequence should be done with every flight. Not only will it give you an advantage in a real emergency situation but you make sure that the handle is not pushed in somewhere or hard to get hold of.

I have a video of a pilot in a real emergency situation that took him five seconds just to locate his handle. 5 seconds is approximately 400 feet of altitude. His rocket deployed just as he hit the ground, fortunately, he survived.

Rob Kells applies turbulence at the Cochrane Chute clinic.

Just as important as repacking the reserve/chute every year is to deploy it every year at least once - BUT NOT IN THE AIR!

A controlled deployment in a gym etc. is a nice social event and it gives you an idea of what it takes to get your chute out of the container.

Once you have your chute in your hand - look for clear air and throw it into that direction. If you are spinning, throw it into the direction of

the spin. After you have thrown the chute, grab the bridle and start to pull it back. There are two reasons for this:

- 1 if you throw it into the glider/canopy, you are well on the way to doing it again.
- 2 it keeps you busy!

90% of this year's practice deployments were under 5 seconds - or if translated into altitude - under 400 feet. And pilots who have been coming regularly to the seminars - most of their deployments were under 4 seconds. Fastest deployment for 1994 was a Cochrane paraglider pilot in 2.19 seconds!

The repacking of the reserve/chute is not all that difficult and I would advise that you practice repacking yourself - first under supervision until you are proficient. This way you can check your equipment yourself and know that it will work.

These seminars are also a great way of checking out all sorts of equipment which many help you make up your mind which type of emergency reserve/chute system works the best and is best suited for you when the times comes to upgrade.

These seminars are also a great way of checking out all sorts of equipment which many help you make up your mind which type of emergency reserve/chute system works the best and is best suited for you when the times comes to upgrade.

If you were not able to attend a seminar this year and would like a copy of the Rob Kells (Wills Wing) Chute Packing and Equipment Guide and the recommended size of replacement elastics write or fax me at: Muller Hang Gliding & Paragliding Ltd. RR#2, Cochrane, Alta, TOL OWO ph/fax (403)932-6760 There will be no charge for this service.

If you change your address, notify the HPAC/ACVL.

It will not only save your Association money, it'll also save you a call to ask why you haven't received your newsletter!

“GOLDEN” OPPORTUNITY

By MIKE COOK

One has to ponder, throughout a person's mortal life, how many times he or she achieves their dreams? And if that vision presents itself, does one have the mettle or the resolve to transform this fantasy into reality?

I am proud to say, I am one of the fortunate.

My dream began in 1984 on a back-country ski trip, when a friend offered to teach me hang gliding. Soon, I was circling with the eagles I had been envying for so many years! After two World Championships and thousands of cross country flights, the reverie unfolded even further

Word buzzed through the western soaring community that a sailplane operation was to open only two hours north of the mining town of Kimberley, BC where I live and work. To my wife's mirth, a "For Sale" sign was placed on my sailboat, unknown to her this revenue was to sponsor my childhood passion, and not to make amends for hurling her into a cold mountain lake while "flying" a hull on the catamaran the previous summer.

When I tried to explain that this form of flying would keep her high and dry, she was somehow unable to relate to my youthful enthusiasm. Too late, the decision had been made when I was a child, and at age 32 I was far too old to change. Besides, the boat sold almost immediately. I was ready to further my dream!

In April of 1992, the Rocky Mountain Soaring Centre (RMSC) started the first privately owned sailplane operation in Golden, British Columbia. I believe I was one of the first students to sign up for the complete lesson package. Owner/Operators Uwe Kleinhempel and Aaron Archibald, were friendly and supportive right from the start. I needed and took all the help I could get, since foot pedals seemed much more difficult than weight shift in a hang glider. However, once on to the highly complicated yaw string things began to gel and my lessons progressed smoothly and without incident.

The small town of Golden is located on the Trans-Canada Highway west of Lake Louise, Alberta and east of Revelstoke, British Columbia. Golden is situated on the northerly end of the Columbia Valley of Eastern BC, directly on the Rocky Mountain Trench, sporting some of the highest and picturesque peaks in Western Canada. The valley at Golden is fairly narrow providing quick and easy access to the bountiful thermal generators and within an easy glide of the airport. To the south, toward Invermere, the widening valley provides ample outlanding areas in the lush green

farmland; moisture provided by the Columbia River (one of Canada's largest waterways) and the many lakes of the area. Once above the peaks, a pilot can readily grasp the concept of naming this range the "Rocky Mountains". Over 70% of the landscape is solid rock; one can easily imagine the lift created along these southwest facing slopes on a sunny afternoon. In fact, a visiting U.S. Hang Gliding team pilot commented that "this valley had stronger conditions than Owens Valley of the White Mountains in California, only it was five times more habitable". Lift that day averaged over 10 knots!

Travelling further south past the 100 km mark, the valley widens further and becomes the Kootenay River watershed. This area is notably dryer with Ponderosa Pine and sage grass comprising the pasture land. Not to worry there is three registered airports with numerous ultralight or private strips nearby. A flight to the Montana border is not at all out of the question from here past Mount Fisher with an elevation of 9,640 ASL.

The day is waning and shadows are extending

back to Golden the 4,000 foot paved strip in sight the descent and circuit are fairly routine. One has to be more aware of hang gliding traffic than fixed wing; in fact in 1986, Mount Seven was the launch point for a world record open distance for hang gliding. Flex wing pilots from far away as Australia, Britain, Germany and Switzerland travel here to fly this world renown site.

Once on the ground, Rocky Mountain Soaring Centre's friendly staff are immediately on hand to help push or tow off the runway, relaunch and/or tie down. Their 150 hp Citabria has no problems pulling a fully loaded Blanik off the ground for training or the Pilatus B4 off for scenic or cross country flights. Both the Pilatus and Blanik are available for rent at hourly and daily rates and retrieval services can also be arranged. RMSC even sports a courtesy fishing boat for the multitudes of fishing lakes in the area, a fly fisherman is in heaven here! There is also a number of tourist attractions at hand for the more adventurous, the Kicking Horse River host's some of Canada's best grade 5 rapids with a number of white-water rafting companies offering 1/2, full of 3 day packages. From Pontoon boat rides to canoe trips on the Columbia River, Golden has a multitude of water sports available. There is great hiking, camping and sightseeing, with hot springs and spa's close by. Accommodations range among fly-in lodges, motels, and bed & breakfasts which are all exemplary and within two minutes of the airport. All this make for an enjoyable holiday both for the pilot and their families.

With two seasons under their belt, Rocky Mountain Soaring Centre, now can offer both single or two place glider rentals, complete instruction in basic and advanced training specializing in mountain cross country soaring, available in both English and German.

For myself, this is a dream come true! The Rocky Mountain trench has incredible feasibility for 500 and 1,000 km cross-country flights as well as outstanding potential for wave flying. With more and more private owners visiting, the word is getting out. This valley is going to put Canada on the

map! By the smiles on visiting pilot's faces, Golden is sure to be one of the world's sailplane meccas! This place is what a glider pilot's dreams are made of!

Safe circles, Mike Cook

Flying over the BC mountains. Photo by Jim Snell

into the valley, maybe it's an idea to turn north back to Golden. Often later in the day "wonder winds" can be found first over the peaks as the sun's energy is released from the rocks and then in the middle of the valley as the katabatic wind provides late evening soaring. Once

Airmail.....

Retraction/Apology:

by Ken Shackleton

It's amazing how a year can put a new perspective on things. I was out of country for most of 1993, and part of 1994. I am back in Canada and have recently read the flurry of activity that my letter has caused. After re-reading my submission, I now realize that I was very much out of line. At the risk of flogging this tired old horse, please allow me to clarify the situation; no name-calling, I promise. By the way, I have also renewed my HPAC membership for 1994. My letter was not motivated by jealousy, as Mr. Polach has alluded, but by rage, and maybe a little guilt. Stewart's accident report touched a very sensitive nerve. His statement of the facts, while basically accurate, were misleading; and his comments that dealt with the "buddy rule" and the helicopter issue are simply not valid in this situation. In all fairness though, Stewart's suggestion on having a cellular phone on site is an excellent one, and I have purchased one myself. Mr. Polach did not see much of a difference between the two reports, and he may be correct, if you simply look at the facts presented. The difference comes into play with the observations and conclusions drawn. When phrases such as "unobserved and alone", "some time later", "Ironically, his local club", and "while the others relaxed in the landing field" are used in these reports, the slant, or flavour of the event can take on a meaning that misleads some readers, and bitterly offends others. I understand that getting the details on these tragic events is sometimes difficult. That is precisely why we asked Stewart to allow us to submit the report. He agreed, then later reneged, submitting his report the same time that we submitted ours. This left us feeling deceived and betrayed. He claimed in rebuttal that he "had no confidence that any accident report would appear unless I myself wrote one", and attempts to justify his position by accusing the League of "covering up" an accident that occurred the previous summer. Yes, an accident did occur; and yes, the instructor was a League member, but he was teaching for a local school and was NOT acting on behalf of the League. The instructor did in fact report the accident to his employer, believing (possibly in error) that the owner of the school was responsible for submitting a formal report to the HPAC.

Stewart questioned me about the accident after a League meeting some months later, and I filled him in on the details. Stewart was a full League member at the time the accident occurred, and he attended most meetings, so had the accident become a League concern, Stewart would have known about it. His allegations of a cover up are groundless. Even so, had his concern been valid, he could have easily verified our submission by contacting the Editor of the Newsletter on the deadline date. That simple phone call would have prevented this entire situation from ever developing. To respond to Mr. Miller's concerns; my question to Stewart regarding the Golden Helicopter Fund was never intended to appear as an accusation of misappropriation of funds. I was simply questioning the practicality of a fund that I saw as a knee-jerk reaction to the mid-air in Golden. I also took exception to Stewart's suggestion that such a fund would have assisted in the Longview accident. As Mr. Henry stated, I should have kept to the facts, stated my concerns, and left any personal comments out. I realize that my actions, aside from greatly offending Stewart and his friends, have reflected poorly on myself and the League. My inflammatory comments made it difficult for the reader to come to an objective opinion on the points that I was attempting to make, and I had effectively reduced my previous letter to a diatribe.

To close, I formally retract any remark made by me that was seen as an attack on Stewart's person or character. I sincerely apologize for making those remarks, and I hope that Stewart accepts my apology. I apologize as well to any others that I may have offended in this matter, and I will do my best not to repeat this mistake in the future.

Thank You, Ken Shackleton

PS. Richard is coming on remarkably well. He is still hospitalized and undergoing therapy, but he is steadily improving. I would like to thank everyone that has expressed their good wishes and support for Richard.

LETTER FROM CHINA

Dear Mr. President,

To strengthen the friendship among paragliding pilots of the countries and regions of the world, the Aero Sports Federation of China will host the 2nd International Paragliding Tournament from September 10 to 17, 1994 in Linzhou City (original Linzian County), Henan Province, China.

I have the great honour to invite you to send a paragliding team to the above Tournament.

Rules Change - Competitors Unaware

Grab a coffee, I ramble on paper. I am quite a laid back guy, ask my wife? I am also very new to competitions, therefore I have some questions and I would like to hear others opinion on what I see is an issue.

The issue is day three of the 1994 Oliver meet. While on the ground we are all told by the meet director Dan Keen that the landing forms have to be in by 5:00 PM or you will not be scored for the day.

Some pilots get launched soon after the 1:30 start time, while I am correcting a radio problem. Then it starts to blow down and no one gets away for quite some time. I'm waiting for any puff, here comes one, someone else gets away, rats I missed it, I'm waiting again, 3:30 comes around, but I wait cause someone told me you can make the task in 70 minutes. 3:55 PM and what's this? Air coming up! I take two steps, I trip on sage brush, my control bar drops near the ground, I'm still running, and I get away waddling and thrashing down the slope losing 1500'. I get to the south facing slope low and scratch my way back up, in time for one of my team mates to show up. He got up off launch. I just like doing things the hard way!

We climb a bit more and head for Olalla. He is ahead of me and slightly higher. We start losing altitude, we could glide to and land at Olalla but we would like to do better. We turn back south west into the wind. I was flying a bit low and back of the 2000' cliff, suddenly I feel as though I am strapped to a ping pong ball being bounced between a racket and a table; I console my glider, I tell it don't break and I will fly us out of here without tossing my cookies. It doesn't, I do but I don't and we're climbing in smooth ridge. What was that? What am I doing? What time is it? What was the story about? The time was now 4:30PM.

I called my team mate on the radio. We discuss gliding and landing at Olalla, we decide we

Linzhou, located in the centre part of China, is famous for its scenic beauty and pleasant weather, and it is one of the best places for developing the paragliding sports. Several successful National Championships and International Tournaments have been organized in Linzhou City. Please do not hesitate to contact us if you have any questions.

Looking forward to meeting your team in China.

Sincerely yours, Wu Yingcheng
Chairman of the Hang Gliding Sub-committee
Aero Sports Federation of China

From Across the Country and around the World.....

cannot glide to, land at Olalla, break down and get our landing forms in by 5:00PM. My team mate says, what about fun flying? I said yes let's have some fun! There was no longer any point in going for the turn point. We spent the next hour and a half doing what hang glider pilots do to avoid doing other things (Air playing).

We landed in the Cawston field, actually I sort of beaked it in again, shame, shame says J.C.. We break up our gliders, our tireless driver shows up, happy! How can this be? Haven't I abused her enough? We load up and drive to Oliver Airport.

The awards happen. Good pilots get the recognition they deserve. I'm sitting eating a hamburger which my happy driver got for me, when I hear Dan announce pilots can turn in their landing forms for points. It was now 8:00PM.

It didn't seem right at the time and I knew it wasn't equally fair.

Thursday, three days later I found out from one of my team mates that the deadline for handing in our landing forms had been extended to 6:45PM, I don't know when the extension took place?

- * How can the rules change after one pilot has launched?
- * Should there be a set procedure for running a meet?
- * Without set procedures what do our points mean?

Apart for that decision on the last day, Dan did a great job of organizing and running the meet, Thank you Dan!

I am not asking for any changes pertaining to the Oliver meet, it's history and it was fun. We should strive for no changes once any pilot is in the air. I had a great weekend and even made goal one day which is a first for me.

Jeff Rempel

(Editors Note: J.C. Hauchecorne HPAC/ACVL Competition Director, is aware of these recurring problems and acknowledges the fact that we desperately need a competition rule book. Fred Wilson and myself are presently working on an HPAC/ACVL Policy and Procedures manual and I'm sure that if there are any pilots out there who would like to give J.C. a hand they would be more than welcome)

NEWS FROM ARGENTINA

by Stewart Midwinter

In December the last of four competitions comprising the Argentine paragliding championship was held at La Cumbre, in the mountains west of Cordoba (the previous three had been in Tucuman, Mendoza and Bariloche). I participated in the four day event, at which in addition to locals, there were also some pilots from Germany, Switzerland and Brazil. The first day a 30-km race was run to La Falda, completed by two pilots. Then followed two days of strong east winds (the site faces north). The final day the same race was run; this time the best pilot only made it half way. The overall winner of the four events was Luis Rosenkjer of Bariloche, who had previously flown in the world championship in Verbier. There was one incident, in which a visiting Italian pilot blew back into the rotor and dropped several meters onto his back. His kevlar back-plate was destroyed and he was

The above was spotted on a wall surrounding a construction site in Brisbane, Queensland, Australia which is well known for its banana growing industry.

Photo by Barry Bateman.

rushed to hospital, where x-rays showed the severe pain to be due only to bruises, not vertebral damage: another argument for buying yourself a back-protector!

Not much on the local flying scene after New Year's Day, as January and February are holiday months in Argentina. So many people take their entire year's holidays during these months that morning traffic is notably lighter in Buenos Aires. Most of these people head to the Atlantic coast, either near Mar del Plata or in Uruguay at Punta del Este. Accordingly the

local flying group was inactive, although some the pilots went on extended flying holidays.

Reinaldo Niella described an interesting evening glass-off in Camboriu, Santa Catarina, Brazil, where evening condo soaring over the coastal city turned into night-time soaring as the lift just wouldn't quit. And jet-driver Hector Hernandez enjoyed a 190-km triangle flight starting and ending at La Cumbre; flights like this contributed to his logging 40 hours during the month of January.

In early February we regrouped and dusted off the trailer-mounted winch and the trike. First day out, the pilots spent two hours having lunch, then two hours charging the rewind battery on the trailer, followed by another two hours waiting for the wind to die down before getting down to some serious towing (2 tows). You can see why I'm in the process of buying my own portable winch!

The following weekend we set up the trike and a couple of times I aerotowed Ralph Striewsky, a visiting German team member. The Italian-made Polaris trike is ideally suited for aerotowing: the Rotax 503 supplies an acceptable climb rate, and the 22m² single-surface

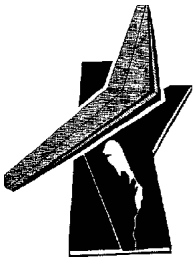
wing provides a slow enough air-speed to allow most any hang glider to be towed. In fact, at times I had to speed up in order to pull the trailing hang glider into a higher position.

In other trike news, Mario Campello had some flights on the Polaris "flying boat", a trike with an inflatable rubber boat for landing gear instead of wheels. He found it surprisingly manoeuvrable and says the boat can even land on grass!

Mario has just taken delivery of a new Polaris trike that has a mylar blade-wing. Another pilot, Rodolfo Meardi has recently received a new french Air Creation trike. I hope to be able to report to you on how both of these fly in my next report.

The latest fad on the beaches is the powered paraglider. Several have been seen cruising along the coast and public interest is high after a recent newspaper article on them which

.....continued on page 18



Manitoba Hang Gliding Association

Beyond Whiskey, The Owens Valley!

BY "SCAREY" GERRY GROSSNEGGER

It took reading Barry's and George's articles about the "Great Whiskey Trip" to inspire me to set down what I'd done on that trip. George and Doug Beckingham were long gone. Derek, Terri-Lynne, Dennis and Doug Krokosz (Team 1) were a state or two ahead. Barry and James (Team 2) were just getting the idea to go. Roland was off sailing somewhere by the time I finally hit the road with my crisp new glider and the spacious Hotel Toyota. I checked out Mt. Rushmore ("ZZZZzzzz..."), Chief Crazy Dude ("Call me in 10 years"), and the Devil's Tower ("Rock climbing heaven!"). Over 200 documented routes, graded 5.8 to Bloody Impossible! Good thing I'd warmed up by climbing the 2-story stone wall inside that last info place...

Then I travelled onto Whiskey through a vicious thunderstorm. Does a 20 ft steel tube chained to the roof full of aluminium and dacron attract lightning?? Nahh... I heard that Team 1 had just left for Salt Lake City, only to get blasted by 50 mph winds for two days in a row. George came back from Sheridan totally pumped from the great flying, while Teams 1 & 2 grumble. Figuring Wyoming to be blown out for at least a few more days, I cruise over to Utah and hook up with Team 1 the next morning. I survive yet more stories of excellent flying that I missed before FINALLY getting off the ground!

Point of the Mountain, North Side, is in Salt Lake City Utah, an interesting little place. The two big lakes in the valley set up a fairly regular sea breeze, for light morning air at the South Side (good for training and paragliding, maybe), then an afternoon breeze at the North Side. It was an easy launch at the end of a crushed gravel walkway, by the official "Hang Glider Flight Park" sign and "Cell Block 9," which is a concrete dunny (or biffy for you non Aussie types) built to survive WW3, with about 300 ft over the LZ. The trick is to get a couple hundred over in ridge lift, then grab a core back over the launch plateau and fly up the 1000 ft ridge behind and then you're set for

the rest of the evening. I couldn't understand why I found myself all alone after three hours, there was plenty of moonlight to see by! A pity to have to wang it down in such smooth lift, but remember to save at least enough energy for a flare at the end...

The next day we set off, with some sketchy directions from the locals, to Inspiration Point. A few questions get us to an overgrown LZ by a church, and following "up" gets us to a parking lot near launch just begging to have 4 gliders set up in it. Doug was off sightseeing. The church LZ is a bit of a stretch over the city of Provo... but see that beaut of an emergency LZ complete with the nice, tended grass? Those white dots in it turn out to be tombstones. I send the rest off in almost 0 wind, to squeak into the good LZ on the far side of the river ("Hey Derek, signal before attempting to merge with road traffic!"). Then I manage to scratch and core to 600 ft over launch for a bit over a half hour. Gee, construction cranes are REALLY high!

Team 1 leaves for home, so I head back to Whiskey with a slight detour through Dinosaur, Colorado. BIG site. There's only one local that flies, you can't miss his shop in town, but he only gets off on weekends, and this wasn't. Excellent top landing area, but the air was a bit light and a 40 mile hike back up and around to launch seemed a bit much, so I checked out some really big soup bones, then kept on going.

I'd missed one flyable day at Whiskey, but gained two, so I figured I was ahead. I had an excellent flight that day, a personal best of 52 miles and just a few short of goal (lost it over the lake gorge Barry wrote about). Sure got kicked around behind launch though, but looking down at all the little white things landed out in the middle of some pretty rough country kept me determined enough not to bail out of the ripper thermals, despite going negative way too many times.

Out in the prairies it got light, with a few low-altitude saves while searching for lift. Coring with full VG is a bit tough, but when you need to get the max out of a really light thermal... A little tip here. If you have to carry your glider even 100 yards to a highway through scrubby little bushes, set your harness ON TOP of one first, to save time searching for it when you come back! I'd just got a new pod that I'd ordered from Barry back home but it was late in getting made. So, Barry had it delivered to Caspar and brought down to Whiskey the night before. Talk about service! Roland had dropped in from a sailing trip, and he drove chase for us that day and found me just minutes after I'd landed.

The next day was windless, really weird for that site. It eventually started building so I set up, just in time to see those little clouds a few miles in front of launch get bigger. Much bigger. Faced with the choice of a ride back down that "road," or a quick launch and go like hell before the storm hits... what do I do? Hey, I've never claimed to have more intelligence than your average peanut.

There was much carnage in the air. Gliders were dropping out all over, getting blown over the back and other nasty stuff. I grabbed, well, the second thermal that came by which wasn't any better than the first I'd found and ditched. The sight of all those gliders nosed into and behind the mountain, one with a chute spread out behind it, and Barry on the radio saying "Go like hell, there's a lightning storm coming" made me a little less discerning.

There was MAJOR rough lift. I went over the top and behind with only a few hundred feet. I had NO control of my drift because I was maxed out just keeping from getting inverted more than 120 degrees or so. My thermal actually slewed around the side of the mountain, and I rode that one out over smoother ground. By then, I was coring such wide circles that I decided the lift was everywhere, and I could go like hell downwind.

I was under partial cloud, and to both my right and left sides were long, black banks of cloud, firing down lightning as if it was the Fourth of July. I had the VG full off for best handling. The control bar was stuffed as far as I could reach and I was getting hammered around so much that I could barely keep it right side up or pointed downwind while climbing so fast that I was wondering where that space shuttle was! When I looked down from 15000 ft and saw solid shadow passing me below, blocking out all the remaining patchy light, I'd had enough. With me being high in the weight range on the Pacific Airwave K5, that's fast! Knees bent, bar pulled down past them, both

hands in one corner of the control bar to keep it pulled over, I've never flown so fast in my life!! My bank angle was indeterminate, past 90 as much as not, with the wires thrumming, the wings creaking and either the sink alarm full on ("Yes!") or the climb rate still topped out ("AARRRGHHH!!").

Down to a few thousand feet, with lead for arms, I got upright and opened the harness for more drag, and kept spiral diving. I pulled so many Gs that my feet were swelling and I was seeing black spots. Finally I achieved ground level with a perfect landing ("Can you say 'incentive'?") except for having been sucked three miles back TOWARDS the storm from the point over which I'd started screaming... I mean, diving.

I must have shaken for an hour, especially after looking up and seeing what had been chasing me. You know a cloud is BAD when it has FEATURES! Gasp! It took Roland and I quite a while to find where I'd left the diver, due to my brainstorm of taking a short cut drive to it instead of retracing my path out on foot. He'd gotten a few good flights in, but had to head back home that night.

That being the last day of the competition, I headed south to Telluride. The "5 O'clock Club" is the gang of locals that go for a fly after work, usually from Gold Hill, 12200 ft MSL. They told me about some foreign pilots that were getting hypoxic just sitting on launch! On the first day, I tooled around over the mountains at 16000 ft plus for 1 1/2 hours until the sun started its landing approach. Conditions weren't quite as good the second day. By then I was pretty tired of playing tourist most of the day. I heard the World's were starting in California, and that's where Doug Beckingham was planning to be. Go west, dude!

Bishop was swarming with hang vehicles. Dozens of them were rental vans with instant racks tied on. There was and a big "Welcome World Hang Gliding Championships" banner over the highway. I was told that, yeah, there'd been a Canadian here named Doug Beckingham, but he left yesterday. I hadn't arrived in time for the morning Mountain Queen or 4WD bus trip up, but I did meet a pilot named Larry with a steel brace screwed into his healing arm who said he'd drive for me. Just then two other newcomers show up, Dexa Wolf and Johnna, so I graciously share my driver. We all piled into her truck and tear on up to the Gunter Creek launch. It's amazing to look up and see 180 gliders over launch at the same time, not to mention Kari Castle in her orange bikini! Got a good intro flight that day, but didn't go anywhere.

Luxury accommodations that night and many of the following nights were at the Hotel Toyota, next to the hot springs that was a local party place near Keogh.

Dexa and Johnna had been in the Owens before, so with them as my guides I got to McGee Creek. The site faces northeast and starts blowing down by noon, so we didn't get off. Some kid thought he could get off luckily he didn't break too much aluminium tumbling down the shallow launch slope.

We tried again the next day with much better success. I got there from the springs a bit late, but quickly scrounged up a driver, Chet. I also met Tammy Burkar and took my driver as well as her truck up. At the top the thermals were light, but there was an interesting convergence at the bottom of a gully filled with snow. It was roasting hot on the ground, though.

The next day I caught the Mountain Queen up to Gunter and had a three hour out and return flight along the White Mountains. I landed at the Bishop airport. I was at 17000 ft plus, for three hours with no oxygen. Hypoxia is a myth. I only considered firing off my rocket for the fun of it once!

Before this place, I'd never met a thermal that I was truly scared of. A barely noticeable bubble a few hundred feet over the (4000 ft MSL) desert grows to a solid 500 fpm by 6000 ft, passes 1500 fpm by 10,000 ft, and then REALLY takes off! In the Owens, you feel sink and pull in a little. If you feel lift you pull in A LOT, because you know in an other second your nose is gonna point straight up and your vario will spit sparks. Each wing is going to spend some time under you, and somewhere above the freezing level (usually 16,000 ft or so) you're going to want to get OUT of that sucker! The skies are usually totally clear so even the tiniest wisp over the mountains means something serious. In the time I was there, three pilots were tumbled, including some of the world's best.

On the following day, I flew 25 miles straight north to the town of Benton, at the end of the White Mountains. For the first time in my life I flew in shorts (forgotten the long pants at the bottom), and then I landed in a thorn bush... of course. Almost landed on a wolf, but he looked up and ran!

I'd heard of a really scenic place to fly, Horse-shoe Meadows, so I headed there that night. Launch is a cliff WAY back in a canyon, facing east. You can only launch in the morning because of the Westerlies that start up around noon. I had an EXCELLENT 4 1/2 hour, 60 mile flight that day, north along the Sierra Mountains until it got trashy, then across the

15 mile wide valley to the Inyo Mountains, then north some more to where that range ends at a huge pass, and then over to the town of Big Pine. The locals were amazed that I did the valley crossing on my first flight there, but compared to our prairies it was EASY. That valley COOKS! It is cold at night and the temperature rises into the hundreds during the day. I cored with an eagle for a while just outside town. After quite a few minutes, he started acting as if he was going to attack and I had to do the same to chase him off.

My sixth flight in the Owens was and is my longest cross country flight to date. It started from the Gunter launch, north to Boundary Peak at the end of the White mountains, then south past Black Mountain at the other extreme of the range, and into the valley town of Klondike. I landed in the competition LZ, which none of the competitors managed to reach that day. The flight was 4 1/2 hours and 78 miles long. I had a slow start on this one. An hour into the flight, I had sunk out and was out of the harness setting up for a landing TWICE before I could core over launch to the peaks.

The next day was my last in the Owens. That damned work thing loomed in the near future. I did the flight north to Benton again, but shaved almost 1/2 hour off my time and made it there in 1 3/4 hours, as the sun was downing. Sometime in that flight, while I was doing a low save over Chalfont, my total air time hit the 100 hour mark. Hooray! The late start was because of a dust devil I saw kick off just in front of launch. I was in the upper launch area, watching the famous competition pilots go for it, and grabbed the nose wires of an Aussie about to launch. I just about got a free tandem when the twistie went right through us.

Then there was a fuss out in front of launch, and I ran down to help the EMTs with an Italian pilot who packed in across the slope at high speed. I think the suction behind the dust devil got him. The chin guard of his helmet was bashed in, but only his nose was broken. However, he could have had a broken back, ribs, internal bleeding... that kind of nasty stuff. When helping at a crash where there are trained med techs, keep quiet, stay out of the way, and don't do anything unless it's really obvious or they ask. The Mountain Queen's seats were removed to make room for the backboard that we had duct-taped the Italian to. Eventually the twin-rotor helicopter we called in managed to set down where we could meet it with the Mountain Queen and we loaded him in. I hear he's OK. Big wind-up party that night in a local bar, which moved to the hot springs at closing. Yeah!

.....continued on next page

WINTER FLYING EXPEDITIONS

BY MR. OR MS. ANONYMOUS

This winter, several Manitoba pilots braved the cold to go out flying in Morden, Sanford, and the Qu'Appelle Valley and were rewarded with LOTS of air time. Five pilots made the first winter trip out to Morden. Nes didn't show until late afternoon, after getting lost. Andre went to the wrong Pancake House in the morning and never did find us. Eldon almost got stranded in the valley when he lost his car keys while either changing his clothes, or peeing in the bushes. The winds were strong and gusty out of the southwest. We had cleared launch the winter before, but the landing area was quite far away. Just in case, we spent some time clearing trees in the landing field so that Janice would have a place to land if she didn't soar.

Mike was the first off launch followed by Barry. Both christened this new site with soaring flights of 20 minutes each. Eldon was kept busy flipping his glider into the bushes while setting up. The wind was very turbulent. Eldon and Janice wisely decided to pack up. That evening, we had dinner at the Pembina Crossing Vacation Ranch with double helpings of lasagna, fruit salad, cream salad, and yummy desert. Next time out, we will rent the cabin and stay over night.

On Remembrance Day weekend, a total of 13 pilots showed up in the Qu'Appelle Valley hungry for air. Barry dragged out his new trailer tow system and snowmobile. Nes brought a four Wheel ATC! We were ready for fun no matter what the wind had in store for us.

A few pilots and four students took the day off work Friday. The winds were light all day and the students logged several flights, each at West Indian Point.

Saturday brought winds that were a bit stronger, but were marginal for ridge soaring at Dekker's. Each gust teased us to set up, but then crossed out to the west when we were ready. We had a choice to go to West Indian Point for some marginal soaring, or sky out on the tow line. Finally all the students and pilots took a sled ride off Dekker's and we found a great tow road a couple of miles north of the valley.

Almost everyone set up for a tow, and those who didn't raced around on Barry's snowmobile. I couldn't figure out who was

having more fun. The cloud base was about 1,500 feet, and several pilots towed until they were invisible. Nes finally took his first tow ever, and Eldon almost flew without setting up his glider properly (again). When darkness fell, Nes, Pete, and Barry continued to race around on the snowmobile and ATC while the others headed back to the hotel for dinner.

That night after dinner, we had the obligatory water and pillow fight. Everyone had turned in except for Barry and a couple of girls he met in the bar. They grabbed the fire extinguisher, and the keys for Johannes and Pete's room. Johannes and Gerry Lacroix had adjoining rooms. They were awake giggling and having a pillow fight, so they went to Pete's room instead. Pete was asleep, so they unlocked the door and let Pete have it right between the eyes. After running downstairs to hide, they decided to go after Johannes and Gerry. However, Pete was armed with a glass of water and had set up an ambush at the top of the stairs. At that point Pete and Barry decided to join forces against Johannes and Gerry... thus starting the war of water and exploding pillow feathers that kept poor Nes up all night! It's hard to tell who won. Everyone was soaked, especially Johannes and Gerry. They had been trapped at the end of the hall while fumbling for their room keys and were pelted with water from the fire extinguisher. Pete's room was full of wet feathers, and Barry's hair was dripping with some kind of smelly goop. We finally turned in after Pete tricked Johannes and Gerry to clean up the feathers by telling them he was allergic.

Anyway, this is supposed to be a flying story. On Sunday, everyone skyed out at West Indian Point. There were amazing thermals scooping us to over 700 above launch. Barry attempted a cross country flight twice, but came back to the ridge after losing the thermal. Eldon almost flew with-

out setting up his glider properly (again) insisting that it always flew OK at Kimberly hill like that, and Pete forgot his nose batten... hanging around Eldon too much, eh? I think that the shortest flight of the day was about 2 hours. After landing his glider, Barry got some more air time on his snowmobile taking the braver of us flying over jumps. We all went home with smiles on our faces, tired but satisfied.

Winter offers us some of the best flying available. Smooth winds, and denser air makes it easy to learn to soar, and sky out. On a cold winter day, you would only need a 8 MPH wind blowing up the hill to soar, whereas in the summer a 15 MPH wind would be required. We always plan a trip to Morden the weekend after each club meeting, and there will be another Qu'Appelle trip near the end of February. So don't wait for spring, give Prairie Wind a call to find out the dates for the next flying trip.

No rating on your card = No Rating
No Rating = No Comp Points
No comp points = No Canadian Team member
No Canadian Team Member =
YOU WON'T BECOME FAMOUS!

continued from previous page.....

I did some helium with Kari while we were blowing up balloons for the awards ceremony the next day, then hightailed it northeast. The U.S. team came first, then the Aussies and the British. Quote an Aussie, "We just came to beat the Brits." The Canadian team did pretty excellent, but lost big points because of a turn-point photo screw up and came in 10th out of the 3 or 4 dozen countries entered. Mark Tulloch got the big bucks in the XC competition. The top-ranked pilot was the same guy who had it last year, and that's a first.

I made it to Sheridan the next day, to try out this Sand Turn that George was so wild about, but the clouds were sitting on launch, so I wisely partied all night with the locals. The clouds were still there the next morning, so I continued the rest of the way home. I'll head back again, as soon as I can.

All told I got 25 flying hours on this trip with 274 XC miles and just over 10,000 km of driving. Worth it? DAMN STRAIGHT!!

SASKATCHEWAN NEWS

We've had a busy spring out here in Saskatchewan and it's certainly didn't start out very well. Hang Gliding made the news after a "fringe" fatality on the Easter Weekend. After the initial shock waves, the media coverage was mostly accurate and fair thanks to Mike Reibling. Mike is serving his second year as SHGA director and he has proved to be an excellent spokesperson for our sport. He remained professional and unbiased under wuffo scrutiny. Mikes interview actually prompted some other "fringe" people with ancient gliders to call him up for advice; perhaps another fatality will be avoided. A complete accident report was filled so if your interested you can read the HPAC/ACVL Safety Directors report.

On a more upbeat note the 4th annual Craik Tow Meet was again organized by the Atlas Tow Club of Moose Jaw for the May long weekend. Day 1 was designated as fun flying due to low cloudbase and minimal thermal activity. A 65km race to goal was set on Day 2 but with a 4000' cloudbase the longest flight was made by Carroll Pelletier of the Regina NOBS and was only 49km. Goal was set for 35km to Chamberlain on the final day and was reached by 7 pilots. Mark Taylor of Moose Jaw shamed the HP AT's and K4's by making the best time in his Comet.

All the teams put out a great effort but every competition has to have a winner; the final standings were the Regina NOBS 1st, MHGA contingent 2nd, and the Atlas Tow Club of Moose Jaw 3rd. For Individual achievements the standings were Carroll Pelletier 1st, Bob Yarton 2nd and Barry Morwick 3rd. Bob Fielding placed 1st for Level I & II and should be congratulated for making goal on the last day.

We have organized two year long competitions for 1994, Most Miles and Most Airtime Level I & II. The cross country potential seems promising so far with 60+ miles being flown by Craig Lawrence in early May. I took the plunge myself and left the tow site for my first XC of six miles. On my second XC I went 28 miles to McLean. I released the tow line at 1200' AGL and immediately caught a thermal to 8900' (10,900' ASL). My drinking tube froze, I could barely move my fingers, and I didn't really know what to do with all that altitude. I played around in a few other thermals but basically, I just pointed myself downwind and took in the scenery. It's an experience I'd like to repeat.

HOW DO I BECOME A TANDEM PILOT??

It is a question I have been asked a lot lately. The first thing that comes to my mind is, why? The answer is \$\$\$, YES MONEY!! Just think of the money I can make and it is so easy!! Wrong!!

Most of the time I try to discourage or slow the eager tandem "want to be's" down a bit. The reason is simply that most pilots are not ready or do not have enough flying experience themselves. I have watched tandem paragliding evolve from Europe to New Zealand and have seen some serious accidents occur. It is not just one person that gets hurt, it is doubled, and the responsibility rests completely with the pilot!!

In Europe and New Zealand they have been tandem paragliding for years hopefully we can learn from their mistakes. The only difference from these countries is that Canadians and Americans alike love litigation and are always happy to sue you at the drop of the hat!! Are you prepared for this??

What I am trying to emphasize is that our present Instructor and Tandem rating is very slack. Pilots with low hours and not enough experience are capable of meeting the now present Instructor/Tandem Pilot rating. Yes, we are working on it to make it a more professional rating, but it takes time since eastern and western Canada don't always see eye to eye.

Take a good look at yourself and ask "why do I want to do tandems?", do I really have the hours and experience?", and "can I handle myself in any situation that may occur?". Then after you have examined these issues and answered "yes" to all, ask yourself am I prepare for heavy litigation in the event of an accident?

After the early dealings with the media, it's back to business as usual in Saskatchewan. We continue to be a small, close-knit group that just wants to fly and have fun. Simple pleasures like an evening glass or a camping trip keep us watching the sky and in touch.

Vivian Hooper.

HAVEN'T GOT YOUR MEMBERSHIP CARDS or NEWSLETTER?

Then give me your correct address!!!
Simon Berube, BC; Robert Roehler, BC;
Jim Snell, BC; Russell Fretenburg, BC.
Barry Bateman HPAC Administrator

So before you start wanting to fly tandems, don't just meet the requirements. Invest time and money in yourself and your abilities to deal with tandem paragliding and the consequences they may present. Then ask yourself not how do I become a tandem pilot but why do I want to fly tandems.

Thanks for your attention.
Glenn Derouin
Rocky Mountain Paragliding

(The following article taken from "Airbourne" the NZ magazine has been edited to fit space constraints. Barry Bateman, Editor)

THE ALLIANCE

No, not the meatworks and Jim Anderton's party. Its a group of Queenstown pilots who negotiated an exclusive concession with the Department of Conservation for themselves to fly commercial tandems through the whole of the Wakatipu Basin. They persuaded the DOC that any more than 15 pilots in the Wakatipu Basin would be dangerous! They should have gone for a DOC controlled and south of the equator just to be really on the safe side.

Eighteen months and four broken legs, cases of compressed spinal vertebrae, a broken collarbone, a broken arm, two tree landings, several ugly skin wounds requiring hospital treatment and numerous abrasions alter, this particular rationale for the Alliance looks a little wild. If you are surprised by the scale of these accidents you are not the only one-accident reports are seldom filed as the DOC has been showing concern at the lack of safety being revealed. This summer saw no accidents with the schools' earners yet two broken legs, compressed vertebrae, one broken collar bone and one serious skin injury courtesy of the safety conscious tandem pilots. It would be almost comic were it not for the fact that the injuries are real, they all involve members of the paying public and some of the damage is long term.

In December of last year, mid-flight a tandem pilot watched helplessly as the shackle connecting passenger and pilot to the canopy peeled apart and straightened. It hadn't been screwed closed in the pre-flight. Prayer time as the riser webbing slid off, caught on the few millimeters of screw thread and stayed there for the rest of the exciting flight.

In January an apparently old tandem with the brake lines apparently trimmed too tight went into a rapidly accelerating steady stall and didn't come out. Unexpectedly the canopy regained normal flight some 50 meters above

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didn't have any mention about such things as "asymmetric leading edge tucks". So far the president's residence hasn't had a visit from the "Fan Man", although it appears he's available after his release by the police at Buckingham Palace.

The paragliding world cup in Governador Valadares, Brazil, ran from February 12th to 20th. Five pilots from Argentina attended the meet. Apparently the heat was terrible; pilots had to fly early in the day to endure it.

The annual free flight festival takes place at La Cumbre the week leading up to Easter. While for western Canadians Easter marks the start of the competitive flying season, for Argentina it draws to a close the competition season, although of course since the country doesn't get any snow you can fly all twelve months, and, of interest to winter-bound Canadians might be the annual x-c meet in La Rioja, tentative date for 1994 is November 12-20th.

NEW ZEALAND PARAGLIDING NATIONALS

By Glenn Derouin

Once again I spent our winter (Canada's that is) working in New Zealand. First stop was, Queenstown for the "Nationals" from Jan. 6-14th. This year the competition was looking to be the best yet!! There was 98 pilots entered, 78 pilots in the open competition with 34 pilots being from all over the world. This was more like being in a "World Cup"! There was also an intermediate competition for pilots with less experience and only a few turnpoints of which 21 pilots entered. Pretty good for a country with only 3 million people!!

The KIWI's tend to take the "National" seriously and use this competition to help in selecting a national team. The weather during the 7 days was lousy producing torrential rains and floods like they had not seen in years. In the end we managed to get in 3 valid tasks, 2 tasks were races to goal of about 35km with 5 to 6 turnpoints. The 3rd task was a "Cats Cradle" where you pick 4 turnpoints and tried to do the longest distance possible within a certain time period and making it back to a designated landing area. This proved to be an incredible sight as pilots headed off in all sorts directions. The tasks set were very challenging with only 4-10 pilots making goal each day. The Nationals were excellently run with good sponsorship with about \$15,000.00 New Zealand to be won. This is a great competition for any para-pilot thinking about heading overseas this year. I thoroughly enjoyed it and hope to return for next year!!!

5TH ANNUAL BLACKCOMB PARAGLIDING MEET

By Janet Moschard

Miraculously the rains stopped and the clouds parted to make way for a smooth day of flying from the top of Choker on Blackcomb for 21 colourfully costumed parapilots from as far away as Alberta, Washington and even Vancouver!

Tasks were as follows on the two flights of 1000m vertical drop:

Flight 1: Kick and go (20 points) with target landing (10-30 points)

Flight 2: Drop and go (20 points) with target landing (10-30 points)

OVERALL WINNERS:

Ray Kehl,	Seattle	80 pts
Derek Hutchinson	North Van	50 pts
Mike Roberts	Lasqueti Island	40 pts

The undisputed highlight of the day was the costume category winner, Richard Auer, who flew in an amazing killer whale disguise. Every competitor showed up in some sort of costume - the madonna, space shuttle, nerd, condom, devil and teenage mutant ninja turtle were among the crowd favourites!

Flying resumes when Blackcomb re opens June 16 right through until September 5. Come on up and join us for some of that legendary evening airtime!

1993 ROCKY MOUNTAIN LEAGUE AWARDS

Level		Result
LONGEST FLIGHT OPEN DISTANCE		
2	Karen Keller	5.8K
3	Rob Sivell	55.1K
3	Geof Schneider	55.1K
4/5	Doug Keller	104.5K
LONGEST FLIGHT TURNPOINT		
3	Geof Schneider	55.1K
3	Rob Sivell	55.1K
4/5	Doug Keller	63.9K
LONGEST DURATION		
1	Robin Fernandes	2:10
2	Karen Keller	1:00
3	Geof Schneider	3:00
4/5	Andre Lafreniere	4:00
MOST DISTANCE		
2	Karen Keller	5.8K
3	Rob Sivell	215.7K
4/5	Doug Keller	866.6K
MOST HOURS		
1	Robin Fernandes	6:28
2	Karen Keller	5:08
3	Rob Sivell	18:36
4/5	Ron Docherty	49:15
MOST IMPROVED PILOT		
1	Robin Fernandes	19.40
2	Karen Keller	0.73
3	Rob Sivell	2.04
4/5	Doug Keller	0.99

FAI RECORD CLAIM

Tomas Suchanek has just recently filed for the 100 km out and return speed record so at present it is still "pending".

Tomas set the record at Garie Beach (Stanwell Park, Australia) on a Moyes Xtralight 137 on 5 March 1994 with a claimed speed is 51.52 km/h.

The previous record was held by Christophe Ambuhl (CH) with a speed of 35.90 km/h.

Richard Auer flying in his Killer Whale costume.

CANADA'S TEENAGE PILOTS

Compiled by Vincene Muller
with assistance from Mark Tulloch
and Barry Bateman

Keith MacCullough; Age 16 Paraglider Pilot, Calgary, Alberta

Keith has now been flying just over a year and he certainly learnt quickly. Coming from a family where everybody (4) flies he is anxious to fly higher and further than anybody else. His first XC flight was during the Nationals in Golden in 1993 and so far in 1994 he has had the longest flight in Alberta on a paraglider flying 18km in early April (probably the longest in Canada at that time of the year). His biggest thrill was passing over a national team hang glider pilot who had just landed. Keith is looking forward to competition flying this year and after paying off his Astra 27 he plans on saving for instruments! In 1995 he is hoping to attend at least one paragliding world cup in Europe.

Kevin MacCullough Age 18

Calgary, Alberta

Kevin took beginner lessons with Keith but due to school and work commitments he hasn't had the time to put into flying. He is hoping that this year he will have more time and he will get his first ridge soaring flight at Cochrane. The highlight of 1993 was a tandem flight at Golden with Eric Oddy followed by his first solo mountain flight at Golden. Living in the same house as Mum, Linda it would be hard not to be hooked on the sport - she is the most enthusiastic pilot at Cochrane.

Angie Broad; Age 16 Hang glider Pilot, Calgary, Alberta

Angie started with lessons when she was 14. Being rather small she took things easy in class and has been progressing at a steady rate. Now 16 she bought her first hang glider, a Dove, with baby sitting money. This year she is a regular at the training hill trying to get as many flights in as she can.

Martina Werner; Age 'nearly' 14

Paraglider Pilot, Calgary, Alberta

Martina came along to watch Dad, Mike take lessons two years ago. Mike is a former hang glider and ultralight pilot so it wasn't too long before he was hooked. Soon he had his own equipment and was in the intermediate class, then Martina did a little ground handling and joined the beginner class. She had quite a few flights over the winter and last spring Mike bought her a used Speedstar. Martina had many flights at Cochrane and her first mountain flights at Wasa, B.C. She was calm, cool and collected when she flew but Mike was nervous while watching her. Martina now has flights at Golden and Salt Lake, where she had her first soaring flight.

Her ambition this year is do more ridge soaring at Cochrane on her new Prima.

Tyler Borradaile; Age 16 Hang Glider Pilot, Surrey, B.C.

Tyler had his first flight with his dad, George, when he was just 3 years old and has been following him around trying to get into the air ever since. He took his first fledgeling steps on the training hill in May 1992 when he was 14, (which is when he was big enough to handle a glider), and had his first high flight on July 12th the

same year. He says he has to pay for most of his own equipment, even though his dad's the Wills Wing dealer, but admits that the Apco harness he received from Willi Muller and his dad for his birthday present this year certainly helped a lot.

Tyler presently flies a Wills Wing Spectrum 165 and is interested in competing. This year, at the upcoming Western Canadian Championships, he's been invited to fly on a team as the rookie pilot by no less than fellow team pilots, Steve Best, George Borradaile and Canadian champ, Ross McEwen. Look out for this guy, he could soon

be a force to reckon with.

Paul Thordason; Age 19 Hang Glider Pilot, Calgary

Paul started flying up in Peace River. Dad Terry was an avid pilot flying many hours with Randy Haney until Randy moved to Vancouver, then Europe. With nobody to fly with, Terry sold his equipment. Paul had been flying models for years and found an old glider and started practising. Terry helped him out and then bought some equipment for them both. When transferred to Calgary two years ago, he spent many hours with Paul on the training hill, Paul got into ridge soaring in 1993 and this year, having moved up to a UP Axis 13 he

Left, Chris Muller hanging out, age 17;
Top right, Keith MacCullough flying at Cochrane, Alta;
Above; Paul Thordason getting ready to fly at Cochrane; Opposite page, top left; Bryn Latta; top right, Tyler Borradaile flying from Woodside, BC; Bottom, Angie Broad practising on the training hill.

had his first XC flight during the Savona Easter Meet with a 60km out and return. Paul is a student enrolled in the Aeronautical Engi-

neering Course at SAIT in Calgary.

Chris Muller; Age 18

Hang Glider & Paraglider Pilot, Cochrane

Chris is Alberta's most well know young pilot. He started flying tandem with Dad, Willi at age 5. Paragliding came on the scene in Alberta when he was 11 and this was flying he could do on his own. He had many sled runs that year and his first short ridge soaring and mountain flights. At 13 he started hang gliding in earnest having his first mountain flights during the Team Meet at Clinton. That fall he put in many ridge soaring hours at Cochrane. Just after turning 14 he had his first 100 mile flight off tow. That same year he entered the US Nationals in Dinosaur, Colorado placing in the middle of the pack and making goal twice out of the six days. By now he was hooked on competition. In 1991, at 15 he set a Paragliding World Record Flight to Goal flying from Golden to Invermere (101.5km). He shared this record with Sean Dougherty. A year later he broke the record with a flight from Golden to Canal Flats (146.22km). In 1993 he represented Canada at the World Paragliding Championships in Verbier, Switzer-

land. After a great start he dropped down to 55th place. However he went on to a World Cup in Avoiraz, France and placed 11th. In 1993 Chris was Canada's top point pilot in paragliding and he shared first place in hang gliding with Mark Tulloch. Chris finished high school in January, 1994 and started the competition season with the UP International at Torrey Pines, California where he placed 3rd. He is now in Europe working for Randy Haney and will compete in Paragliding World Cups and the Hang Gliding Pre-World Meet in Spain.

Bryn Latta; Age 18

Hang Glider Pilot, Victoria, B.C.

Bryn is a Level 2 pilot who started training when he was 15. He has little recollection of exactly what intrigued him about hang gliding except that he had some idea that he wanted to do it. No one in Bryn's family is active in any form of aviation but they all supported his desire to learn.

He started lesson with Air Dreams Hang Gliding School in Victoria and progressed rapidly, soon buying his first glider - a Gemini 164. His father built racks on his truck and would drive Bryn to the training hill regular since Bryn was still only 15. In school he was also involved with basketball and cross country running. Bryn is also an accomplished pianist.

Bryn is known from being very quite. Thus when he soared for two and a half hours on his tenth high flight while much more experienced pilots were already on the ground, few were surprised

when his only comment upon landing was "tired". Bryn was the Victoria Hang Gliding Club "Rookie of the Year" in 1992 and won the Level 1 -3 Division at the 1993 Salt Spring Island Fly-in He has 30 hours of airtime and now flies a GTR 162.

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AN INTERVIEW WITH

ROSS McEWEN

1993 CANADIAN NATIONALS HANG GLIDING CHAMPION

BY STEVE BEST

After years of flying hang gliders in relative obscurity in the boonies of Alberta, Ross McEwen burst onto the competition scene in 1993, with a 2nd place/top B.C. pilot finish at the '93 B.C. Provincials, and a 3rd place/top Canadian finish at the '93 Nationals. Ross, 33, is a master of light air, and excelled in '93's marginal conditions. Ross just popped over for a beer, so pop open a cold one, and join me for an evening with "The Champ."

S.B.: *Congratulations on winning the Nationals, Ross.*

Ross: Thanks.

S.B.: *How long have you been flying hang gliders, and how did you get your start?*

Ross: I took lessons in '82 from Terry Jones of Birdman. I was in the middle of going to university, didn't have any money, but I managed to scratch together enough for the lessons I always wanted, and took them. I had to wait 'till I got out of university in '84 to afford a glider of any sort.

S.B.: *That was in Alberta?*

Ross: Yeah, I was living in Edmonton. I bought Stewart Midwinter's wife Kathy Kay's old Gemini 165, went back to the training hill and preceded to try and relearn everything I had forgotten in the preceding two years. Caused a lot of metal to disintegrate.

S.B.: *You moved to Vancouver in 1992. What kind of flying were you doing in Alberta before that?*

Ross: I went travelling between '87 and '89. I hadn't ever ATOLed before, and while I was away, ATOL became very big in Alberta. So primarily when I came back, in the spring especially, on the ATOL system. And I did some trips to Golden and such in the summer. But ATOL was the focus of my flying. I had 43 tows over the two year period.

S.B.: *Did you get much cross-country off tow?*

Ross: Yup. I really enjoyed the time when I first got back, with the guys, Steve Preboy, Doug Litzenberger and Ross Hunter and Cam Mason and some others. Everybody had a great attitude about just trying to fly cross-country. It didn't matter how far you flew, just go for it. Of course, we didn't have any radios, we didn't have any drivers. Last one to go's a rotten egg, and wherever you landed you phoned and tried to hitchhike or whatever. Lots of very late night retrievals and such, but

lots of funny bars. It was great, and a great bunch of miles flown actually.

S.B.: *So you moved to Vancouver two years ago, and started flying mountains. How do you like mountain flying, verses towing in the flatlands?*

Ross: I prefer it. Flying in the mountains is a lot more interesting. Sure, flying in the flatlands is interesting, and it takes a lot of skill. But when you're flying in the mountains you have to add in the different components of the sun direction on the faces, the wind direction, finding lift here and there. It becomes more kind of a hunt, a little bit more strategic. Especially triangle and out-and-return flying. It adds an element to it. Most of the flying we did on the prairies was straight downwind, get high and turn downwind and see how much

the '93 Savona Easter Meet, where you made goal the first day. Had you done any competing before that?

Ross: Well, I competed in the 1988 Australian Nationals while I was travelling, and finished second from last. I was away for two years, and in that time I spent two six-month periods in Australia just to fly. The first time I was there was during the Worlds, and I met George Borradaile and Mike Cook. I spent two months living at Mt. Buffalo, flying there and Mt. Emu every day. I had a great time, and that was really where I learned to fly cross-country.

S.B.: *What sorts of things did you work at while you were away?*

Ross: I worked in the day at an army surplus clothing store, and at night as a waiter.

S.B.: *Waiting tables in army fatigues, no doubt.*

Ross: Back to your original question, the Australian Nationals was the first competition I really entered. I had entered all the little fly-ins and stuff around Alberta, and entered this and entered that, but the Nationals in Australia was the first one I ever took seriously. As I say, I placed 59th out of 60.

S.B.: *You did a lot of flying with J.C. when you moved to Vancouver the year before. Did that have an influence on your starting to compete?*

Ross: Yes and no. Flying with J.C. a lot, and getting the benefit of J.C.'s advice has been tremendous, and I really do owe him a lot. But he didn't really point me toward competing. That was something that just kind of happened on my own. Since I moved to Vancouver I've been fortunate enough to be able to fly with a lot of pilots with a lot more experience than me. A lot, like we're talking pilots with over a 1000 hours of experience, true "cream of Canada" kind of thing, and boy has that been enlightening. Talking to J.C. or just talking to anybody after the flights, it's been great. I even learned to thermal.

S.B.: *You did really well in '93 in marginal stuff. Is light air your strongest suit, and what are the ingredients that go into excelling in light conditions?*

Ross: That's a real question. I used to dread light air. In light air the most important aspects are: a) staying positive, not berating yourself because you can't get a handle on the thermal, but just saying "this is a bubble that's moving all over the sky, and this is a real game of tag,"

The "Champ" drinks a beer.

land you can cover. Whereas I really enjoy the more out-and-return, pushing yourself to do things that you really wouldn't do, doing things that don't come natural. Like trying to go into a twenty-mile-and-hour wind.

S.B.: *You seem to have caught on to it pretty quick.*

Ross: On good days.

S.B.: *Actually, on bad days, based on the results. The first competition I saw you at was*

not getting down on yourself, and going after it. And b) being able to keep your concentration. If it takes you a half an hour to climb, well that's life. And trying to be as sharp at the end of four-and-a-half hours as you were at zero hours. That was one thing I was really happy about last year, 'cause it was the first time I was able to really keep concentration.

S.B.: *That must have something to do with being in shape. How do you stay in shape?*

Ross: I run and I work out. I'm not in tremendous shape, by any stretch of the imagination, but I'm in fair shape. And this winter I've been working out a bit more, trying to get in better shape because it does make a difference, just to your mental alertness.

S.B.: *You mentioned strategy and reading the*

Ross: That's interesting, because it didn't feel that way at the time. But that site has worked well for me, and competition-wise it's been incredible. I honestly couldn't tell you why. I've been as bothered as anybody else there by launching into stuff that it takes you forever to get up in, and you can't seem to get a handle on what's going on. All I can say is that I was happy with the way I tended to get a lot sharper as the flights progressed, and get clued into the game, and realize that it was a game of patience. That, along with a whole bunch of lucky breaks.

Another thing, in light air it tends to be more fly your own game. In light air you can't go racing over to everybody else's thermal, 'cause

S.B.: *Last year was your first year of real competing, but you still seemed to come to it with a fairly relaxed attitude. How would you describe your attitude, and is it changing?*

Ross: I try to remember that it's fun. I get enough stress and drama from 9 to 5, I'm not going to spend my weekends getting more stress and drama. On the other hand, you feel good when you do well, and only you know when you did well, when you learned, and expanded yourself, and improved your skills. So yeah, I do try and keep a positive attitude about it. It doesn't always work. This year especially, I'm going to try and make a point of flying the air, and not letting competition rattle my flying. Face it, you're there to fly, you're there to do tasks that are more difficult, to try and become a better pilot. And also to test yourself, to see how good a pilot you are. But by no means do I want to let my point standings get in the way of enjoying a good weekend of flying.

S.B.: *Do you have any tips for pilots just starting out in competition*

Ross: Keeping a positive outlook, and essentially realizing that, in a field of competition, you can do anything anybody else can. It's not like there's rocket scientists flying hang gliders. If you keep an open mind and learn, and apply yourself and keep positive about it, you should be able to do whatever you want to do. As long as you're willing to put in the hours.

S.B.: *Congratulations again on winning the Nationals, and good luck this year*

The Champ flies a hang glider

terrain which you seem to have mastered.

Ross: I wouldn't say that. I'd say I've done fairly well at it, and I'm happy with that. The one thing I like about light air is it's not as straightforward. On a booming strong day, the trigger points are fairly straightforward, and anyone can read them. On a light day things might drift off before they go up, and you might find them in a little bit odd places. You find something in an odd place early in the day, and you start to look there. It gets to be a little more of a game of chess. And some of it's just dumb luck too, because I've been too scared to go way back in the depths when it's a light day, and most of the guys do go back there, and if you stay out in front sometimes you do better at places like Skyline.

S.B.: *Speaking of Skyline on the last day of the B.C. Provincials at Skyline, you almost completed the 80 km. task, winning the day and flying twice as far as the next pilot back. You also won a round and placed well in other rounds at the same site in the Nationals. You seemed to have an instant affinity for the site*

they're no better than yours. In stronger air it tends to be more of a gaggle game.

S.B.: *What is your next goal in hang gliding. Are you interested in international competition?*

Ross: Definitely. Obviously, I've got a lot to learn. What I really have to learn is real racing. Flying efficiently, leaving thermals when I should be leaving, rather than flying ultra-conservatively and boating about the sky. Though that's what gets you the furthest on light days.

Starting to be able to read the thermals, starting to be able to use other pilots more in a competition type of sense. This year I'm hoping to compete a lot, far more than I have in the past couple of years. And spend more time with people in stronger air to learn. I've got a lot to learn. My goal is to make the Canadian team. I've only got two weeks vacation this year, so I'll be at Golden for the Nationals, and I'd like to go to one big U.S. meet, to see the full spectrum of competition.

Wills Wing RamAir 154 Grounding Lifted

On May 12 1994, Wills Wing issued a temporary grounding order for the RamAir 154. This order followed a tumble and structural failure in Germany and reports of three other turbulence induced incidents. The DHV and Wills Wing re-tested the gliders and found that they complied with the certification test requirements with the VG in the full on and full off positions as required. In the case of the DHV testing, additional test were carried out in the intermediate settings and the results showed non-compliance in one tuning configuration and other areas of marginal compliance. The certification standard is that the glider should pass at all VG settings and in all allowable tuning configurations.

Wills Wing has since developed a retro-fittable modification which involves a new bridle set, a bridle compensator adjustment, and added reflex to the 4 inner battens each side. This kit is available free of charge from Wills Wing and consequently **on May 17th the grounding was lifted subject to the above modifications being performed on the glider.**

Please contact Wills Wing dealer or Wills Wing if you require any further information at (714) 998 6359

WHAT PRICE, YOUR HEAD?

*The following paper, written by Mark Dale,
Safety Officer of the British Hang Gliding Association.
Reprinted with thanks.*

HELMET FACT SHEET

SEPTEMBER 1991

INTRODUCTION

There are many schools of thought as to what constitutes an ideal helmet for hang gliding, but most of the popular "gut reaction" along the lines of, "if it's heavy, expensive, and made of something strong then it must be good."

This fact sheet details some of the science of helmet technology, and so should; help the pilot make a more genuinely informed decision on helmet choice.

Fortunately there are too few reports of accidents involving head injuries to hang glider pilots for it to be possible to draw any conclusions from these - but banging your head is banging your head, irrespective of what you were doing that led to the bang. There has been a great deal of research on helmets for motorcycling and cycling, which has led to the current British Standards for these helmets. The fact sheet argues that pilots should place their trust in these standards and only buy a helmet that conforms to one of these and is kite marked accordingly.

POPULAR MYTHS

Myth No. 1:

Buy a good solid helmet.

There is no such thing as a good solid helmet. A solid helmet can only be bad! A helmet's primary function is to absorb shock, and a solid helmet will be absolutely no use in that. (And, except for climbing helmets, the shell plays little or no part in the absorption of shock; it is almost an irrelevance).

Myth No. 2:

By the most expensive helmet you can, preferably purpose made for hang gliding.

Cost is no guide to helmet efficiency. The only dependable guides are the independent test standards. As far as I can discover, none of the "purpose built" hang gliding helmets conform to any British Standard - or to any other standard.

Myth No. 3:

A helmet is a helmet is a helmet.

Helmet models vary enormously in their effectiveness, and this can only be measured by expensive rigorous testing of transmitted "g" loads etc. A great many of the helmets available in the UK (for various sports) have never been tested and would fail all recognized certification processes i.e. they are next to useless. And they are generally indistinguishable from good helmets - they may even appear to be stronger. If we take bicycle helmets as an example, there are a number of these helmets available which have passed the SB tests and others with large margins - but there are just as many still on sale which have comprehensively failed all such tests! (We all accept the need for proper independent testing of our gliders - apply the same thinking to your helmet: look for the certification sticker.)

THE HELMET'S FUNCTION

We wear helmets to try to prevent head injury, or more exactly brain damage. Brain damage can be caused by:

- * Local deformation of the skull
- * Linear acceleration of the brain
- * Angular/rotational acceleration of the brain
- * Penetration of the brain

Helmets can help to prevent such injuries as follows:

Local deformation of the skull is reduced by the impact point load being spread by the

action of the helmet shell and liner.

Linear acceleration - more on this later..

Angular acceleration. The brain does not like being violently spun, so helmet test standards try to ensure that the helmet slides in a glancing impact, rather than sticking and rotating the head. Recent research seems to indicate that the smooth rounded shape that intuition suggests would slide most easily, is not necessarily the best. (Most testing and research has concentrated on cycle and motorcycle helmets, where glancing blows on smooth surfaces - tarmac, kerbstones - is fairly likely. The chances of a hill launch hang/paragliding pilot bashing such a surface seems remote.)

Penetration. As getting a spike through the top of the head would obviously be a Bad Thing, the test schedule for motorcycle helmets includes a penetration test, with the result that these helmets have to have a strong (therefore heavy) shell. Interestingly, accident analysis has more recently revealed that this sort of accident was/is virtually unheard of, and there is talk of relaxing the severity of this particular test. (And the chances of finding a spike to land head first on when out flying seem infinitesimal.)

So let's look at linear acceleration of the brain.

This is where the helmets primary role as a shock absorber comes in. If we take the "average" brain (some will be stronger and some weaker) and measure acceleration in G's:

- * Impacts of 150 g's cause little or no injury
- * Impacts of 151 to 250 g's result in light concussion and amnesia
- * Impacts of 251 to 400 g's cause extended loss of consciousness with traumatic amnesia
- * Impacts of 401 g's bruise and cause bleeding of the brain
- * Impacts of 700 g's are likely to cause permanent brain damage and may be life threatening.

The principal helmet standards (British BS, American ANSI & Snell) take 300 g as the maximum

Roger Nelson looking like maybe he should be wearing a helmet. Photo by Vincene Muller

permitted deceleration, and they test helmets at an impact speed of approx. 10 mph for bike helmets (BS6863 and ANSI Z90.4) and 17 mph for motorcycle helmets (BS 6658). These tests involve dropping the helmet, fastened to a 5Kg instrumented head form, forward, backward and crown first onto various shaped anvils from 1m in the case of bicycle helmets and 2m in the case of motorcycle helmets. In free-falling those distances the previously quoted speeds are achieved. (NB: The snell test for bicycle helmets calls for a drop height of 2m for some tests, so is more rigorous in that respect.)

HOW HELMETS WORK

The principal factor in providing the necessary shock absorption is the helmet's impact liner, which crushes progressively on impact, which crushes progressively on impact. This is usually constructed from expanded polystyrene foam some 25mm to 35mm thick, with a density of between 20 grams/litre and 80 grams/litre. The balance helmet manufacturer's must strike is between thickness and density:

A very thick, low density foam liner would provide ideal energy absorption characteristics, but would increase rotational forces on the head (and would be so bulky that no-one would wear it.).

A thinner layer of low density foam carries an increasing risk of "bottoming out" (though this will happen with all liners if impacted hard enough. Once this happens they cease to have any shock absorbing qualities and any further load is transmitted directly to the skull.) So a balance is struck which gives optimal protection at the loads required for certification.

Climbing helmets, which are designed to protect the user from falling stones, work in a different way to this. They use a fibreglass shell supported away from the head by a webbing head cradle. On impact the shock is absorbed by the webbing stretching and by the fibreglass shell delaminating. There is also a thin layer of foam impact liner inside the shell to aid the process if the webbing bottoms out and allows the head to contact the shell. The UIAA test and certify these helmets to 300 g with a *17 mph crown impact. But that is the entire test - the helmet is not designed to take side, frontal or rear impacts and offers very little or no protection against these.

* You may be thinking that 17mph is not much for a motorcycle impact, but the fact is that if you hit a brick wall head first at 50mph your head is going to end up somewhere near the middle of your back, and you will have some fairly serious (and instantaneously fatal) folds

in your spine and rearrangement of your internal organs. The point is that there is no point in building (or wearing) helmets that protect your head in accidents that will prove fatal. There is another strand to this thinking: whilst the danger of overload ("bottoming out") has been mentioned earlier, there is a similar "danger" in underload. A truck shock absorber is designed to operate at loads of say 10 tons, and so will gently give at those sorts of loads. But if you hit your friend over the head with it (say 50lb force) it would not give at all - it would remain effectively rigid. Helmet shock absorption will work in just the same way, in that a helmet designed for high impact velocities would be effectively rigid in less violent impacts, and so could transmit unacceptable forces to the brain.

The current motorcycle standard (BS6658:85) is the latest development in an evolving series which started back in the early fifties, and the recently introduced bicycle standard (BS6863:89) has benefited from all the acquired knowledge. There appears to every reason to trust in the standard setters work!

A BHGA pilot's recent accident seems to justify my faith in the level of the helmet standards. When he stalled in a turn and hit the hill head first, his UIAA certified helmet worked faultlessly, the inner cradle stretching and the GRP shell delaminating, so absorbing the energy as intended by these designs. But although his head was undamaged (other than the temporary effects of "brain shake"), he still ended up in hospital with more or less total (temporary) paralysis. This was a result of the wrench given to his neck when his body failed to decelerate as quickly and smoothly as his head. (He tells me that he should make a full recovery, though this will involve a very protracted period of physiotherapy.) It would seem reasonable to suggest that if the impact speed had been much higher, the limiting factor in his survival would have been the capabilities of his neck foremost, with his helmet's limits being reached shortly after - which is just as it should be.

CONCLUSIONS

J.L. Firth (Consulting Neurosurgeon at Derbyshire Royal Infirmary) concluded the 1982 Symposium at Birmingham University entitled "Head Protection: The State of the Art" with the following remarks: "Avoiding over-designed helmets and attempting to survive the unsurvivable will make possible lighter, cheaper, more comfortable and attractive helmets which will save people when they really can be saved." I see this as advocating a sense of reality and proportion: if you fall off your glider at several hundred feet and land on your head, you will be killed, irrespective of helmet type. The same will happen if you crash head-on into a rock at full flying speed. What we should be doing when choosing a helmet is trying to ensure that our heads survive survivable impacts, whilst at the same time ensuring that our safety equipment does not itself become a possible cause of accidents or significantly detract from the pleasures of the sport. (If you want to be really safe, stay at home - though most accidents happen in the home.)

SO WHAT: SHOULD YOU DO?:

Use a helmet that conforms to BS6863.89 as a minimum. If it also conforms to ANSI Z90.4 and/or has passed the SNELL tests so much the better. (Nb. These are all bicycle helmet standards - the advice I have had from various experts in the helmet testing and standards world is that these helmets should most closely meet our requirements. If you are a real belt and braces person, and can stand the weight and lack of ventilation, a helmet to BS6658.85 will provide an even greater (probably unnecessary) level of protection - but make sure that your hearing is not impaired.)

Change your helmet after a bump - once the cell walls of the expanded polystyrene "bubbles" have been bucked they lose a large proportion of their strength, even though they appear to have "spring back" to the original shape. Otherwise change it every two to three years.

Throw away any helmet you might have that does not carry a certification label. It may be completely useless.

The HPAC/ACVL insurance stickers that you received were graciously produced (for the cost of the materials only) by **Signpost Signs**. If you have need of a sign, maybe you could thank them by patronising them. Barry Bateman Administrator.

continued from page 17.....

the deck. I say apparently because there were no incident reports filled out for either of these events - both of which, but for the turn of a friendly card, would have almost certainly buried both passenger and pilot. It really is irrelevant who the pilots were - we all live in glass houses. The point is accident reports are a recognized learning mechanism in all aviation - we are wiser for knowing what happened to others

But obviously something is seriously amiss in Queenstown. Tandem paragliding should be the safest experience a person can have under a paraglider. However it is where the traditional "laissez-faire" fairly deregulated world of free flight intersects untidily with the issues of public safety and money. And this is a public safety issue. An acceptable accident rate is hard to define, but by way of comparison in Interaken, Switzerland a group of some 18 pilots many of whom are well known to N.Z. flyers, flew some four and a half thousand tandems before having their first accident. Sytrek Hang Gliding tandems of Queenstown have not had a single accident in over two years of operation.

The conclusion is hard to avoid. We have pilots flying tandems in Queenstown who have done little more than glide from takeoff to the landing area, have never been to cloudbase and have almost no thermaling experience. How did that happen??? In the event of a fatality here I believe the NZHGPA would be faced with some very embarrassing questions.

The response from some pilots is that they should be exempt from learning to fly cross country. Up, down, up, down all day at the same site - its not necessary. Its a valid point perhaps but to me it seems naive and self-serving. Its where the real learning is done I believe. We take our lumps and learn our lessons. Pilot hopefully intact, the mental mosaic that evolves is typically one of talent and well honed survival instincts. To dismiss the value of this experience is to dismiss experience.

By some estimates over \$400,000 is being taken in NZ each year, most of it in Queenstown. There's pressure on club safety officers over accidents, pressure on club sites over exclusive commercial deals and pressure on pilots to fly in marginal conditions. Plainly the current qualification is too loose and with money like this to be made the pressure is only going to increase. Increasingly the public face of paragliding, tandems are an important new development for our sport.

It is up to the NZHGPA now to get ahead of the

play by creating a more credible framework for the certification and administration of commercial tandem pilots. As 95% of all tandem flights are commercial it doesn't seem unreasonable that the costs of this administration be paid for by the tandem pilots themselves. As an amateur body the NZHGPA and its officers shouldn't be required to devote a great deal of its time to professional pilots.

I suggest a system that should include:
An appointment of a national safety officer for tandems and several practical aspects;
-Cross country - there is no more definitive way of demonstrating a pilots ability. At least one 1 cross country flight per year by existing tandem pilots of a minimum distance. New pilots at least five registered flights of a minimum distance or certified competition results from overseas.
-Safety course over water.
-At least 3 years flying experience.
-An examiner should be the passenger with an applying pilot.
-A number of takeoff and landings should be watched by two examiners.

I am not the only one who has watched with increasing anger as the Alliance pilots have continued to have accidents and wondered when the luck was going to run out. A number of the Alliance pilots themselves will acknowledge privately that some of their number shouldn't be flying tandems. I know of only one serious tandem accident outside of Queenstown over the past two years and it would seem to me a case exists for a fairly prompt review of the scene down there by two or three of the NZHGPA hierarchy. They should have the authority to suspend licences following written and practical tests if necessary, pending the new certification process later in the year.

This may seem severe but how seriously are we going to take the safety of the public? Fly how you like on your own but start flying the paying public and you're in a whole new ball game. At least that's the way I see it. We need to take more seriously the responsibility that when someone's mother, sister or son is clipped in next to a tandem pilot, that pilot is someone of genuine experience with a qualification that is beyond reproach. And as in all commercial aviation you are accountable for your actions.

It has been no pleasure to write this article but I know several things for facts here:

- It has only been through the most miraculous good fortune that tandem paragliding has not had a headline tragedy that would have hounded the sport and the people in it for year to come.

SAFETY HINTS 94

All aircraft pilots have a written check list to follow before going down the runway to take off safely. SO I wrote my own hang glider check list and place it on my control bar.

1. Helmet chin strap fastened.
2. Parachute and pins in place.
3. Leg straps on properly.
4. Zippers and line done up properly
5. Radios, instruments "on".
6. Hooked in and carbine tightened.

I read my check list, look at, then touch each item on the check list. This idea might save you from not hooking in. If you unhook for any reason, walk away from your glider, slow down, then go back and start over by reading, touching and following your check list faithfully.

Another hint I read in the U.S.A. magazine was to write your name, address, and phone number of contacts and your HEALTH CARD NUMBER on a sticky piece of paper and place on the back of your helmet just in case of an accident.

One day last year my glider was not flying quite right, I tore it apart and reassembled it, I also had another level IV pilot check my glider and he also missed seeing the mylar rolled down causing a stall strip on the top front of my glider making it difficult to fly and land. So do a good inspection on top of your glider as well as the under side.

Keep your air speed and good flying.

GUS LARSON
Edmonton, Alberta

It seems hard work making the club idea work alongside competing commercial interests in the small free flight world but if you're into, be into it. If people operate safely, live and let live. Your competition may in fact be your best (well almost) friend. Paragliding hardly has the level of public awareness and understanding that you can afford to denigrate the very people who are advertising and promoting it! There have been regular tourist "gold rushes" over the past few years. Rafting, bungy jumping and now perhaps tandem paragliding. All have had their tragedies. Let's just deal with this one with a little more resolve before its too late and we have ours.

Shaun Barry

THOUGHTS ON HIGH PERFORMANCE GLIDERS

By Geoff Dossertor

At various times of the month, I eagerly await the arrival of the latest magazine. As I devour at the articles, I am bombarded with claims of superior performance by various parties.

"Brand X wins glide-ratio competition", "Brand Y wins first two competitions of the season", "Brand Z does most ever consecutive loops"! No sooner than we buy a new "top gun" wing, than we read of something better on the market. Will my glider be as well as these new models or should I trade up to a new one? Carob Fibre, internal deflectors, inlet scoops, reflex at the wingtips. The spaceships of yesterday, when more battens were better, have been replaced by smaller, lighter, fast to set up miracle machines. Suppose we were to believe all of the claims and combine them into one, ultimate hang glider. Surely anyone flying it would be at goal first everyday, looping as they crossed the line, having out-glidered everyone from the last thermal. They would still be smiling because their kite is the sweetest to thermal and they have plenty of energy left for the next day's competition.

"Wait a minute", I hope some pilots are say. There's more to flying well than being on the best glider. Imagine that of two similarly skilled pilots we gave one a frontal lobotomy. Then we hooked him into the ultimate hang glider, whilst his thinking friend was given a lesser performing training glider. Even if, with all its superior qualities, the ultimate glider managed to become airborne, the unthinking pilot would fly straight through all sorts of lift and unbeknown opportunities to utilize his advantage. Meanwhile, the training glider would launch, head straight to the nearest trigger point and would most likely embark on a long cross-country flight. Fortunately the lobotomised pilot, unlike some with all faculties available, would not stamp his feet at the base of the hill and blame his equipment or bad luck; he wouldn't care!

My point is that the brain is by far mightier than the wing. Sure, if two pilots are in the same air and making the same decisions, a slight performance advantage could make a difference. I propose however that one good decision, one opportunity seized from the thousands of options we are presented both before and during a long cross-country flight, will make up for any advantage another high

performance glider may have in some aspect. The differences between top of the range hang gliders over the last few years are that close. After all, even the best pilots make mistakes. The pilot who wins a competition is usually the one who made the least mistakes, who utilized the most invisible opportunities and went on to make the glider look good.

Now the manufactures will continue to make their performance claims and boast of competition successes. All this is very interesting reading. I believe there is little difference though in performance between the various models produced by reputable companies these last few years. The pilots who have good results would probably have done the same no matter which one of these gliders they flew.

I was fortunate enough to be present at a competition which held an information seminar. Four top pilots gave advice in answer to any questions we had. Tomas Suchanek recommended reading as much as possible about flying and meteorology to improve your skills. I'm sure his glider puts him at no disadvantage to his opposition, but it is his mind that makes him twice world champion.

In buying a new glider, I think it is best to test all of the available range if possible. At least discuss a glider's attributes with someone unbiased who has flown it. If you can afford it, buy a new one that you like the feel of or you think goes better in desirable aspects. For the tighter budgets, there are plenty of second-hand high performance gliders on the market that, given a couple of wise decisions by you, will better the old owner flying his brand new spaceship.

If you really want high performance, a new glider will certainly help. The model won't really make a great deal of difference, even if it's a year or two old. Most importantly, get a glider you feel comfortable with, then practice as often as possible on it. Read as much information as you can about flying and weather, because broadening your knowledge will present many new options to you that you never realized existed while flying. Fly at competitions, even if you don't enter, because you will learn a lot by watching the good and bad decisions other pilots make.

The NATIONAL FLY-IN

The National Fly-In (which is designed to get Hang Gliding and Paragliding pilots to fly and socialize together) followed by the BC Paragliding Championships will explore some of the tremendous flying along the Canada - USA Border. The events will start out at Mt Kobau, which has S, E and W launches at the 6000' level, overlooking the Cathedral Lakes Provincial Park and Washington State.

Kobau is a terrific place for level 11's and III's for morning flights and evening glass off's while the afternoon XC potential is outstanding - so there is air for everyone. If you are looking for a way to fly away your holidays, this is it. Osoyoos is chock-a-block with alternate activities for the whole family. You'll soon see why it's the Okanagan's summertime recreational Mecca.

Registration will be required for these events. (While the Fly-in is designed as a free event, a token donation may be requested to assist in the creation of a local club.) The primary LZ will be the Oliver Airport, thus it should come as no surprise to you that HPAC insurance will be mandatory. Please note that short term temporary insurance is available to non residents of Canada only. (We can hold cheap and even free events like this is because, unlike south of the border, organizers are not required to purchase event insurance coverage - if all attending pilots are HPAC insured).

The HPAC National Fly-In is not an exclusive B.C. event. It is a designated Canadian National Fly-In and I encourage other provinces to establish the event in their area. This will become an annual event, so if you can't make it this year, we look forward to seeing you in July 1995. If there's a special flying area you would like to explore in the company of friends, the time to speak up is now!

So the next time someone harps on about how their glider is superior to the rest, be comforted to know that it probably isn't much better. If you haven't been lobotomised recently, go and read a relevant book, practise some more and you have almost certainly made up for any disadvantage you had.

(Footnote: Geoff has just recently arrived from New Zealand where he just won the 1994 N.Z. Nationals flying a 2 1/2 year old Enterprise Wing Combat 152 and has recently won the Club Cup in B.C. flying a borrowed 4 year old Airwave Magic Kiss and a 3 year old Airwave K2!!!)

AIRSPACE RECLASSIFICATION

Transport Canada is planning to reclassify Canadian Airspace to bring its descriptions more closely in line with the latest requirements of ICAO (International Civil Aviation Organization). Very simply, there is no change to the rules affecting hang glider pilots. Only the name of the airways changes, from Class D to Class E. And uncontrolled airspace is renamed Class G from Class E

Now for a longer explanation: The exciting Class C controlled airspace, usually used for control zones, is being split into two classes, C and D. The rules of existing C will now apply to D, while the new Class C will provide for an increased level of service to a limited number of qualifying major airports with TCA's (terminal control Areas); the improved service is in the area of conflict resolution for IFR and VFR traffic.

As a result of the change, the low level airways through which qualified hang glider pilots (those who have written the Transport Canada hang-gliding air regs examination and follow HPAC/ACVL approved procedures) will now be called Class E instead of Class D. Special-use airspace, like the hang glider alert areas, will remain Class F. And uncontrolled airspace will now be called Class G instead of Class E. There have been no changes to the procedures to follow in Classes D, E, F, or G.

The chart shows the characteristics and features of the proposed Canadian airspace classification. For more clarity, you can buy an airspace poster from Transport Canada (TP6010).

By Stewart Midwinter

The FAI have a good color glossy magazine that comes out four times a year called

AIR SPORTS International

It contains interesting articles on all forms of aviation including Hang Gliding, Paragliding, Ballooning, Model aircraft, Powered aircraft, Parachuting, Ultralights etc., not to mention updates on world record and official FAI business.

It cost \$5 per issue (\$20 year) for the 60 page magazine and serves to keep all forms of airports in touch with each others activities.

It can be obtained from;
(make checks payable to
Federation Aeronautique International)

Air Sports International
D - 10 Nizamuddin West
New Delhi - 110013
India

On Top of Vancouver **Flying at Grouse Mountain** **Vancouver, B.C.**

Grouse Mountain is a 1224 m (4016') peak on Vancouver's north shore (1000 m vertical). A 10 minute tram ride followed by a short chairlift ride or brief hike takes you to a putting-green like take-off. Westerly winds make for predictable ridge soaring on many summer days, and every front that passes brings endless opportunities for thermaling in its wake. The view is spectacular.

Grouse Mountain is a private ski resort and flying is a hard earned privilege that is jealously guarded by the Grouse Mountain Flying Team (GMFT) and by First Flight Paragliding (FFP) - a local school. All flying on the mountain is supervised by the GMFT or FFP. FFP has invested substantial funds and with the help of GMFT buckets of muscle and sweat on improving the take-off area, and on negotiating a CYA for the site with Transport Canada. Our airspace is limited, on top by a busy airway (at 6000'), to the south by the edge of a Terminal Control Area (Vancouver Harbour Airport and Vancouver International Airport),

and to the east by sight seeing helicopters that share the mountain with us. Excursions to the west are limited by the Capilano watershed that supplies much of Vancouver's drinking water, and the LZ is a playing field in the middle of a municipality with million dollar homes. Because of these circumstances (i.e. lots of opportunities for screw-ups), because there is always an audience (some days in the hundreds) at take-off and landing, and because we want to preserve our privilege on top of Vancouver, all flying is supervised by GMFT.

You are invited to fly Grouse Mountain as a guest pilot during the summer months, provided that you have:

- 1 An HPAC/ACVL Level Rating or Foreign equivalent
- 2 HPAC/ACVL insurance (temporary non-resident insurance can be purchased)
- 3 A Reserve parachute
- 4 At least 150 flights & 25 hours of airtime
- 5 A signed waiver releasing Grouse Mountain from any liability

Paraglider pilots who wish to fly Grouse must first obtain approval from the Paragliding guest director, a position held in 1994 by Peter Graf (604) 732 0045. Please plan ahead; no approvals will be made at the LZ or on the mountain. Call the guest director well before your arrival in Vancouver, and bring along your rating card, insurance, and log book. If approved to fly the mountain, you will have to be accompanied by a volunteering team member who will brief you on the site, ensure that you sign a waiver, and supervise your flying. Please understand that the team member volunteers are not always available and the number of guests that can be accommodated is limited.

Because of stupid, careless site (endangering) violations by a number of foreign guest pilots, we will retain your rating card while you fly with us. Should a site violation occur, your rating card and a letter of explanation will be sent to the issuing organisation (who may take appropriate action). Flying Grouse Mountain - on top of Vancouver - is free (though donations for site maintenance greatly appreciated) and always a privilege. Please help us preserve and enjoy it.

G.M.F.T.

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