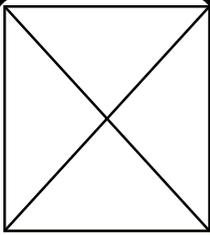


# NATIONAL NEWSLETTER

DEC 1994 THE OFFICIAL PUBLICATION OF THE HANG GLIDING AND PARAGLIDING ASSOCIATION OF CANADA VOLUME 8 ISSUE 4

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Mike Reibling launching at Jone's Peak, Saskatchewan. Photo by Vivian Hooper



# HPAC/ACVL Certified Schools and Instructors

## HPAC/ACVL Certified Instructors as of Friday 2 December, 1994

Name	City	Prov	Tel - Res	HG Status	PG Status
Barry Bateman	Langley	BC	(604) 8885658	HG: Inst	
Jules Beaudry	Sherbrooke	Que	(819) 8431899	HG: Inst	
Giles Bernard	Mt Rolland	Que	(514) 229 6887	HG: Sr. Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		PG: Sr Inst; Tandem II
Jacek Chodanowski	Toronto	Ont	(416) 762 3258		PG: Inst
Rocklyn Copithorn	Stouffville	Ont	(416) 640 4339	HG: Inst	
Art Dales	Abbotsford	BC	(604) 855-0957	HG: Inst	
Glenn Derouin	Canmore	Alta	(403) 678 4973	PG: Sr Inst; Tandem II	
Gerry Dorge	Winnipeg	Man	(204) 261 5167	HG: Inst; Tandem	
Geoff Dossetor	Langley	BC	(604) 888 5658	HG: Inst; Tandem	
Chris England	Mississauga	Ont	(416) 607 8032		PG: Inst
Max Fandler	Fairmont Hot	BC	(604) 345 6278		PG: Inst
Claude Fiset	St-Ferreol-des-Nei	Que	(418) 826 0882		PG: Inst
Jacques Fontaine	Fabreville	Que	(514) 627 1444	HG: Sr. Inst; Tandem	
Armin Frei	Vancouver	BC	(604) 224 5493		PG: Inst
Russell Fretenburg	Kelowna	BC	(604) 763 1943		PG: Inst; Tandem
Andrea Gagel	Vancouver	BC	(604) 732 4418		PG: Inst
Eric Gagnon	Montreal	Que	(514) 527 1766	HG: Inst	
Michael Gates	Downsview	Ont	(416) 636 1696	HG: Inst	
Don Glass	Kelowna	BC	(604) 765 6919	HG: Inst	
Mike Harrington	Burnaby	BC	(604) 294 1394	HG: Inst	
Derek Holmes	Calgary	Alta	(403) 270 7678		PG: Inst
James Houghton	Victoria	BC	(604) 721 2088	HG: Inst	
Rick Hunt	Peachland	BC	(604) 767 6717	HG: Inst	
Stephen Illman	Victoria	BC	(604) 592 9595	HG: Inst	
John Janssen	Calgary	Alta	(403) 286 9257	HG: Sr Inst	
Hans Peter Klassen	Landmark	Man	(204) 355 4996	HG: Inst	
Dean Leinweber	Calgary	Alta	(403) 244 3724		PG: Inst
Murney Luchka	Rossland	BC	(604) 427 5204		PG: Inst; Tandem I
Cameron Mackenzie	Nth. Vancouver	BC	(604) 980 7479		PG: Inst; Tandem II
Peter MacLaren	Nth Vancouver	BC	(604) 980 3962		PG: Inst; Tandem I
Stewart Midwinter	Calgary	Alta	54-1-552-1009/-		
Rick Miller	Edmonton	Alta	(403) 461 3592	HG: Sr. Inst; Tandem	
Barry Morwick	Winnipeg	Man	(204) 254 4056	HG: Inst; Tandem II	
Joris Moschard	Whistler	BC	(604) 932 8752		PG: Sr. Inst; Tandem II
Janet Moschard	Whistler	BC	(604) 932 8752	PG: Sr. Inst	
Chris Muller	Cochrane	Alta	(403) 932 2759	PG: Inst	
Willi Muller	Cochrane	Alta	(403) 932 2759	HG: Sr. Inst	PG: Sr Inst Richard
Noel	St-Augustin	Que	4186531683	PG: Inst; Tandem I	
Eric Oddy	Golden	BC	(604) 344 5653	PG: Inst; Tandem I	
Richard Ouellet	Calgary	Alta	(403) 247 2861	HG: Inst	PG: Inst
David Palmer	Victoria	BC	(604) 385 2970	HG: Inst; Tandem I	
Randy Pankew	Fanny Bay	BC	(604) 335 2765	HG: Inst	
Michael Robertson	Claremont	Ont	(905) 294 2536	HG: Sr. Inst; Tandem	
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		PG: Inst; Tandem I
Georges Thibault	Edmonton	Alta	(403) 457 2507	HG: Inst	
Philippe Thibodeau	St-Germain	Que	(819) 395 5276	HG: Sr. Inst; Tandem	
Kevin Thomson	Kitchener	Ont	(519) 742 5744	HG: Sr Inst	
Gary Ticknor	Kitchener	Ont	(519) 742 9351	HG: Inst	
Mark Tulloch	Victoria	BC	(604) 658 0119	HG: Sr. Inst; Tandem	
Brent Vollweiter	Kamloops	BC	(604) 376 7093	HG: Inst	
Peter Warnes	Lumby	BC	(604) 547 2169	HG: Inst	
Peter Watson	Kelowna	BC	(604) 765 6919	HG: Inst	

(Certified HPAC/ACVL Instructors are those who's Certification is valid and are current members of the HPAC/ACVL)

## HPAC/ACVL Certified

### Hang Gliding and Paragliding Schools

As of Friday 2 December 1994

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller Hang Gliding &	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	TOL 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P.O. Box 2662	Canmore	Alta	TOL 0M0	(403) 678 4973
Aerial Sensations Paragliding	No	Yes	Wayne Bertrand	Box 2039, Stn R	Kelowna	BC	V1X 4K5	(604) 765 2359 Air
Dreams Hang Gliding	Yes	No	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
Cloudbase Enterprises	Yes	No	Peter Watson	2036, Lynrick Road		BC	V1X4K4	(604) 765 6919
First Flight Paragliding	No	Yes	Cam MacKenzie		Nth Van	BC	V7L2X6	(604) 988 1111
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave	Langley	BC	V1M 2A5	(604) 888 5658
Parawest Paragliding Ltd	No	Yes	Janet & Joris	Box 1097,	Whistler	BC	VON 1B0	(604) 932 7052
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
Paraglide Canada East	No	Yes	Chris England	167 - 3349, Mississauga Rd	Mississauga	Ont	L5L 1J7	(905) 607 8032
Distance de Vol Libre Inc	Yes	No	Philippe	C.P. 763	St Germain	Que	SOC1K0	(819) 395 5276

(An HPAC/ACVL Certified school is one that carries current HPAC/ACVL school insurance and only uses HPAC/ACVL certified Instructors.  
The HPAC/ACVL recommends that you support your Association by only recommending HPAC/ACVL Certified schools)

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

21593, 94a Avenue, Langley, B.C. V1M 2A5  
(604) 882 5090

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339, Hawkhill Place, Calgary, Alta, T3G 3H7  
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- Ratings: Rick Miller**  
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home; (403) 461 3592
- Competition: J.C. Hauchecorne**  
1735 Dublin Street, New Westminster, B.C.. V3M 2Z9  
home; (604) 521 1559: days; 1 800 283 8530
- Airspace/Aero Club: Martin Henry**  
3595, Old Clayburn Road, Abbotsford, B.C.  
home; (604) 854 5950
- FAI/Records: Vincene Muller**  
R.R. #2 Cochrane, Alberta. T0L 0W0  
home; (403) 932 2759
- Safety: Fred Wilson**  
504, Windthrop Rd, Victoria, B.C. V9C 3B5  
tel/fax; (604) 474 5785
- Instruction Standards: Ron Bennett**  
339 Hawkhill Place, Calgary, Alberta. T3G 3H7  
home; (403) 239 7378
- Public Relations: Al Faulkner**  
P.O. Box 122, Churchill Falls, Nfld, A0R 1A0  
home; (709) 925 3997
- Transport Canada Liaison (Aero-Towing)**  
Armand Acchione work (905) 833 1268

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### PROVINCIAL ASSOCIATIONS

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

1846 Vine Street, Vancouver,  
British Columbia V6K-3J7

**Alberta Hang Gliding Association**

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

**Saskatchewan Hang Gliding Association**

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

**Manitoba Hang Gliding Association**

200, Main Street, Winnipeg,  
Manitoba R3C 4M2

**Ontario Hang Gliding and Paragliding Association**

1220 Sheppard Avenue East, Willowdale,  
Ontario M2K 2X1

**L' Association Quèbècoise De Vol Libre**

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

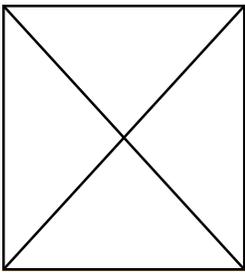
**Hang Gliding Association of Newfoundland**

16, Woodbine Ave, Corner Brook  
Newfoundland A2H 3N8

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 1994 AGM Report

## 1994 AGM MOTIONS

1. Barry Bateman made a motion that "Ron Bennett Chair the Meeting"; seconded by Rob Leslie. CARRIED.
2. Rob Leslie made a motion to "Accept Last Year's Minutes as published in the Newsletter"; seconded by Carroll Pelletier. CARRIED.
3. Armin Frei made a motion that "We adopt the USHGA 3 tier Rating System for Paragliding"; seconded by Rick Miller. DEFEATED.
4. Mike Robertson made a motion to "Adopt a Rating System for Paragliding parallel to our Canadian Hang Gliding System"; seconded by Fred Wilson. CARRIED.
5. George Thibault made a motion to "Have the old Level I Exam re-modified and simplified so after an Instructor Course at Beginner Level should he should be able to have a Level I Rating"; seconded by Mike Reibling.....
  - ⟨ Barry Morwick made a request to reword the motion so as to set up a committee to revamp the rating system and have it more cohesive to US ratings seconded b George Thibault.....
  - ⟨ Mike Robertson made a request to further amend the motion to "Leave the Rating System as it is and add a Student Rating. To set up a committee so that the Rating System can be re-vamped by the addition of a Student Rating so as to get people involved in the Rating System, and to look at requirements for all other Levels. This Motion will override the previous motion." CARRIED.
6. Fred Wilson made a motion, "Pursuant to there being enough money in the Budget, the HPAC/ACVL look into purchasing a 600 DPI Laser printer for the Administration Office. at a budget under \$2000"; seconded by Joe Riccardo. CARRIED.
7. Ron Bennett made a motion to "Maintain the Membership Fee Structure"; seconded by Mark Tulloch. CARRIED.
8. Mike Reibling made a motion that "Each Province submit a list of non-Members to Barry Bateman for solicitation purposes twice on an annual basis early in the Season"; seconded by Fred Wilson.
  - ⟨ Amended by Mike Reibling to say "Each Province may provide a list at their discretion".
  - ⟨ Amended by Rick Miller to "Active Pilots".
  - ⟨ Amended by Bill Sharkey to "Send mailing labels showing current address"; seconded by Mike Robertson. CARRIED.
9. Bill Sharkey made a motion that "On the HPAC/ACVL Membership Card we leave the Insurance space blank for non-insured Ontario Members"; seconded by Mike Robertson. CARRIED.
10. Fred Wilson made a motion that "The secretary at the AGM be paid \$100"; seconded by Barry Bateman. CARRIED.
11. Mike Robertson made a motion to "Accept the Policy and Procedures Manual subject to revision"; seconded by George Thibault. CARRIED.
12. Armin Frei made a motion that "The Paragliding Committee be disbanded"; seconded by Mark Tulloch.
  - ⟨ Amended by Mike Robertson to say "Paragliding Committee Chairman made this Motion to abolish the Paragliding Committee since Paragliding is an integral part of all committees". CARRIED.
13. Fred Wilson made a motion that "The by-laws of the HPAC/ACVL be amended to say that the Executive Committee shall be comprised of a President, 2 Vice Presidents to oversee Paragliding and Hang Gliding and 1 Secretary/Treasurer"; seconded by Joe Riccardo. DEFEATED.
14. Mark Tulloch made a motion that "Section E(1) & (3) on page 20 be retained and all other items be removed"; seconded by Mike Robertson.
  - ⟨ Amended by Mike Robertson to say "Strike section E from the Policy Manual". CARRIED.
15. Mark Tulloch made a motion that "Section 7(c) & (d) on page 20 be retained and all other items removed"; seconded by Fred Wilson. CARRIED.
16. Mark Tulloch made a motion that "All reference to USHGA and Gutseigal be switched to 'Certified'"; seconded by Fred Wilson. CARRIED.
17. Fred Wilson made a motion that states "As all records of Incorporation's has been misplaced-placed, the following Provinces be re-affirmed as Full Members of the HPAC/ACVL retroactively, Saskatchewan, Manitoba, and Newfoundland"; seconded by Joe Riccardo. CARRIED.
18. Fred Wilson made a motion that "All reference to Hang Gliding be changed to read 'Hang Gliding & Paragliding'"; seconded by Mike Reibling. WITHDRAWN.
19. Barry Bateman made a motion that "All reference to Hang Gliding be defined in the By-Laws as referring to Class 1, 2, or 3, whereas 1 = Hang Gliders, 2 = Paragliders, & 3 = Rigid Wings"; seconded by Mike Robertson. CARRIED.
20. Fred Wilson made a motion to "Strike the requirements to have 'Membership in a Provincial Association' and to replace it with 'A Full or Associate Member of the HPAC/ACVL' in order to apply for an FAI Badge or Record"; seconded by Mark Tulloch. CARRIED.
21. Mark Tulloch made a motion that the "HPAC/ACVL approach National Libraries with our concerns about Out of Date and Dangerous Gliders. Seconded by Fred Wilson. CARRIED.
22. Barry Bateman made a motion that "We change the Voting Privileges from 2 Votes per Province to 1 Vote per Province and 1 vote for each committee member to a maximum equal to the number of Member Provinces". seconded by Mike Robertson.
  - ⟨ Mark Tulloch made a motion that "The Motion be Tabled until next year"; CARRIED.
23. Ron Bennett made a motion to "Accept the Instructors Evaluation Guide as amended for use by Senior Instructors"; seconded by Robert Leslie. CARRIED.
24. Fred Wilson made a motion to "Make 25 hours instead of 10 hours Apprenticeship to be the same as Hang Gliding";
  - ⟨ Ron Bennett wished the motion be tabled and defer to Armin Frei.
25. Fred Wilson made a motion that "Line 2 'Instructor for Criteria for Certification Paragliding ACVL have HPAC Rating and at least 25 hours airtime for equivalency with Hang Gliding"; seconded by George Thibault. PASSED.
26. Rick Miller made a motion that "As of January 1, 1995, requirements for Instructor re-certification to include the HAGAR exam for all instructors"; seconded by Fred Wilson. CARRIED.
27. Mike Robertson made a motion "To submit Safety Reports within 30 days"; WITHDRAWN.
28. Ron Bennett made a motion "To confer Instructor status on Mike Reibling for 1 year"; seconded by Fred Wilson. DEFEATED.

# HPAC/ACVL Directors Reports & Updates

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29. Rick Miller made a motion to "Adopt the New Paragliding Ratings as presented here by the Sub-Committee that formed them last night (Nov. 26th), and that the exams be formulated between Mark Tulloch, Rick Miller and Armin Frei, and be in place for the end of February 1995"; seconded by Barry Bateman.  
< Amended by Robert Leslie to say "Be instituted" instead of 'be in place'.  
CARRIED
30. Mark Tulloch made a motion that "We no longer issue the HPAC/ACVL Rating Card as it is now redundant"; seconded by Mike Robertson. CARRIED.
31. Ron Bennett made a motion that "The Board of Directors ratifies Senior Instructor's status on John Janssen of Calgary"; seconded by Mark Tulloch. CARRIED.
32. Fred Wilson made a motion that "We nominate Mike Robertson as Insurance Chairman with committee members to include Greg Humphries and Fred Wilson"; seconded by Rick Miller. CARRIED.
33. Fred Wilson made a motion "That the President or his Delegate be allocated travel expenses to CIVL and Aeroclub meetings if required"; seconded by Joe Riccardo. WITHDRAWN.
34. Fred Wilson made a Motion re Quebec's participation in the HPAC/ACVL next year "Be Tabled and set aside for mail voting procedures"; seconded by George Thibault. WITHDRAWN.
35. Ron Bennett made a motion that "We will not accept HPAC/ACVL membership renewal from Claude Fiset until he pays the \$500 insurance deductible in owes"; seconded by Barry Bateman.  
< Amended by Mark Tulloch to "Send him a registered letter first with a time limit". CARRIED.
36. Ron Bennett entertained a Motion and so moved by Rick Miller that "We Award the Canadian Hang Gliding Nationals to Lea Salvas for the dates 14th May - 22 May 1995"; seconded by Joe Riccardo. CARRIED.
37. Fred Wilson made a motion that "The HPAC/ACVL recognize East and West Nationals, therefore, you could have an East and a West Champion"; seconded by Joe Riccardo. DEFEATED.
38. Rick Miller made a motion that "Beginning with the 1996 Competition Season, all Canadian Pilots entering any

- sanctioned competition must have written their HAGAR Exam"; seconded by Fred Wilson. CARRIED
39. Barry Bateman made a motion that "We approach Martin Henry to be 2nd in Command in charge of the Airspace to coordinate-ordinate communication with various Airspace sub-Committee's while Stewart Midwinter is out of the Country"; seconded by Fred Wilson.
40. Mike Robertson made a motion that "The Level III Rating require the HAGAR Exam and that the Level III Air Reg Exam be dropped."; seconded by Mark Tulloch. CARRIED.
41. Ron Bennett entertained a motion that "We do an informal audit of the HPAC/ACVL financial situation quarterly"; seconded by Barry Bateman. CARRIED.
42. Mike Robertson made a motion that "We create a Student Rating for Hang Gliding"; seconded by Fred Wilson.  
< Amended by Mike Robertson to say "We change to the 'names' rather than 'Levels'. For someone to achieve a Student Diploma, they would receive it at no charge with membership if they join the Association. If they choose not to join the Association, we can, for \$10. send them a Diploma and Congratulations saying here are the advantages to joining, etc., and receive an application form. If the person joins and gets a Level 2 Rating, they receive it for \$10"; WITHDRAWN.
43. Mike Robertson made a motion that states "We eliminate the terminology of Level 1 through 5 and replace it with Level I = Student Diploma, Level II = Novice, Level III = Intermediate, Level IV = Advance and Level V with Master."; seconded by Robert Leslie. CARRIED.
44. Mike Robertson made a motion that "The HPAC/ACVL supply Instructors with a Student Diploma Package which is handed to the successful student at no charge"; seconded by Mark Tulloch. CARRIED.
45. Mike Robertson made a motion to "Nominate Ron Bennett for President"; seconded by George Thibault. PASSED BY ACCLAMATION.
46. Fred Wilson made a motion to "Nominate Armin Frei for Vice President"; DECLINED.
47. Barry Bateman made a motion that "The HPAC/ACVL only have 1 Vice President"; seconded by Mark Tulloch.  
< Amended by Barry Bateman to includes

## RATING APPLICATIONS

Effective immediately, all applications for Level ratings, Paragliding and hang gliding, should be sent to;

HPAC/ACVL Administrators Office  
21593, 94a Avenue  
Langley, B.C. V1M 2A5  
(604) 882 5090

There is no need to forward them via the Provincial ratings Officer which should greatly speed up the processing time. A new rating application form, available in French and English, is now in use and is available free to all Rating officers and instructors. Call to let me know how many you require.

Also, rating cards will no longer be issued. The successful applicants will receive a new HPAC/ACVL Membership card showing their new rating and a Level badge.

If you have any problems with the processing of ratings, contact the Administrators office. Any concerns regarding the rating system should still be addressed to;

Rick Miller, Ratings Director  
2015, 47th St., Edmonton, Alta T6L 2V5  
home: (403) 461 3592  
work: (403) 433 0456  
fax: (403) 433 0170

Barry Bateman, Administrator

---

"Who lives on the other side of the Country"; ORIGINAL MOTION STANDS. CARRIED.

48. Barry Bateman made a motion that "Jacques Fontaine be Nominated, provided he will accept"; PASSED BY ACCLAMATION.
49. Fred Wilson made a motion "To nominate Al Faulkner as Committee Chairman for Public Relations"; seconded by Rick Miller. CARRIED.
50. Ron Bennett made a motion that "The next HPAC/ACVL AGM be held in Toronto on 18-19th November 1995"; seconded by Barry Bateman. CARRIED.

# HPAC/ACVL Directors Reports & Updates

## HPAC 1994 Safety Committee Report

I've come to the opinion that most pilots in Canada, suffering from the "If it ain't happened to me, it ain't a problem" syndrome live under the glaring misconception that Hang Gliders, Class I have an outstanding Safety Record since the invention of the Comet... Our bad reputation is quite out of date and inappropriately based upon pseudo Rogallo era statistics... Our problems were instantaneously eliminated by wizard technological innovations. We're safe, nothing ever nasty happens and we can hardly remember anyone getting hurt in recent history.

FATALITIES 1979 - 1994			
FACTORS	< 5 Hrs	> 5 Hrs	Total
Tow	6	7	13
Stall (1 PG)	7	2	9
Flew into		2	2
Not hook in		2	2
Drowned		1	1
Repair failure	1		1
Collapse (PG)	1		1
Assisting HG			2
TOTALS	15	14	31

For all of you who think along this line,  
Take a look at the bottom line.

What's even more sickening is who this is happening to. Basically 50% involve novice pilots. We know for a fact that eight occurred without an of experienced pilot presence to guide them. This trend translates to accident reports as well.

Any club or group of pilots who bar novice pilots from flying sites all the experts hang out at which have take offs and landing fields entirely suitable for novice flight, solely on the basis of "NOT IN MY BACK YARD" site concerns are taking a reprehensible position. We have a shocking number of reports - six we are certain of - of serious accidents (forget the scares and incidents) to novice pilots who have NO BUSINESS being out on their own. It is in the best interests of every aspect of our sport to ensure these pilots get proper guidance.

If I here of any continuation of this trend I'm going to have a Kinniption. Clubs have to avoid becoming Cliques and concentrate on being an attractive group to join. Nuff said.

The HPAC Accident Review and Safety Committee is starting to really build up steam. We've developed a network of Provincial Safety Directors to disseminate information and encourage local action. As a result of this feedback, it should be obvious that National trends are taking up a lot of space when going to AIR. Running a list of pain in this space is a waste of space. Therefore, from now on, we'll run specific Provincial reports in their publications and reserve this space for items which require national attention. If you have contributions to make, please do so to your Provincial Safety Committee members.

Painful as this may be to you, our membership isn't that much different from the '70's. So when you consider that we have now experienced 54 fatalities to Canadians, that 23 occurred in "Rogallo... days" and 31 occurred since... This high tech era we're so proud of actually has an equal or worse record. Isn't that a kick in the gut.

They are, for:

	HG	PG
<b>BC</b>	Myself and	Wayne Bertrand
<b>Alta</b>	Rick Miller	Garth Henderson
<b>Sask</b>	Mike Reibling	
<b>Man</b>	Joe Ricardo	
	Doug Beckingham	
<b>Ont.</b>	Chris England	Chris England
<b>Que</b>	Jacques Fontaine	Benoit Tremblay
<b>Nfld.</b>	Chris Walters	

I would like to thank them all for a job well done this year.

However, accident reports are still largely a result of a spy and slander network. Far too much of our time is taken up separating truth from fiction. It's in your own interest to send in a report on your experiences. Trust me, this is far too small a community to hide in. Your buddies can twist one incident into many! (We got 17 different reports this year on one case!) If you have any concerns, you can tell from this report that all accident reports are treated as confidential information. Nothing will be released to identify or embarrass you. Its just that it does us no good to hide the truth from ourselves.

Do us a favour and take some quiet time this winter to sit down and fill out a report on all of the accidents and incidents you experienced during your flying career, hand it in to your Safety Director and we can clear out more of these lies and innuendoes. The big study this year is on Tumbles. See the June '94 Hang Gliding issue for details requested and contact Mike Meier. I would like a similar detailed report on all our parachute deployments: 55 reported to date! More maybe?

The BIG concerns we have this year are:

### 1. Out of Date and Dangerous Gliders

Issue press releases, put advisory notices in Buy and Sell magazines and run warnings by any reasonable means to get rid of these Rogallo death traps that keep getting dragged out of peoples hideouts and basements. Put your local associations contact number in the Yellow Pages. Have a glider inspection clinic in the spring

and invite people with stored gliders to bring them out for assessment and appraisal. Some are suicidal traps and would make excellent wind socks, some could be worth quite a chunk of change!

Even worse are those ancient books in libraries that teach you how to

PARACHUTE DEPLOYMENTS			
FACTORS	HG	PG	Total
Aerobatics	11	2	13
Tumble	7		7
Mid Air	9		9
Luff Dive	1		1
Deep Stall		1	1
Wing Fold		1	1
Collapse		5	5
Crash Save	1	1	2
Accidental	4		4
Failed	3		3
No Deployment	5		5
Test Flight	2		2
In Flight Failure	1	1	2
TOTAL	51	4	55

# HPAC/ACVL Directors Reports & Updates

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duct tape 6 mil poly to irrigation pipes and run 'em off a cliff. Mark Tulloch leads the foray to get these books stamped as being of historical interest only and to stamp them as OUT OF DATE AND DANGEROUS information. Nice work! The USHGA even started a buy back and replace program!

## 2. Towing.

Pilots have got out of the practice of using radios, even with novices under instruction, tow launch speeds are getting too aggressive and too many pilots are using too many different procedures. Its time to get standardized on some recommended guidelines.

Too many towing accident are happening as a result of these factors. Since 1979 we've experience 13 of 31 fatalities while towing. That's nearly 1/3. Yet towing still accounts for a small proportion of flight launch numbers. We have had 27 other serious accidents directly related to towing. 12 of those so far reported involved novice pilots - with less than 5 hours airtime.

The HPAC Towing Committee came to the conclusion that by far and away, the best Hang Gliding, Paragliding and Aerotow Towing manual currently available was produced by the HGFAustralia. However, because theirs are predominately static and Aerotow procedures, the goal of our committee is to develop the Platform (ATOL) portion to fit neatly into this manual, revise some, but not all of the terminology to ATOL lingo- there's a couple of ATOL terms that a gotta go... and to get the USHGA and HGFA to polish up the Aerotowing.

If you're into towing, note this is a proven, thoroughly refined towing system with a safety record that blows ours away. Our document revisions should be finished by the end of February. Draft editions will be forwarded to anyone who can assist us. What we very much want you to do is to drop your procedures entirely for the time being and put this system through the grinder - we want it thoroughly appraised, a recognized HPAC Towing endorsement created and the recognition of these guidelines by the Instructors Standards Committee.

You are not being asked to be a guinea pig. This is a tested, proven operating manual with minor improvements to suit American needs and in particular is badly overdue in order to establish national standardized towing practices.

## AIRBAND 123.400

In discussions with the Victoria DOC an internal memorandum (No date or File #) was produced which stated that the MOT had contacted the Soaring Association of Canada regarding frequency reallocations for 123.400 MHz. The "SAC" did not express any interest in 123.400 MHz - and in fact has no record of being contacted - and 123.400 was therefore reallocated to "ATF and soaring" effective March 4, 1994. Quick action by the HPAC has negated this action. Sechelt-Gibsons Aerodrome, which was drowning out the SW corner of BC is now being allocated a different channels and 123.400 is now allocated exclusively for soaring purposes, including Hang Gliding, Manned balloons ultralights (soaring only - we hope!) and probably Sailplanes though this is not spelled out.

Therefore, if you are having conflicts with 123.400 in your area, contact Industry Canada (used to be Department of Communications) and they will straighten it out - if like this time in Guinness Book of Record times.

## 1994 HPAC AGM

The Winnipeg AGM resounded with positive attitudes and feedback. I was astonished at the quantity and quality of business that was attended to. The talented contributions that, throughout the meeting, flowed from every corner of the room has reinvigorated those of us who volunteer our time for the association.

A special word of thanks to Ron Bennett for a MASTERFUL job as Chairman, to all the delegates and volunteers (present and absent) who did a DYNAMITE job this year. As well, Armin Frei, like the paragliding community among us, brought an inspired breath of Fresh AIR and innovative solutions to our deliberations.

Any how, once again, thanks all for a wonderfully productive meeting.

Fred Wilson.

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## HPAC INSTRUCTORS COURSE

An Instructors Course was held at Cochrane, Alberta on November 11-12 & 13th, 1994. For the first time, both hang glider and paraglider pilots participated in the same course. Ten pilots participated, six were in the Hang Gliding group and four in the Paragliding group. The Introduction to a Canadian Instructors course by Ron Bennett, Chairman of the HPAC/ACVL Instructors Standards Committee commenced the week-end. Ron outlined the Instructors Evaluation Guide which covered the full course content.

A written examination followed to assess participants knowledge (two separate exams). The afternoon session, Instructional Techniques, was handled by Jamie Roth, Transport Canada Licensing.

Saturday morning the group was divided in two to make their presentations which were filmed. After lunch, Willi Muller took the paragliding group through a training session. John Janssen took the Hang Gliding group for their training session.

Sunday, Rick Miller, HPAC/ACVL Ratings Chairman gave a talk on ratings and led a discussion on current ratings and proposed changes. John Janssen then gave a session on Risk Management. At the end of the session, participants were surveyed for improvements to the course.

All ten participants are lacking in at least one requirement for Instructor Certification. When all requirements are completed, they will be recommended for Instruction Certification.

As the format of combining both Hang Gliding and Paragliding in the same course worked out well, it was decided that another Instructors Certification course be held in November, 1995 at Cochrane.

Submitted by Vincene Muller

# New Pilot Rating System for Hang Gliders and Paragliders

Effective February 15, 1995 a new rating system will be used throughout Canada for rating **all pilots, Hang Gliding and Paragliding.** This has come about after a year of review by the Ratings and Paragliding Committee of the HPAC/ACVL. Paraglider examiners wished to adopt a system similar to the USHGA as it was widely recognized that the HPAC/ACVL Paragliding system was not a reasonable system for true ratings of all skill levels. As the USHGA system is in the process of being revamped and will not be implemented until April, the HPAC/ACVL Board of Directors, through an Ad Hoc Committee, decided to develop a Paragliding Rating system that parallels the Canadian Hang Gliding system and have it implemented by the end of February 1995. This system will ensure that pilots with identical ratings in either discipline would be of comparable skill level, which amongst other things, will add in observing site ratings.

The first major change is the demise of the **Numbering** system for Levels. As it is easy for the public to become confused with a Level 1 or V and is open to abuse, the new rating system will comprise of names. The new system will be as follows; Level 1 = Student, Level 2 = Novice, Level 3 = Intermediate, Level 4 = Advanced, and Level 5 = Master. Another change will be the dropping of the Rating Card. As ratings are now placed on the HPAC/ACVL membership cards, the rating card has become obsolete. The cloth Level badges will continue to be sent to successful applicants.

Briefly, The **Student** Level will consist of a 'Diploma Student Package' which will contain, the Student Diploma, an HPAC/ACVL membership application form and a letter of congratulations and introduction to the HPAC/ACVL. This will be issued free to all students completing very basic requirements and is intended to give the student a sense of accomplishment and make them aware of the programs of the HPAC/ACVL. The new ratings are as follows;

The **Novice** Rating will be basically the same as the old hang gliding Level 2 rating and the fee will remain at \$10.

A major change with the **Intermediate** Rating is the removal of the old Level 3 Air Reg exam and replacing it with the Transport Canada **HAGAR** exam. This will require a copy of the letter from TC, indicating the applicant has passed and showing the identification number, being forwarded to the administration office for conformation. The \$10 fee will remain.

The **Advanced** Rating will be basically the same as the old Level 4 rating and will also incur a \$10 fee.

The **Master** rating will remain the same and will not incur any fees.

Also, effective immediately, all rating applications will be sent directly from the examiners to the administration office. This will ensure a speedy return of the applicants new card. A new Rating Application form has been produced and is available from you Provincial Ratings Officer or the HPAC/ACVL administration office.

Barry Bateman, HPAC/ACVL Administrator.

## New Paragliding Ratings for 1995

### Student

- Completion of a Beginner course
- 5 Instructor supervised flights
- Student exam
- Student flight test
- 5 minutes airtime

### Novice

- 30 supervised flights
- 2 hours airtime
- Novice exam
- Novice flight test
- 2 hours airtime

### Intermediate

- 80 flights above 250 metres  
or 40 flights above 250 metres and  
40 flights below 250 metres of  
10 minutes or more duration..
- 10 flights inland
- Five different sites
- HAGAR Exam
- 10 hours airtime

### Advanced

- Advanced manoeuvres clinic
- 150 flights
- 10 km cross country flight
- Written Exam
- 50 hours airtime
- Valid First Aid certificate  
recommended

### Master

- 250 hours of airtime
- Significant contributions to the  
sport in Canada (According to the  
list of criteria established by the  
Ratings Committee)

## Some Thoughts on MEMBERSHIP FEES

I often hear pilots complaining about the cost of HPAC/ACVL membership fees. Actually, it's not just the pilots, it's also directors from some Provinces at AGM's when they are looking for an excuse to resist fee increases. Well here are some facts for you to mill over.

Firstly, the HPAC/ACVL **is not** increasing it's membership fees this year. If there is an increase in the cost of our insurance (the single most expensive part of our fees and basically beyond our control) the HPAC/ACVL will pick up the tab this year. But be warned, if they do go up, then your fees will be going up accordingly in 1996.

I'm in the fortunate position of receiving many magazines from overseas and here are some of the fees other pilots have to pay in various countries; (Amounts are in can\$)

### Japan

Initiation fee to a local club	\$260
Annual Club fees	\$130
Insurance	\$130

### UK (BHPA)

Full Member	\$125
Family Member	\$100

### USHGA

Full Member (1 discipline)	\$75
Both Disciplines	\$110

### Quebec

Club de Vol Libre YAMASKA	\$275
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Seems to me the members in the HPAC/ACVL are getting good value for money.

Barry Bateman, HPAC/ACVL Administrator

## 1995 Sporting Licences

The new secretary looking after the Aero Club of Canada has heard that the price of the 1995 Sporting Licences will be increased after the Annual General Meeting of the Aero Club of Canada in March 1995. Pilots who purchase their Sporting Licence early will pay the current rate of \$16.00. Don't delay, purchase your sporting licence before the increase. Application forms are available from:

Vincene Muller  
HPAC/ACVL Badge & Record Committee  
Big Hill Road, Box 2, Site 13, RR #2  
Cochrane, Alta, T0L 0W0

Remember, to have a valid sporting licence it is necessary to be a paid up member of the HPAC. A sporting Licence is required to attempt record flights or to represent Canada Internationally.

## CANADIAN AND PROVINCIAL RECORDS Hang Gliding & Paragliding

### HANGGLIDING-CLASS1

Category	Typical Record	BC	Aberia	Saskatchewan	Manitoba	Ontario	Quebec	Maritimes
General Distance-Open	**320km	Willi Muller	*332.8km	Mike Rebling 192.0km Mark Taylor 112km	Foof Regier 163.0km	Mark Bourbonnais 163.0km	Daniel Ouellet 200.00km	Carroll Reebben 38.4km Carroll Reebben 22.4km
General Dogleg Distance	*154.19km	Willi Muller						
General Distance O&R	*214.0km	J.C. Hauchecorne	64.0km			Robert Poluco 90.0km	Daniel Ouellet 35.2km Daniel Ouellet 40.0km	Carroll Reebben 32.0km
General Triangle Distance	*25.0km	Stewart McWintler						
General Speed 25km Triangle	*15.828km/h	Stewart McWintler						
General Speed 100km O&R	*34.468km/h	Marlin Henry						
General Speed 200km O&R	**35.8km/h	J.C. Hauchecorne						
General Speed 300km O&R								
General Gainoff Height	*1894m	Mia Schrakker	*3330m	Mike Rebling 10,600ft Craig Lawrence 5hr.40min Vivian Hooper 96km				Carroll Reebben 5530ft Darryl MacDonald 6hrs.
General Duration								
Ferrate Distance-Open								
Ferrate Speed 300km O&R								
Ferrate Gainoff Height	*1894m	Mia Schrakker						
Ferrate Duration								
Tandem Distance-Open	50.8km	Mark Tulloch	60km	Vivian Hooper 1hr.5mins			Mike Ward 90km	
Tandem Gainoff Height	*1546m	Stewart McWintler						
Tandem Duration				Mike Rebling 1hr.3mins				
<b>PARAGLIDING-CLASS</b>								
General Distance-Open	**146.22km	Chris Muller					John Bouchard	62.1km
General Distance-Goal	**146.22km	Chris Muller						
General Dogleg Distance	**109.32km	Willi Muller						
General Distance O&R	9900km	Peter MacLaren						
General Gainoff Height	*2900m	Chris Muller						

\*\*These Records were recognized as World Records

\*Denotes Official Record (Canadian or Provincial) Those submitted to the HPAC with full documentation

### Results of the COUPE YAMASKA 1994

Pilot	Flights	Total	Best 3
Jacques Fontaine	129.0	129.0	471.5
Francois Belair	91.0	74.0	325.0
Guy Aubin	88.0	53.0	361.5
Richard Roussin	107.0	47.0	404.0
Maryse Perron	57.0	46.5	187.0
Francois Ayoite	35.0	28.0	154.0
Normand Michaud	69.0	7.5	230.5
Jacinthe Dupuie	32.5	8.0	104.5
Gilles Bouilanne	16.5	7.5	76.5
(All distances are in Km. All flights are made form a Club de Vol Libre Yamaska launch)			48.0
			16.5

### Quebec Competition Results

Here are the results of the first three placed pilots who competed in a competition on the Labor Day weekend which was held at Mont Sainte Anne (?) in Quebec. The weather apparently was really bad and as such no paragliding meet was held.

Jacques Fontaine	Sept 2	42.5km
Guy Aubin	Sept 4	122km
Francois Bélair	Sept 3	34.5km
	Sept 4	43km
	Sept 3	19.5km
	Sept 4	75km
Report submitted by Claude Fiset		

# SUMMER AT 7

BY PETER BOWLE-EVANS

31st October 1994

A pattern is developing. Thanksgiving has gone by, and there is just enough snow on the road that you cannot drive to launch any more. Actually, I'm told you can get to within about 10 minutes walk, which for paragliders is not far, provided you can handle the temperatures: -7°C at 8000 feet, -27°C at 15,000 feet. Anyone up for this? So, flying is basically done for the year, the AGM's are coming up, and it is time to tell stories and add up the dollars. Well, add up the dollars we used - adding up the dollars on hand is real quick. As a by the by, I got persuaded to write weekly articles for the Golden newspapers. After considerable initial misgivings, not only did I start to do this, but found that they would print almost anything; so I started to relax a bit and threw in one or two 'fun' pages, and found that the folks here enjoyed them. I will be sending some to the editors, and if they don't think they have heard it all before, or perhaps just that I have been too high once too often, hopefully you will get to read a few. Writing becomes fun when someone is not going to hang their hat on every word. So, let's get through the business, and then I can get back to the one running around my mind called, "On Getting High", which includes how I dealt with the situation one day when, after enthusing about hang gliding in my usual way, this not totally unattractive lady asked me, "Is it better than sex?", and I had to reply in the presence of this other definitely attractive lady who was sitting cross-legged on the floor of my office, appropriately garbed for a hot summer day, and who spontaneously became instantly alert! Life in Golden can be tough, you understand.

It was a summer of superlatives. My own first flight was XC, if omens mean anything. I think nearly everyone had personal bests. The visitors certainly did. I mean things like popping up to 12,500 when they had never been above about 9,000 before. Roland and Stanley had the time of their lives. Roland pretty well doubled his air time on his first flight, Stanley had one of the most exciting flights of his life, and as two bachelors coming to town for a month I don't think they were here for more

than a couple of days before they hooked up with two ladies at the Moberley pub and were not single any more. In fact I believe it was touch and go between guess what and hang gliding towards the end! So there you go. It's a small town, but everything you need is here somewhere!

Some highlights of the flying. Serge Lemarche flew his hang glider to Jaffray - that's close to Fernie. Rick Miller flew his almost to Wasa - from a 5:30 p.m. launch! Pete McLaren and Eric Oddy had a day with their paragliders. They headed East. Eric landed at the CPR station at Banff! And get this - Pete McLaren landed at the Park gates at Canmore !! I do not know if these flights constitute official records, but I bet it is a while before anyone else beats them. A few days later Eric flew a triangle that should be a World record. The weather excelled for six weeks straight, right through all the competitions - we could not have asked for

Peter Bowle-Evans approaching "Kapristo" just south of Mt 7.  
Photo by Peter Bowle-Evans

more. The glass-off on the first day of the PG Nationals impressed a LOT of pilots. The last glass-off was on September 25! In short, everyone basically flew their brains out.

Now the business.

## South Side Clearing.

This time last year we thought we had permission from the Forest Service for the South Side clearing. Well, we sort of did. First they cut it

in half, and then snipped bits off it. Explanations about air flows and rotors were a waste of time. But I was making progress, so I elected to be pleased enough with what I was getting and get on with it rather than complain. It was mid-winter by the time the paper was in place. By spring the value of wood had soared to the point that there was economics in taking the wood out rather than burning it. The reaction to this idea was another mammoth exercise - it would all have to be re-evaluated. This would in effect take a year. So I wrote back and said to just forget it if it was going to be that much trouble, and we would just burn all the merchantable wood like we said in the beginning. What with the new Forest Practices Code in the works, and all the Green movement talk, this must have caught someone's attention, because the next thing I know I am told that we have permission to log the wood out and sell it - now ! Then we got down to the Stumpage Rate. This was going to be almost \$1000. But

then, along with the new Code and environmental constraints, stumpage rates took an un-forewarned giant leap. Like double in some cases. The entire lumber industry in Golden held its breath as to what would happen. So the next thing, OUR rate is going to leap up, any where from 50% to 100%. This made me argumentative, and was the time to bring out this letter that Larry Layton had unearthed over the winter from the district manager some years ago saying he could cut down these trees without ANY cost! I actually enjoyed a few of these sessions as I got my point across, which culminated one morning with an argument of which I was a spectator. Launa is a secretary of some sort in the

District office. She seems to be a good one, because she seems to know more about what everyone else is doing in the Forestry office than they do themselves. She basically knows what they are supposed to get done, what letters they have to write and what they should say in them. After all, she types them! She can even suggest to them how their jobs should be done. There is only one catch - she can't tell them when to instruct her to write them. I suspect that Launa and two or three helpers

could probably replace the entire District Office, with a raise for her and at a fraction of the overall cost to the taxpayer. In this case, she had organised everyone to instruct her to set-up our stumpage rate as "Fixed Rate". But with the new changes, they could charge us much more if it would have been "Variable Rate". I won't mention the name of my counterpart I have to deal with at this office, but he was maintaining that it was Variable, and she was standing by Fixed. "YOU told me it was to be Fixed and that's how I set it up and once it is in that way I CAN'T change it". (That is, "I told you in the beginning that Fixed was what you should do, since you couldn't make up your mind, and you agreed, so since it was MY idea anyway you bet I am not going to back down - you know who makes the rules around here!") Launa won. It is important to be in her good books. The sequel to this is that since originally the wood would not be measured as we were going to burn it, the volume and hence the cost was based on an assumed volume. I had argued this point too, as I thought it was too much. As it was, measurement was taken when it arrived at the mill, and sure enough it was HALF of their number. Getting the right bill was another story. They had quite a struggle with it. Some things you wouldn't believe.

After ten months of negotiation with the Forestry, I had a signed contract with Evans Products for purchase of the wood in about six hours flat, our contractor was falling trees and the whole thing was done in a few days. Except that it was not quite enough, of course. Back to the bit about snipping bits off it and what I asked for in the beginning. So back to the battle again. This time I played another trump - a contact in the Regional office in Nelson. Things fell into place, he was in Golden the next week, took one look at the site from Nicholson, and I basically had approval in principal for everything I had asked for in the very beginning. This was a unique opportunity, so I asked for all and got it! In writing too. In their jargon, the site has a high visual absorption capability to satisfy the VQO's. Don't worry about what that means, nobody can tell the difference from the valley now that most of the rest of the trees are down anyway. There were actually two rounds of extra clearing, the last of which is in progress slowly on a volunteer basis till we have more funds next spring. When it is completed, although it still is not ALL of what I visualised initially, I think it will be possible to ground launch a paraglider from BELOW the cliff to the South. The paper on all this is something else, and more than you might imagine has to APPEAR as if it has come from the HGABC President. When I call up Darryl now, he more or less starts off with, "What the f%#\$ do you want this time!"

**The Road.**

The Forestry never did get a machine up there last fall - no real surprise. Also, along with the additional work required by the new Code, almost anything new is now delayed, which of course includes the proposed extension to the Mount 7 Main. In the end, it may well mean more road from our point of view, so I believe that ultimately we will benefit. For the present, however, it means that the existing road will have to stand up for another two years or more rather than one year, which was just the break point between leaving it alone and fixing it up a little now. Besides, the upper section to the high paraglider launch will not be affected, and would have been a little ugly by next year without any attention, and the PG Nationals had generated quite a bit of funds for us. So, I had the road done. From the mud hole down. The mud hole is no more. There is a water bar immediately above where it used to be. It is quite driveable, but basically stop before going through it or you will launch into space on the way down. There are two or three other water bars, one of which is just above the last switch-back as you approach the Lookout. I hung bunches of red ribbon beside them. There are some new stretches of ditches too. This should all help keep things in place, although it doesn't make it any the less steep. It is a little narrower in a few short stretches, so just have a care till you get used to it. I was quite pleased overall, which is just as well because it went on for about a week, and the machine caught fire twice! Something to do with rubber hydraulic hoses, exhaust pipes and leaping flames. People in Golden sometimes have their own way of doing things. Unfortunately (?) the woods did not catch fire, or we might have had two more launches. It was still really dry. Not only did Jacques have a fire extinguisher, but - wait for it - IT WORKED !! BOTH TIMES !!

**The Nicholson Landing Field.**

What that all came to is it now costs us \$800 a year. I got a signed agreement with the new owners for use of the field for two years, at this price. I tried for five but two was what we got. What I am not so excited about is what will happen this time next year when we have to start dealing with what happens then. I shall try going over this with them sometime this winter, and we will take it from there.

Ah, yes - the Style at the Nicholson landing field. We got that done in the spring too. From a combination of knowing the right people, good relations in Town and friends this got done by a U.I. sponsored retraining program as one of their projects. So directly the price was right. In fact it really comes from some of the items in the expenses listed below as "Promo", "General Site Maintenance", etc.

**Site Insurance.**

The Forest Service wanted to be a named insured. With the new policy that Martin got in place, this is actually possible at a manageable price. So this was supposed to cost another \$300, which is merely a token for what it could possibly have to do, but is more expense none-the-less. In the event it was \$150, but could be different next year. This is the spot to say "Thank You" to Martin Henry for his work on this Insurance, not to mention everything else he has done. As someone who is doing some of this sort of thing, I can tell you that it IS WORK, is by no means all fun, and is sometimes very time consuming.

**Accidents.**

Yes, things do happen at Mt 7. Without getting too carried away, I made a little note in a file every time I saw or heard of something happening like this. Nothing elaborate, but here it is:-

.....continued on next page

**TANDEM PARAGLIDER INSTRUCTOR**  
**REQUIRED FOR**  
**FIRST FLIGHT PARAGLIDING**  
 ON  
**GROUSE MOUNTAIN**  
 North Vancouver, B.C.  
**Summer & Winter**  
 All Inquiries to (604) 980 7479

## MT 7 ACCIDENT SUMMARY 1994

### HG

- < 2 blown launches off ramps - 1 SW, 1 W  
Significantly damaged gliders.  
Pilots basically got away with it.
- < 1 blown launch on N ground.
- < 2 near misses at launches.
- < 1 turned upside-down on back range at  
Brisco. Emergency deployment + Air Evac  
c/w Wire Assist. Pilot OK.  
(Story Sept National Newsletter)

### PG

- < 1 spiral into ground at launch at the Look-  
out.
- < 1 "Uneventful" blown launch on ground to  
North at the Lookout.
- < 1 successful emergency deployment over 7  
from tight spin.
- < 2 tree landings (maybe 3).
- < 2 blown landings at Nicholson, with result-  
ing injuries.  
1 broken ankle  
1 spinal injury - crushed vertebrae - opted  
for surgery for fusion.

I am not saying there were not other events. These are just the ones I happen to know about, although I believe this is it.

### The Womens' Worlds Hang Gliding Bid

Mark Tulloch and I gave this a go, but '96 at least is not happening. We are expecting an official Site Evaluation report from Paul Mollison, one of the C.I.V.L. Vice Presidents, shortly. I spent some time going over this with Paul when he was in Golden during the HG Nationals this summer. We worked our way through a number of local logistics, and we are hoping for a favourable report. This is a key item for this level of event, which we did not have last year.

Although not directly successful this time, our efforts achieved a number of things. Firstly, it was instrumental in persuading the Forest Service that we were serious about the South side clearing at launch. Then, of course, it taught us a host of things about how to go about something like this. For myself, I made a list of contacts as long as your arm. In amongst the rhetoric, there is a good deal of positive support out there, as well as some less exciting but very important advice which must be listened to carefully. Golden was very supportive from all its official capaci-

ties. Next time it will not have to be explained to them.

This will all come up again one day - it is just a matter of when.

### Landing Down Valley

I got invited to a Farmers' Institute meeting in Windermere the other day. Danny Saunders, of Invermere, and I attended, and made a little presentation regarding our needs for landing in their area. In general they had no problem. Unfortunately the gentleman from Edgewater was not present. When that subject came up, his peers mostly seemed to think it was funny. So, although it may be just his idea of humour, still DO NOT LAND JUST SOUTH OF EDGEWATER !! One other specifically does NOT want anyone to use his fields - these are behind the Skookum Inn. This is immediately to the North of Windermere, on the East side of the highway. The biggest general issue was the driving. They definitely and unanimously do not want any vehicles driving on any road, lane, driveway or farmyard, let alone a field, that is theirs. So, what that comes to is do not leave a public road. When in doubt about what is public and what is not, do not go there. This could be inconvenient on occasion, but that's just the way it is. If a driver feels they need to get closer to a pilot, then find the farmer and ask. Personal contact came up as something they appreciate, along with normal courteousness. Good chance they may say "Yes" when asked in person. They still think we are a little nuts, and are curious to see how many heads we have. And as a by the by, their idea of safe

speed anywhere off the pavement is SLOW - slow enough that it feels like you could jog around the vehicle as it goes along. Looking at my notes, the last item was a request to not land in a field with cattle. Apparently, somewhere in the past some cattle must have gone through a fence as a result of a hang glider approach and landing. The cattle in the Nicholson field never turn a hair, even when you are hurtling towards them in a 30 mph final glide and wondering

what IS going happen when you fly up the first cow's arse, but there it is. Shitty business. I landed in a field full of bulls one day this year, and they did not even stop eating till I was ready to leave. Or maybe there is more than one reason why I sometimes get letters addressed to Mr. Bull-Evans. This reminds me of a man I worked for in the Rogers Pass - Mr. Norm Tennock. (This whole bit will be toast if it comes out spelled wrong in print) One day he got a letter addressed to Mr. Norman Tencock! His secretary was a desirable young lady who looked and acted like she could use ten of them, and she enjoyed handing it to him in person every bit as much as he enjoyed receiving it, with her saying, "This MUST be for YOU !" (I'll bet you thought this section on landing fields was going to be boring) But this is railway talk, and anyone who does not know of "the giant CPR, with the thundering force of a thousand horse" may not fully appreciate this.

### The \$\$\$\$\$\$ !

The money - lots of it ! I couldn't believe it when I read the number off the spreadsheet. I thought I must have entered something wrong. But I had not. In round numbers we got through \$20,000 over the last 12 months!! It went like this:-

### GFS Expenses 1994

1. South side clearing	8,115.32
2. Women's Worlds HG bid	381.52
3. Nicholson landing field	800.00
4. HPAC Master Policy rider	150.00
5. Road	2,276.02
6. Mt 7 T-shirts	5,760.51
7. Competition prizes	295.23
8. Newspaper ads	140.17
9. Promotional	234.33
10. Office	113.58
11. Telephone	130.59
12. General	718.90
13. Golden Truss loan repayment	<u>500.00</u>
<b>TOTAL EXPENDITURE</b>	<b>\$19,616.17</b>

### GFS INCOME 1994

1. Economic Opportunity Fund	5,000.00
2. Pilot donations	75.00
3. Community fund raiser	260.00
4. Local business donations	200.00
5. Sale of logs (S. clearing)	3,063.09
6. Mt 7 T-shirts	9,246.00
7. 1994 PG Nationals	922.66
8. (i) AHGA	300.00
(ii) HGABC	<u>150.00</u>
Sub-total	\$450.00 450.00
(iii) Site User Contributions	
a) Muller HG	150.00
b) Rocky Mtn PG	150.00
c) Mt 7 PG	150.00
d) Rocky Mt League	<u>100.00</u>
Sub-total	\$550.00 <u>550.00</u>
<b>TOTAL INCOME 1994</b>	<b>\$19,766.75</b>

Which means that, since we basically started this financial year with a zero balance, we gained by \$150, for what that is worth. In addition, we also have in stock \$1430 conservative retail worth of T-shirts. So if we sold a bunch more, we would have a little buffer or have a head start on next year - which brings us to:

### Next Year

In terms of physical development there is not much outstanding. We have to finish the South side clearing, but the permit process battles are won, and since the last item is already in progress, we can continue whenever WE are able without any further negotiation. There will, of course, be a final inspection routine, but these have not been a problem. There are some manicuring type of things that it would be nice to do on both sides, which we can get to as opportunities arise, but these are not deadline issues. There may be some politicking to do in connection with the road, but until the Forest Service make their moves on their extension it is in limbo. As a curiously coincidental by-the-by, at work I am presently engaged on a number of contracts to do with forest roads, some of them directly for the Forest Service, including an insight into the whole quasi-political procedure of which roads get removed, which get built, and who pays for it all. This means that at some point, the flying associations may be officially approached for their input on their wishes regarding access to the Mt 7 launch sites. So, if you have anything you would like to say, put it in writing and send it to either myself or the HGABC President. Do not delay, as these things take forever to get organised for, but have a tendency to happen overnight when it finally comes to it. An obvious question is, do we want two wheel drive access all the way, or would at least a portion of four wheel drive only be preferred?

As I mentioned earlier, the greatest upcoming issue may be the Nicholson landing field. If anyone has an enormous bag of money, this might be a good place to put it. After this, it is onto some organisational items. For instance, a communications centre would be nice. A new local paraglider pilot, Petra Musick, is starting to work on a few things, so if anyone hears from her, this is who she is. Nicki's restaurant is unfortunately no more. They simply gave up the business. There are now a couple of massage businesses and a Jump & Pump scene in the building. We shall have to find a new spot for the map & meetings.

That is it, and probably way more than most folks will read, but the info is here for anyone who does. In Golden, we are all hoping the ski season will be as good as the flying season was. If it is, it will be totally awesome.

Peter Bowle-Evans 31 October 1994

# The Soaring Personality

FROM THE SEATTLE GLIDER COUNCIL'S "TOWLINE"

Ever wondered just what the right stuff is to soar with the hawks and eagles? Research was completed Dan Matzke, PhD on the personality characteristics of soaring pilots. A random sample of both sailplane and hang glider pilots was made from active US members of the SSA and the USHGA, ranging from beginner to competition pilots. It was found that soaring pilots as a group (both sailplane and hang glider pilots) are psychologically healthy, well-adjusted, and highly functioning. No evidence of pathology was found. Evidence was found which indicates that soaring pilots are similar to other high-risk takers such as parachutist and rock climbers. However, they are significantly different from other pilot groups.

Soaring pilots as a group scored significantly different from norms for adult males on a total of 18 out of 33 factors analysed. These included scoring higher on scales measuring levels of personal adjustments, self-confidence, ideal self, and leadership. Soaring pilots also scored higher on scales measuring the need/drive for Achievement, Exhibition, Au-

tonomy, Change, and Heterosexuality. They scored lower on Aggression, Order, Deference, Support and inferiority.

Compared to general aviation and Navy Jet pilots, soaring pilots scored significantly higher overall on scales measuring Autonomy and Nurture, and lower overall on scales measuring Aggression, Order, and Deference.

In Comparing sailplane pilots to hang glider pilots, a significant difference was found on only 3 of the 33 scales analysed. Sailplane pilots were found to be more persevering, disciplined, analytical and intellectual whereas hang glider pilots were found to be more relaxed, easy-going, spontaneous, and imaginative.

An analysis comparing accident-free pilots to accident-involved pilots found that the accident-involved pilots scored significantly higher on a scale measuring Exhibition. A trend was also noted suggesting a higher level of Dominance in the accident-involved group.

Left; Willi Muller climbing out in the Columbia Valley in June this year. Photo by Willi Muller. Above; A mature Bald Headed eagle plays under the wing of Bill Brass's glider. Photo by Bill Brass

# HPAC/ACVL COMPUTER SCORING PROGRAM

Developed by Lionel Space of  
Micro Space Systems

- < Are you running a meet this year?
- < Not sure what scoring system to use?
- < Want to use a computer but you're not a programmer?

## Lionel Space of Micro Space Systems may have solved your problems.

In 1990, as Lionel and I were driving towards Cache Creek where I was running the Cache Creek Team Meet the conversation centred around the scoring of competitions. More specifically, the problem that meet directors had, that once having chosen which scoring system to use, how and which way do you calculate the results.

Now although a lot of us use computers, that does not necessarily mean that you have the ability to write a program to do the scoring. I for example, was using Lotus 123 which entailed a lot of work, selecting columns, moving them from place to place, changing the sort order, appending day ones results to day two's etc., etc., and if you had to change the results you had to basically do it all over again. I mentioned to Lionel that what was needed was a dedicated scoring program that was easy to use which basically meant that once all the days scores were entered all you had to do was hit a Key and, presto... the results appear. "That shouldn't be difficult" he said, "Yer" say's I, "but how long will it take to write a program like that?" Lionels answer almost caused me to fall out of my driving seat.. "I can put you something together in half an hour". Half and hour? It took me longer than that to generate one days scores, let alone write the program.

Anyhow, we eventually arrived at our hotel in Cache Creek and after we settled in, Lionel pulls out his portable computer and starts 'tickling the ivories' while I grabbed a beer and started to prepare for the meet. I'm just finishing my second beer when Lionel says "Anything else you need in this program?". I couldn't believe it. He had created a working scoring program, even if it did take 10 minutes longer than his original estimated time.

I checked it out and it worked fine, but then I knew a bit about computers. What we needed was a computer illiterate person to test it. I opened the door of the hotel room just as

Martin Henry was walking by. The perfect Beta tester. (Martin has this theory that the harder you hit a key on the keyboard, the darker the print appears on the screen!).

So Martin sits down and starts to enter in dummy launch times. He punches in 1:30pm, Beep!, can't do that, needs to be in the 24 hour time system. Ah ah, say's Martin, it's no good! (I knew he would be the perfect person to check it out). "Give me a minute" say's Lionel, punched a few keys and then said, "try that". Again Martin punched in 1:30pm but this time the program just converted it to the 24 hour clock! So much for trying to beat the system!

Well, to make a short storey long, Martin and I did our best to find problems with the program that weekend and when we did find one it was fixed quicker then it took to find it. So, by the end of the weekend I had a reliable working program of the HPAC/ACVL 600 point scoring system. Lionel said that he thought he could clean it up a little and could add a few more options and then he would send me the updated version.

That was four years ago and "clean it up a little" was an understatement as we are now up to version 3.33 As various pilots used the program they made suggestions like; how the printed results should look like and what they should contain, which information should be added with the 'pilot details', adding metric system to the program and incorporating great circle calculations. I remember once at the Canadian Nationals in Golden, Stewart Midwinter was entering and calculating the days results into his computer using a different scoring system. Lionel almost cried when he saw how long it was taking Stewart and promptly asked him for the scoring formula. Before Stewart had finished the days results Lionel had the new program incorporated into his program and this is what was used to score the rest of the meet.

The word got around and the next thing you know is the competition pilots are saying, "wouldn't it be great if the Aussie scoring system was in there, how about the Angelo Crapanzano system?", what did they use in the '91 US Nats?" Before the meet was over another 5 scoring systems had been added.

Today the scoring program has advanced to the stage that I recently had to say to Lionel "this program stated out as something simple to use and now it has so many features that even I am getting confused". "Mmmm", he said, "how about an expertise level, 0 for basic, 1 for all the features?" So now if you just want enter in the basic data, have program calculate the results and get a standard printout, select "zero". If you wish to go in and modify Crapanzano's scoring system, change the parameters of validation rules, and print preliminary results before photo's have been processed, select #1.

In case you didn't realize, Lionel did the scoring for the recent Women's World Championships in Chelan and therefore incorporated a lot of the FAI requirements into the program.

To give you an example of how some of the features of this program are used, the data input would go something like this;

First you store all the turnpoint names and coordinates that may be used in the meet into a table which is allocated to that meet/area. Assuming you have already entered all individual pilot details and selected the scoring system to be used, the next step is to enter the daily task information. This is done by selecting the take-off, turnpoints and goal from the table you previously created. You then enter the daily launch and landing times for each competitor or their landing location. The times can be imported from a remote recording devise and the landing coordinates for pilots not making goal can be from readings taken from the pilots GPS. If they do not have a GPS then they measure the distance that they were short in reaching the next turnpoint and enter that distance. The program does the rest.

For the printout you have the choice of up to 10 different additional items that may be included beyond the normal output, i.e.: Name, Score, Ranking etc. You can also get a Preliminary, Provisional or Official printout so that pilots are aware of any changes made to the results.

By the way, another interesting feature is that once you have all the results from a competition entered it is a simple matter to recalculate the meet using a different scoring system to see what changes it makes.

# SUMMER'S END

## in EASTEND

BY VIVIAN HOOPER

For our last trip of the summer eleven pilots from Regina, Moose Jaw and Saskatoon travelled out to Eastend, SK for a weekend in late September. Eastend is a tiny town in the southwest corner of the province near Cypress Hills Provincial Park (highest elevation 4000 ft ASL) and is the home of Garth Hemming, a novice pilot and a new SHGA member. It is also home to a newly discovered amazing Tyrannosaurus Rex skeleton; too bad we were too busy flying to go and see it!

The town is circled by accessible hills which are all available for flying from thanks to Garth's excellent P.R. work. On the Saturday we flew from Jones' Peak, a four mile long ridge with launch 700 ft above the valley floor. Some of us chose not to fly from this site because of questionable bottom landing areas but Mike Underwood of Moose Jaw showed us how it could be done after getting dumped BIG in a lee-side rotor. Everyone who flew from Jones' Peak had an excellent flight; the Moose Jaw boys seemed to really luck out as Nolan Shaheen and Mark Taylor boated around for hours at more than 2000' above the ridge. I can't believe I was on the ground! To end the day, Garth and his wife Lari allowed us to invade their home to watch the inevitable HG videos and then took us out to the observatory to be humbled by the immensity of the night

sky. The observatory at Eastend is the second largest in Western Canada that is open to the public - it's a worthwhile visit if you are travelling through the Cypress Hills area.

Sunday started out calm but I guess good things do come to those who wait - we were

minutes before getting nervous about the big crowd of five gliders (what can I say, I'm from the Prairies). As soon as I landed the evening wind became a glass-off and the gliders left in the air were soaring in super smooth lift at 700' above the ridge. Rats! On the ground again.

It was a great "last weekend" for us as we didn't do much flying over the summer months. Craig Lawrence of Moose Jaw organized a fun fly-in in June at Craik, the town that host our annual spring tow meet. It was well attended and produced some good xc flights. However, since we lost our best site early this spring, most pilots didn't have the type of flying season they had

The ridge at Jones' Peak. Photo by Vivian Hooper

rewarded with an evening flight at North Transmitter Hill, a half mile long ridge with a 320' launch. I flew at 300' above for about 40

hoped for. Eastend was a much needed weekend to keep enthusiasm up over the coming winter.

Following is a list of some of the features incorporated in the program:

- < Complete pilot data entry (including, National membership expiry dates, rating, team name etc.)
- < Choice of 9 scoring systems plus a custom system to create your own
- < Daily validity options
- < Great circle calculations (FAI standards)
- < Turnpoints entered in Longitude & Latitude or UTM (Universal Transverse Mercator)
- < Turnpoints (names and coordinates) can be stored in a custom table which relates to competition areas.
- < Multitude of printing formats (just check what you want printed)
- < Data import from external sources (i.e.; launch & landing times from remote recording devices)
- < Random generated launch orders
- < Printout of a photo check sheet for the task

- called to aid officials verifying turnpoints.
- < Help menus that are generally specific to the area in which you are working.
- < On line phone number to call in case of any programming oversights.

This list could go on, but I think you have the idea by now. The best part is..... there is no charge for anyone who wants a copy of the Scoring Program.

Lionel generously donated the scoring program to the HPAC/ACVL at no cost, and gave us permission to distribute freely. And he doesn't even live in Canada!

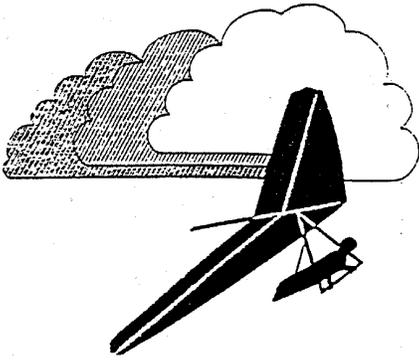
So, if you are going to be running a meet and are looking for a way to ease your scoring problems, or if you would just like to get a copy so that you can experiment with different scoring systems you can obtain a copy by contacting the HPAC/ACVL at;

HPAC/ACVL Administration Office  
21593, 94a Avenue  
Langley, British Columbia, V1M 2A5  
(604) 882 5090

A \$5 charge is made just to cover the cost of the postage and disk, which will be a 3 1/2" unless a 5 1/4 is requested. (Sorry the program is not available for Mac users).

I would like to take this opportunity the publicly thank Lionel for all the work he has put into this program. I know that it has enjoyed putting it together and in doing so has learnt a lot about scoring systems and grid referencing. All that he ask is that if you have any feedback on the program give him a call so that he may continue to improve this already amazing program. He can be reached in Washington, USA at (206) 599 2360

Good luck to you with your meets in 1995.  
Barry Bateman



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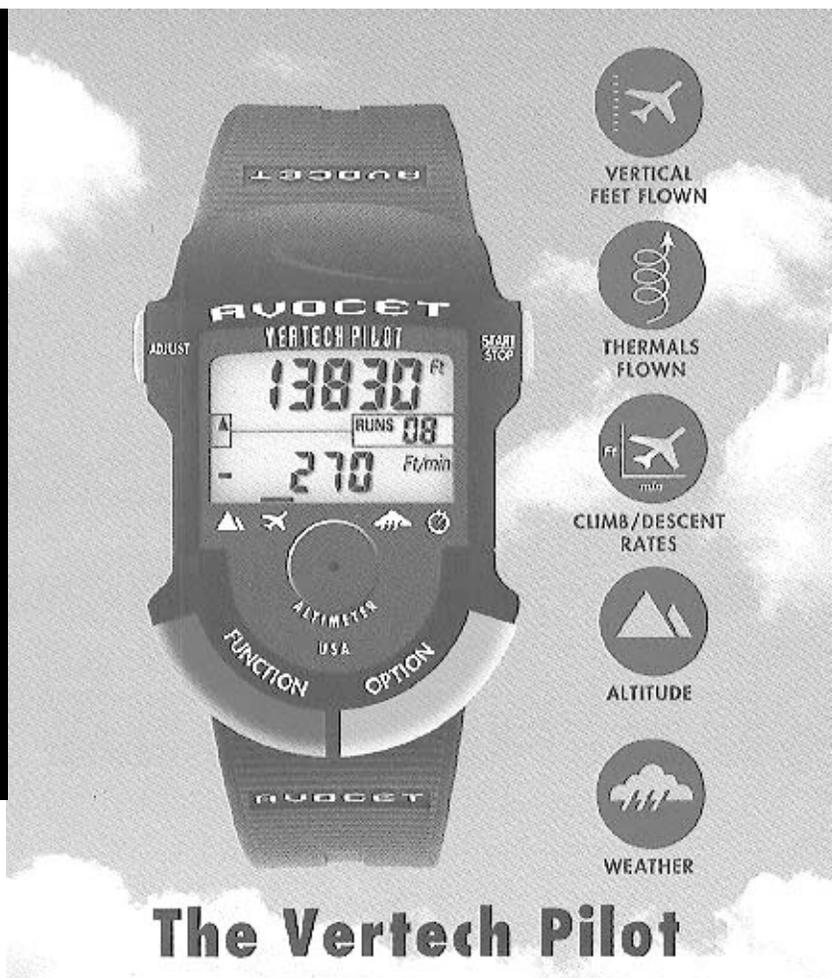
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**Dimensions:** 1.6" wide x 0.6" thick

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**Display:** Triple; upper 0.2" high, middle 0.1" high, lower 0.15" high

**Operational Temperature Range:** 0 degrees F to +122 degrees F

**Water Resistance:** Water resistant to 10 feet

**Battery:** CR2032 Lithium; two year life

**Country of Manufacture:** Made in USA

**Patent:** U.S. Patents #5,058,427 and #5,295,085. International patents pending

#### Altitude

Current Altitude: -4,000 to +60,000 feet in

10 foot increments

Maximum Altitude: -4,000 to +60,000 feet in

10 foot increments

#### Chk

Time of Day: 12 or 24 hour format; to 1 second

Alarm: To 1 minute

Countdown Timer: To 23:59:00

#### Plot

Daily Vertical Feet: To 299,990 feet in ten foot increments

(resettable; accumulates only when turned on)

Total Vertical Feet: To 299,990 feet in ten foot increments

(resettable; accumulates only when turned on)

Current Ascent/Descent Rate: 0 to 7,600 ft. per min. in 50 foot per minute increments

Maximum Ascent/Descent Rate: 0 to 7,600 feet per

minute in 50 foot per minute increments; resettable

Average Ascent/Descent Rate: From 0 to 7,600 feet

per minute in 10 foot per minute increments over a

period up to 18 hours; resettable

Thermal Climbs Flown: To 199 then stops;

thermal counter is tripped by a 150 foot descent

#### Ski Option

Same specifications as Pilot option. Unit is set up to record descent

Counts sunskied to 199; counter is tripped by a 150 foot descent

#### Alpin Option

Current and Maximum Ascent/Descent Rate: 0 to

28,000 feet per hour in 100 foot per hour increments

Average Ascent/Descent Rate: 0 to 28,000 feet per

hour in 10 foot per hour increments up to 18 hours

#### Water

Sea Level Barometer: 28.84 to 31.00" of mercury with 0.01 resolution

Barometric Trend: -9.99 to +9.99" of mercury with 0.01 resolution

Temperature: 0 degrees F to 122 degrees F in 1 degree increments

#### Timing

Splits: Resolution 0.05 second to 59:59.95, 1 second 1:00:00 to 23:59:59

Laps: Resolution 0.05 second to 59:59.95, 1 second 1:00:00 to 23:59:59

Splits and Split/Lap Groups: Up to 20

**Accessories:** Vertech elastic Ski wristband included.



# Ontario Pilots Flying in New York State

BY HENRY MACIESOWICZ

My Lotto 6/49 numbers never came up this past spring. This fact, together with "the usual" expenses associated with living on the surface of this planet, prevented me from taking to the air in BC last summer, but it didn't ground me completely.

Aerotowing has arrived in South-Western Ontario and more clubs are getting into static winch towing. But what about the die hard mountain pilots like myself? Ontario isn't the flattest province in Canada but wherever there are hills or mountains or escarpments, we're kept on the ground by restricted airspace, no access road to the top, or some government agency (Niagara Escarpment Commission, etc.), business (ski hill operation, etc.), or individual wuffo (who's worried about getting sued, etc.).

Lack of good soaring and XC sites in Ontario has always been a concern for intermediate and advanced pilots here, but just a few hours away is New York state.

To give you an idea of the number of pilots (and sites) in New York, I drove from Hamilton, Ontario through the town of Bath (Rochester club), through Elmira and Binghamton (two more cities with clubs), past the exit to Mt. Utsayantha (another group of flyers there) and finally arrived at Ellenville, NY and the site of the '94 US national fly-in and the local clubs' annual Labour Day fun meet.

The weather was reported to have been very wet all summer thus long and/or far flights were rare, until the week of the national fly-in. Somebody must have prayed to the right wind-god which resulted in pilots soaring everyday of the national fly-in (Monday-Friday). By weeks' end the winds were lighter and thermals weaker and more scattered.

So then this Canadian pilot launches, eh, and starts working this little 50 to 100' up. It was really hard to get to 1000' over launch but after that it was an easy ride to cloudbase.

Ellenville has a launch altitude of about 1500' ASL with 1050' of vertical. It was warm on launch and warmer still in the LZ. I launched at about 2:00pm. Without exception EVERYBODY who launched before me had sledded

down, occasionally getting an extra minute of airtime here and there. So there I was...knew I wasn't gonna die because I was at cloudbase at 6700' with the entire sky to myself. What I was worried about was catching a cold; my Alibi vario told me it was 41 degrees Fahrenheit and I'm wearing a pair of shorts expecting a sled run!

Eventually a few more pilots got to cloud base to join me and about two hours after my launch it "wondered" and everyone got up. My nose was running and I was shivering so I landed after two hours, 41 minutes and looked up from the LZ to count about 40 gliders soaring in the air. But I was first.

Friday, September 2nd ended the national fly-in which was followed on the weekend by the Southern New York Hang Glider Pilots Associations (SNYHGPA) annual fun fly-in. Points were awarded for duration, bomb drop, and spot landing. Four-person teams were enticed by the chance to win cash for placing 1st, 2nd, or 3rd while trophies were presented to the top three novice, intermediate, and advanced individual competitors.

Now considering the site situation (or lack thereof) in Ontario and having such a well-publicized event only a few hours away from Toronto, Kitchener, and Ottawa, I was looking forward to meeting other pilots from this vast province of ours and "competing" on a Team Canada with other fellow countrymen. Unfortunately there was only one other Canadian pilot (John Allan) from the Toronto area.

So I register in the individual category and head to launch on Saturday morning, feeling eager after the previous days' good flight. Wind was calm all day and a few pilots get up for a while to score some points but I doubt if anyone max'ed their duration points by staying up for 90 minutes. So it again looks like a slide-ride day and again I'm wearing shorts,

hooked in to my glider and in line to launch. I watch as pilots launch and head for the middle of the valley and the LZ (5 to 1 glide), occasionally circling here or there but ultimately landing after five or ten minutes of scratching. As I move up to be next to launch, two gliders in front of launch start climbing slowly. I pick up and go and fly toward them but find my own thermal (or core) before getting under their position. Up, up, and away to again lead the gaggle to cloudbase, this time at 6300' and 45 degrees Fahrenheit! Brrrrr!!!

Besides the cold, I was hungry and thirsty and had to take a leak so I hung out for 90 minutes to max. on duration points (again easy to stay up after getting above that invisible boundary about 500' over launch) then spiralled down to drop a near perfect bomb and finish with a good landing.

Sunday and Monday also had mostly stable conditions so bomb drop and spot landing skills were the main challenges of both days. Besides the flying, there were seminars which were well attended, free beer that was well chilled, and a team song competition which was very well liked by all.

In the end I placed first in the individual, advanced class and received a trophy to take back across the border to show the pilots that never made the trip. The leaves are now falling from the trees and temperatures are dropping (but I'm not wearing shorts anymore). I'll still dream of and plan on returning to the mountains of BC but for now it's back to those Lotto numbers with hope for financing a flying trip down South in the middle of our cold, Canadian winter.

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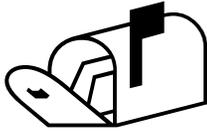
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## *Airmail.....*

Hi Barry

Just a few notes from Argentina. The day after tomorrow I'm off to the meet in La Rioja. Lots of big names are coming down, Larry Tudor, Chris Arai, Dave Adams (Aust), Gerard Thevenot, the owner of Skyline (Germany), and of course, me. I hope to picking up a new Moyes Xtralite for the meet; can't wait to try it out! I'll send you more news when the meet is over.

Also, looks like my winch is finally nearing completion. The mechanical work is over, just need to finish the wiring and fill up the hydraulic fluid. Testing will have to wait until I'm back from La Rioja. Maybe I'll send some pics.

Till Next time,  
Stewart Midwinter, Argentina.

Hi Barry,

There was a request in the last National Newsletter (Sept. 94) for information about flying sites regularly used by HG and PG pilots. I therefore take this opportunity to tell you a little bit about our club and our sites. The Cold Lake Condors HG & PG Club consist of 7 military guys stationed at CFB Cold Lake, Alberta. Our members have very low experience levels (maximum of 30 hours), have trained in different parts of the country and in Europe. Regular club outings are next to impossible to organize due to the requirements of the various military units on Base (not unlike the real World, I guess!). Although some of our members are in contact with Rick Miller and some of the in Edmonton guys, no instructor or experienced pilot is available to provide motivation and guidance to our small group. The ATOL system we used was sold away by its owner but despite all this, we are determined to keep the club alive and are having a new system made up for next season.

Our regular towing site, an east-west section line located 2 miles north-west of the town of Fort Kent, has not been available all summer due to flooding. As we are located on the edge of the agricultural belt, finding an alternative was somewhat of a problem, but an intensive map search with helicopter reconnaissance (we have two members which fly military helicopters) allowed us to find an adequate location within reasonable distance from the Base, in the Beacon Corner area. Other areas of concern are the dense traffic of fast low-level

jet training nearby, the proximity of the Cold Lake control zone and ever-present Military Terminal Control Area (MTCA) starting at 700 feet AGL and extending to 60 NM away from the airfield. Our local training hills are too low to provide sustained lift and should be no concern for the ATC system. Here are the specifics for our main and alternate sites:

Name: Fort Kent  
Location: 7 nm northeast of Bonnyville, AB  
Airports: 12 nm from Cold Lake (11 nm control zone!)  
5 nm from Bonnyville (uncontrolled)  
Airspace: E class from 700 feet AGL, D class surface to 8000 feet MSL in the Cold Lake control zone.

Name: Beacon Corner  
Location: 15 nm WSW of Bonnyville, AB  
Airports: 32 nm from Glendon (uncontrolled)  
Airspace: E class form 700 feet AGL

before Invermere, V317 and R10. All airspace at or above their Minimum enroute Altitude (MEA) is class B airspace since they are located above 12,500 ft MSL.

Unless the area is NOTAMed for major competitions, all pilots should be disqualified for flying in Category B airspace during meets. No record should be valid unless the entire flight was conducted in accordance with all regulations, including the mandatory use of oxygen for flights above 13,000 ft, or for flights over 30 minutes between 10,000 and 13,000 ft MSL. Also I wonder how many of the HG and PG pilots who went cross-country at Golden have called ATC in accordance to ANO V prior to entering class E airspace... A simple call to 1-800-663-4835 (Kamloops FSS) is not binding and could make such a big difference. I would appreciate if you could pass on some of my concerns in the next Newsletter.

Guy Leblabc, HG & Helicopter pilot  
Medley, Alta

### Derek Gaudes soaring over the Prairies in Manitoba. Photo by Joe Riccardo

Although none of our members have written the HAGAR exam, most of them have written a private pilot exam and are therefore exempt from it. We also have a good relation going with the ATC guys (my neighbour is a controller!) and we do not anticipate any problems unless someone drifts unannounced into the Cold Lake control zone.

On a different note I would like to express my concern with respect to the situation taking place in the Golden - Invermere corridor. The last Newsletter mentioned that some pilots were flying as high as 12,200 ft MSL during the 1994 Nationals. However, the Minimum Obstacle Clearance Altitude (MOCA) for airway V304 is 12,600 ft MSL, which means an aircraft could legally be operating under IFR at that altitude only 8 miles south of Golden. Two other low-level airways also cross the area

pilots about it. I haven't yet put out "the word" on the site because there's been no place to land until June of this year. Also, I've been a bit hesitant to tell the pilot community about it because I didn't know if the site was any good. Well, in August I got my first soaring flight there (49 minutes) in ridge lift with at least one weak thermal (350 fpm) that I rode for two 360's before drifting too far over the back for comfort. The site is in Renfrew County, about 10 miles South East of the town of Barry's Bay. No need to get any more specific. If anyone is seriously interested in visiting then they can track me down and call for information. Otherwise, I plan on attending a club meeting of the Ottawa pilots in the spring sometime.

Henry Maciesowicz, Hamilton, Ont  
*(You might as well because "the cat is out of the bag" concerning this site, seeing that it's been published. Ed)*

Dear Barry,  
I just wanted to tell you know about a new mountain site here in "cottage country" in Ontario that I've been developing for the last three summers (I own the 300' AGL launch and LZ). It's a two hour drive from Ottawa and a three hour drive from Toronto. I don't think any of the Ottawa pilots know about it yet and I've only told a few Toronto

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

## **News From Europe**

By Sean Dougherty

*(Sean Dougherty and Audrey Perry are currently living in Britain and spent a summer holiday paragliding in Spain)*

Our trip to Spain was an interesting experience. From a tanning, swimming and generally lounging around point of view it was excellent - we both got so much sun we are black! Rest assured that it soon peeled off! The flying part of the trip didn't quite pan out as well as we hoped. There was a permanent inversion at 10,000ft and with it being 37+ Celsius everyday, the climb rates were mostly pedestrian, and to little height above the mountains. On top of that the wind didn't co-operate for a week, with it being blown out for seven days. However, I got four days of flying in.

The best flight I had was a 38km triangle in two hours. I accomplished it in glass-off conditions, and on the into wind leg I actually gained 300ft just gliding out from the mountains for 12 km - no turns, just gliding. Unfortunately, I almost decked at the first turnpoint, getting down to two hundred feet above a village, and then spending half an hour gaining 4000ft to get re-established. Otherwise it could have been really fast - next time. On the open distance front it was bust. I was inspired, and am reassured by the fact that two PWC pilots who had flown 90km a few days earlier both bombed out after 15 km. Pity I missed the day they did 90!!!

Audrey flew well on several days, progressing the launch tomes slowly towards the middle of the day. Sadly the windy conditions didn't help - she would have gone straight over the back on most days if she launched at the best thermal time, which is the incredible late time of 4pm.

So Piedrahita was a bit of a bust in terms of flying. Undoubtedly without an inversion, cloud base would be high and the XC potential quite awesome, especially since you fly out of the mountains after 30 km and onto the prairies which extend as far as the eye can see. NEXT TIME! We were there with the British Hang Gliding league. Hence we made loads of new friends, especially with the Scotts, several of whom were in Canada in 1991 for the Nationals and the Golden Meet. They all know Ron Docherty really well. Needless to say we drank lots of beer with them.

Big news here in the UK is that Richard Carter flew 166km the day we were driving to Spain. A bit of a bummer for us, since it turned out to be the best flying conditions of the year. However, it was more of a bummer for Bruce Goldsmith who flew 117km thinking that he had set a new record. He run someone in the North of England to tell them his good news, only to have them tell him that Richard Carter had flown a 100 miler. BUMMER FOR BRUCE. This is all quite amazing, when you consider that until June, nobody in the UK had flown over 100km. Now in the space of three months, Richard has flown three 100km+ flights and also Bruce Goldsmith. When you have flown in these conditions, you really appreciate how impressive these flights are. And then there are the rest of us, happy to have flown 30-40k's. Next year, I am going to attempt to get in the paragliding league, to see what I can learn from these guys. It will also allow me to see how well/poorly I compare with them.

**Randy Haney sits and watches Chris Muller flying at Cochrane.  
Photo By Vincene Muller**

Other British news - John Sylvester set a new European record at the Portuguese Open - he flew 202km. Amazingly, another pilots on a different flight path and landing in a different place also flew the same distance.

Hang Gliding balloon drop World Record attempt.

At 11 am GMT this morning (Oct. 25th '94) JUDY LEDEN attempted to break the altitude record for a hang glider release form a balloon.

Taking off from Wadi Rum, Jordan, Judy was flown to an altitude of 41,300 feet, (12390m) by world class balloonist Per Lindstrand. The ascent took 1 hour to complete and the decent 1.5 hours, with both the glider and balloon landing at the same time at Wadi Rum.

Judy is very well despite experiencing a temperature of -62°C at 41,000 feet, which caused slight frost bite to her face.

For the flight Judy was sponsored by Royal Jordanian Airlines.

Report by Sean Dougherty (honorary Cunuck)

## **From The FAI**

*The following letter was received by the HPAC recently. Anybody have any thoughts on the subject?*

Recent technical development has resulted in the whole spectrum of gliders, from paragliders at one end to sailplanes at the other, becoming filled in. No longer are there any natural gaps. Therefore the FAI must decide what we wish to consider as paragliders and hang gliders.

At present, the main problem concerns Class 2 (hang gliders with moveable aerodynamic controls). Aircraft in this class start at about 35kg (77lbs), but many weigh more. As designs get heavier, safety of foot launching or landing is compromised, and we reach the situation where aircraft weighing hundreds of pounds are launched by strong individuals for demonstration purposes only. Having 'qualified' in this way as hang gliders, they are operated with the use of wheels thereafter. If this unrestricted policy continues, we may find ourselves administering fast small sailplanes which are only suitable for operations on airports using tow techniques.

Such a state of affairs may not be in the best interest of those who fly hang gliders for their simplicity, and in any case it takes us beyond the original concept of our version of aviation sport. Therefore it has been suggested that we add weight limits to the existing definition of class 3 hang gliders. The proposals is:

*.....continued on next page*

Single place aircraft 60 kg (132lbs)  
 Two place aircraft 100 kg (220lbs)

For your information, the Swift weighs about 55 kg (120lbs). Rough calculations indicate that a two place version of a similar aircraft, maintaining the same wing loading, would probably weigh a little over 200 lbs. Aircraft would be weighed ready for flight, but without instruments or parachutes.

The matter obviously needs much discussion, but this letter serve notice that the problem exist and we need to resolve it. Please pass this idea along to any colleagues you feel may have insight into the matter and bring ideas to the CIVL meeting at Ager, Spain at the end of March.

Yours Sincerely  
 Dennis Pagen

In other news from the FAI, a new President has been elected, Eilif Ness of Norway. Eilif is a former President of the FAI's Parachuting Commission and he has been Vice President for the last 2 years. Two new countries have become members of the FAI, Iraq and Malaysia and the sanctions that were imposed upon the Federal Republic of Yugoslavia (Serbia Montenegro) in May 1992 were lifted on 5 Oct 1994. This now means that anybody from the Aeronautical Union of Yugoslavia should have no trouble entering FAI member counties to participate in any events.

## FREE SCORPIO CATALOGUE

Notification has been received from France that the new Scorpio catalogue is now available. Dealing with hang gliding and paragliding equipment it can be obtained by writing or calling to;

SCORPIO, RN5, Margencel, France  
 tel 50-72-58-90 or fax 50-72-58-97

### And from the DHV we have this report;

The Cross Country Cup 1994 held by the German Hang Gliding Association is now over. The flying performances of both disciplines has increased over last year, especially with the paragliding.

The Cup is sponsored by Bräuniger Flugelectronic and Reebok and the prize giving will take place at the DHV AGM.

In 1995 the Cup will again be sponsored Bräuniger Flugelectronic and Reebok to the tune of DM 25,000 (can\$22,600) which will probably make this the highest sponsored meet that year.

## *The Directors of the HPAC/ACVL wish you all a Merry Christmas and safe circles in 1995*

### Flying in Maui

Many of you may have heard or read about the restrictive policy on visitor-pilot access to flying sites on Maui. As of today (Sept 1st 1994) there is no longer any fee required for visitor access. Pilots planning to visit Maui are requested to observe the following rules:

- 1 Always use a helmet and reserve parachute while flying.
- 2 Fly with a local pilot to avoid unseen dangers and non-permitted LZ's
- 3 Don't fly without a valid rating card.
- 4 Don't attempt to fly the Waihee Sea Cliffs. (This site is open only to specific individual pilots by special permission from the landowner).

Fly safe and, above all, have fun!  
 Paraglide Maui

Following is a list of the top 3 places;

#### Hang gliding

1 Sepp Singhammer	Xtralite 147	949
2 Helmut Denz	Xtralite 137	908
3 Jo Bathmann	Milan Racer	771

#### Hang Gliding Female

1 C. Schwiegershausen	Xtralite	325
2 Sybille Fischer	Xtralite	246
3 Silvia Junker		119

#### Paragliding

1 Stefan Bocks	UP Katana	533
2 Thorsten Hahne	Edel Rainbow	519
3 Sepp Gschwendtner	Blue Angel	506

#### Paragliding Women

1 Gabi Messmer	Munich Sails	277
2 Ina Koroll	Edel Racer	198
3 Barbara Lacroust	Edel Rainbow	183

Have you noticed how some clear patches on the tops and sides of mountains are being infected with a rare disease? It manifest itself in the form of brightly covered square & rectangular patches, looks a lot like carpet and covers an area of approx 50ft x 50ft. The area is usually frequented by paraglider pilots! A good example can be seen in the photo above, taken by Janet Moschard, of Joris Moschard launching at Pemberton, B.C.

# La Rioja, Argentina 1994

By STEWART MIDWINTER

It is early morning in the sleepy provincial capital of La Rioja, Argentina. The morning sun illuminates the eastern slopes of the Sierra de Velasco. In the crystal air of the desert plains that stretch into infinity to the north, east and south it is possible to discern the 4000m high peaks of the ranges over Catamarca, some 200 km away. Over the lowest slopes nearest the small city rises smoke from a few fires. There is a steady whine of small motor scooters on the street in front of the Hotel Turismo. If it weren't for the convention on Jehovah's Witnesses, the hotel would be nearly empty, for this is not a major tourist destination. In fact, being 18 hours drive from Buenos Aires, it feels suspiciously close to the back corner of the world. But suddenly there is action as an old dump truck with tall scaffolding pulls up in the parking lot. There is a rush as a number of men scurry to load long, heavy tubular objects onto the truck. There must be a hang gliding competition going on!

As the pilots gather in front of the hotel on day 1 of the La Rioja International XC competition, there are familiar faces. A few of the top pilots in the sport, such as Larry Tudor and Chris Arai from the US, Gérard Thevenot, Katia Schmitt and Raymond Caux from France, Ralph Striewski and Wolfgang Genghammer from Germany, David Adams from Australia have all come from a great distance to this remote location to compete against one another and against Argentinian pilots like Hugo Avila, Eduardo Rodas and many others.

By Mid-day we have driven 20 km up a good road to congregate on the set-up area of Cerro de la Cruz, a broad shoulder 700m above the plains, yet still 300m below the peak. Already, the first breezes are puffing up the south-facing launch and hawks are circling on the east facing slopes. There is a festive spirit in the air, for this competition is a week long party where good friends share the air during the afternoon with each other and sometimes with a mammoth Andes condors, then spend the evening dining at one of the many neighbourhood restaurants in the city.

Though we take off from one of the front ranges of the Andes, we do not fly along the mountains, for there are few places to land in the thin forest of spiny bushes, low trees and cacti that covers the plains. Instead, we invariably head first 8 km east to the Polodeportiva

sports centre before turning south or north to follow the highway across the desert to one or more turnpoints, often returning to the main landing field. In past years there was always one open-distance day. Two years ago Larry Tudor set the Argentine dog-leg distance record of 220 km, first flying 80 km south to Patquia, then turning westward over the Valle de la luna and into the mountains.

This year, we did not enjoy classic La Rioja conditions of 3500-4000m cloudbases and strong thermals. We had one good day and several days of weak lift and cloudy skies which made for slow going and difficult flying which definitely separated the best pilots from the merely competent. Three times meet director Choea, with the advice of the task committee, called a 76 km out-return task and the last two days an abbreviated 36 km version of the same.

On day 1, Gérard Thevenot and Katia schmitt flew the furthest of the 37 competitors in conditions that looked perfect but rapidly deteriorated into impending rain, reaching close to 40 km before a gust front blew through.

ability to climb from very low altitudes.

Day 3 was the closest to a typical La Rioja day, with cloudbase at 2500m and strong thermals allowing racing under cloudstreets. A strong headwind decked the lead gaggle shortly after the Talamuyuna turnpoint, then died down to allow Stewart Midwinter to make it back close to La Rioja, 65 km, followed closely by Wolfgang Genghammer. Dave Adams collapsed shortly after landing and was carried to hospital where dehydration and severe gastroenteritis were diagnosed. Fortunately for him, we had two unintended rest days before the final rounds.

Day 4 and 5 were close to identical to each other; totally overcast, with a low ceiling and light winds. Some pilots thought it a waste of time to even go up the hill, but in the end we completed two very challenging tasks with 7 at goal on day 4 and 10 on day 5. Both days Argentinian transplant to Germany Hugo Avila smoked the course, on day 4 winning by more than 15 minutes. On day 5, leader Dave Adams found himself low at the last turnpoint and in vain struggled in zero to catch up to the rest of the gaggle. He didn't see Katia Schmitt

come floating by and find some lift a little further on that got her to goal; he fell short by an agonizing 2 km.

Larry Tudor once again won the competition,

## Final Standings:

1	Larry Tudor	USA	Ram Air 154	3185
2	Chris Arai	USA	Ram Air 154	3172
3	Gérard Thevenot	France	La Mouette Racer	3050
4	David Adams	Australia	Xtralite 147	2911
5	Wolfgang Genghammer	Germany	Blitz 155	2811
6	Hugo Avila	Argentina	Blitz 155	2804
7	Eduardo Rodas	Argentina	Xtralite 147	2802
8	Katia Schmitt	France	Milan Racer	2713
9	Daniel Turbay	Argentina	Xtralite 147	2434
10	Eric Hempstead	USA	Ram Air 154	2095

On day 2, 9 pilots made goal before spreading clouds shut down by thermals. A tough first leg into headwind and a blue hole stopped a lot of pilots. Larry Tudor was the fastest, followed by Chris Arai and Dave Adams. Dave was suffering severe stomach cramps and said he was "just going to glide to the LZ" but once in the air couldn't resist the urge to compete and competed the task in nearly winning time. Several pilots flew into dust devils as low as 100m AGL in order to avoid landing. Ralph Striewski demonstrated as on several other days an exasperating (for his competitors)

his fifth victory at this site, but this time by a very slim margin. No site records were set, but there was some excellent competing. Next year will surely see a return to the strong racing conditions the site is famous for.

We're looking forward to introducing this corner of the world to more northern pilots seeking an escape from impending winter. For those considering the trip, you should also note the local competition held on the Pacific coast town of Iquique, Chile, two weeks before the La Rioja meet.

# CROSSCOUNTRY RETRIEVALS

BY PETER BOWLE-EVANS  
31ST AUGUST 1994

People sometimes ask me, "How do you get home again?" It is a good question! You have soared with eagles, had an awesome flight down the valley and survived landing out. I have a tendency to have a snooze in the sun about this time. This can be curtailed by the likes of bulls and impending thunderstorms.

The theory is that you have a driver. You have talked to them on the radio during the flight and they know where you are landing. They arrive there just as you do, take a photo of you coming in, and hand you a cold beer the moment you have touched down. Most pertinently, they are there to help you break down, load your equipment and drive you home.

This is the theory. This complete scenario has happened to me once in four years! The reality is different. Most commonly, you somehow rarely have a driver when you fly cross country. If you do, then usually one or other of the radios will select one of their limitless ways of crapping out. Failing that, you will realise that you flew without it today. Sometimes the driver may decide that they do not like your truck, or that they would rather do something else. If you promised faithfully that you were not going anywhere today, this will assuredly get you at least way out of sight down the range. If you said you would fly South, then of course you will end up flying North. In any case, any driver that you may have had will tend to lose interest in you and drive home, go to the pub, and generally carry on with the rest of their life.

So, once you have everything back in the bag, you finally have to deal with getting home. Many landing places can be a mile or more of walking from a travelled road. One day I walked a full 5 miles along a gravel road, and not a single vehicle came by. So by and by you are on the highway, and start trying to hitch a ride back to Golden. The beautiful fact that this valley is quiet and peaceful also means there is

often very little traffic on the road, and what there is very often is not going very far. It is reassuring that there are people around for whom what is five miles along the road is the most important part of their day, but it can make for slow hitch-hiking. Very often they are going to the nearest local store.

Now it so happens that most of these are licensed, so naturally cold beer or a bottle of economical wine slips right down. If you start this at say Edgewater, by the time you get to Parson it hardly seems to matter whether you ever get home at all! If it is starting to rain or thunder, which on a number of occasions it is, not to mention getting dark, it is advisable to stock-up while they are still open. I have spent a number of pleasant evenings on the front deck of the Harrogate store - they are quite hospitable there. I recall one night when there were also two nice ladies whose car had picked this spot to die. It was a fine summer evening,

Martin Henry launching from Cache Creek.  
Photo by Denise Remple

then I dropped in, as you might say, and after a while none of us really cared about going anywhere!

There is one last resort when all else fails. You phone your husband or wife and try get them thinking that they would like to see you home tonight, and that therefore they should come out and fetch you. The verbal response goes something like, "You stupid idiot, why can't

you fly back to Nicholson like everybody else? No!" How can you explain that landing at Nicholson was one of the very things that you wanted NOT to do today? Listen, Honey, cross country is one of the things it's all about! By and by they usually do come, but you are in the well used dog house again.

Look on the bright side - you flew another 50k's today!

## MORE CROSS COUNTRY RETRIEVALS

29 October 1994

After finishing my first article on this subject, I felt I had dwelt on the hassles a bit. Now I must relate some of the good stories. Firstly, sometimes the radios do work!! There are a few select individuals who have driven for me who can attest to this. It is just super to come in on final glide and see your truck approaching along the highway, and hear your driver saying he has you in sight. The ultimate is to hear her saying, "I'm already at your LZ and I've got your cold beer right here, Pete", and then the moment you are on the ground she hands it to you as fast as you can rip your full-face helmet off your head! Another good one is phoning a pre-arranged place where they are waiting for your call, and then they set-off right away, and knowing exactly where to find you. You do have to get to a phone for this, but that is not that hard, especially if you keep this in mind when selecting a landing spot, and drivers quite like it because they avoid things like chasing around looking for some spot they have never heard of let alone been to.

One day, the farmer was baling hay in the field I landed in. After a while he took a break as his wife came in with his afternoon snack, so I went over to thank him for my use of his field and generally have a chat. A short while later his wife was driving me to town. A special trip, being nice, just for me. These are the sort of people that make me like living here. One evening, and a car screeches to a halt, "What

# HPAC/ACVL TRANSPORT CANADA LIAISON REPORT

Well, I have never been one for writing reports. That is why it has been a while since anyone has heard from me on my progress for an exemption on Aero-Towing. Since my appointment to the HPAC/ACVL TC Liaison, I have attended several Recreational Aviation Review Committee meetings held by Lindsay Cadenhead, Personal Licensing Transport Canada. This Committee was established to slim-line proposals like the HPAC-ACVL Aero-Towing. I am not complaining, but I'd hate to see what the old system was like for evaluating proposals. Anyhow, the HPAC/ACVL's request for Aero-Towing was submitted in June 1994. The proposal outlined concerns and issues such as tug pilot requirements, the HAGAR exam, tow line and point of attachment and tandem towing. In fact, the proposal is 24 pages in total and contained 12 photographs with actual video footage of Aero-Towing in Florida. I could have gone overboard with the printed matter, but I am sure TC would not have the time to evaluate the proposal.

From Lindsay's office the proposal was directed to Richard (Rick) Schobesberger, Regional Director from Ontario. It was my request that in dealing with TC and the Test Project, that I work with my local TC office for the sake of convenience. Rick whom I have spoken to on a number of occasions started with my first request to Aero-Tow back in November of 1991 and has helped in a number of ways from finding information, to personally answering my questions. Rick's office had the proposal for about two months for his directors to review and comment on. TC made comments regarding (1) hang glider pilots would be required to have written the HAGAR exam for use of airspace; (2) tow plane upset - this is a fact and a concern for sailplane opera-

tions and for anyone that is considering Aero-Towing hang gliders; (3) Tug pilot, it has been suggested that a minimum requirement of PPL-A, a Private Pilots Licence concern being that, with this rating the pilot would pass an aviation medical examination. This idea has to go. Other TC comments to this proposal, and one that caught me off guard is, and I quote "we should not involve ourselves in the regulation of this activity".

In a way, I do like the idea of no involvement, but this can run into big problems such as a pilot acting irresponsible causing waves by not being aware of the do's and don'ts of flying in Canada. It is easier for TC to process a new law that stops Aero-Towing. I do not like more regulations, but, would like to see guidelines that would be acceptable to TC and the HPAC so that the pilot who adheres to those guidelines is not penalized by losing Aero-Towing privileges because of others that have no respect for the do's and don'ts. This way pilots who cross to the dark side are the one's that suffer the consequences of their actions and not the whole hang gliding community.

The other comment made concerning Air Regulation 510 "no object shall be towed by any aircraft, except in accordance with such conditions as may be specified by the Minister". Big question, does the definition of "object" include hang gliders. If it does not, then again, why get involved in regulating this activity.

This brings me up-to-date as of November 24, 1994.

Lindsay, has been doing some of his homework. While he was on one of his TC missions to Washington, he met up with Rick Myers of

Wills Wing who also supplied him with information on Aero-Towing.

My last meeting with Lindsay was November 25, 1994, dealing with some of the above issues concerning the HPAC/ACVL Proposal for Aero-Towing. At this meeting, Lindsay advised me of the direction in which it should be taking, reviewing the options available to the HPAC/ACVL and TC.

The next scheduled meeting that Lindsay has with the Steering Committee (the Big Guys) is January 7, 1995. At the meeting they will review my (the HPAC/ACVL) response to the issue addressed by Rick Schobesberger and the options available. It may be a while, but we will get some sort of approval for Aero-Towing because, I will not take no for an answer.

Armand Acchione  
Transport Canada Liaison.

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are you doing here? Do you need a ride or something?" She drove me from Brisco to town, although that was not exactly where she was going. (Honestly, this is not someone I see every day) I certainly owe her one! Another day, "I don't know what you are doing down here, but you had better get in so we can get going again!" (OK, so it was my secretary's husband) I knock at a door one hot afternoon, mostly asking for change so I can use a Coke machine that is just outside, and the next thing I am drinking cold beer. (Honest to God, I had never met this lady before) A car comes to a halt beside this field one day. It looks sort of official. This may not be good. "Would you like to come to the house and use the phone and have a cold drink?" You bet! I am sitting on the porch at Harrogate one evening, when along comes a truck full of hang gliders

- and somehow, I fit in. Thanks Jeff. It goes on. These are some personal stories, but I have heard similar ones from other pilots.

Then there are occasions when it is busy in July when you find a spot where there already other gliders landed together with their associated retrieval vehicles, and this often gets you home. Of course, if your own is there, you cram everyone in or on somehow.

There is one last twist to all this. With a hang glider, unless you have been picked up by another hang gliding vehicle that has room on its rack, you still have to drive back with your own to get your glider. This is just a fact of hang gliding. Definitely one up for paragliders here. But you have had a good day, and it makes you appreciate just how far you have flown.

# CRASHING ON LAUNCH

BY MARK TULLOCH  
HPAC SENIOR INSTRUCTOR

Over the last two years there have been a record number of Canadian hang glider pilots crashing on launch. In British Columbia in 1994 there have already been at least 8 crashes on launch. Is it the new gliders? New pilots? New launches? A combination of all of the above? A study of many of these incidents has revealed some interesting conclusions. The main reason for this noticeable increase in launch mishaps is simple poor launch skills. This does not only apply to new pilots. Most launch accidents have been happening to experienced pilots. Some of their flying buddies are quick to point out that "he was an accident waiting to happen". Others are mystified that such an experienced pilot could do such a thing.

The demise of many pilots launch skills is hardly surprising when one considers how little time most of us actually spend launching compared to flying, with a few potato-like exceptions! With so much on our minds at the beginning of each flight, finding lift, going cross country, skying out, - there is little wonder that many pilots forget to concentrate on the most important thing - getting into the air safely. At the same time there are many pilots who fly very seldom but always exhibit good launch skills. The difference between the two comes down to a few simple steps.

When you are on launch you need to concentrate solely on your launch. Once you are in the air you can worry about getting high, going far and getting down. Most blown launches are the result of very simple mistakes that can be easily rectified.

The first mistake many pilots make is simply not standing properly for launching. The feet should be slightly spaced, one foot just behind the other as though you were walking slowly. The front leg should have the knees slightly bent. The back leg and the pilots back should be straight. A profile picture would allow a straight line to be drawn going directly through the back ankle, knee, hip and shoulder. The first step of the launch is started by raising the back heel and pushing off with the toe. This starts the body leaning forward and begins motion in the direction of the slope. If the feet

Proper angle of attack is more important than speed. Speed is still important but does not good if a proper angle of attack is not maintained. I have witnessed many pilots launch with incredible speed and a very high angle of attack resulting in a big dive below launch to get the glider flying. I have also witnessed pilots launching with a proper angle of attack and to slow a run to get the glider fully flying. These pilots require less vertical space to get the glider flying since they are not at a fully stalled attitude. The launch run starts with the proper stance, discussed in the previous para-

graph. After the first push with the back toe, the pilot continues to accelerate smoothly, taking faster and longer strides with each successive step. Note that we should try to take progressively longer strides. We do this because the ground is falling away from us and by attempting to take longer strides we keep our centre of gravity closer to the ground. This is very important as it keeps our energies flowing along the slope and we will not lift off too early. If we continue to take strides the same length while we accelerate, our energies are used primarily to keep our feet moving and not to thrust the glider forward. With a lower centre of gravity and longer strides we push with our feet in the direction we are going and not just up and down. Pilots will find that

The author, Mark Tulloch, preparing for a tandem launch.  
Photo by Denise Remple

are side by side when the first step is taken the pilots shoulders will rotate back and the nose of the glider rises. The same happens if the back knee is bent or if the pilots back is bent forward at the waist.

The second mistake made is the launch run. Many pilots were taught that speed is everything. This mistaken notion causes many pilots to try to run so hard that they forget everything else they are supposed to do. Speed is not everything nor is it the most important thing.

by bending their legs slightly as they run (the Groucho Marx run) they will generate more forward thrust with the same amount of effort. Our back must stay straight but our body leaning forward throughout the run. This keeps the hang strap tight which is required if the energy produced in the run is to accelerate the glider to flying speed.

During the run the third most common mistake is made. Pilots switch their grip before becoming airborne. This happens several ways. Some

pilots dive for the basetube before flying away from the hill. This is dangerous but causes fewer problems than pilots who start with the grapevine grip (wrap around) and switch to the pistol (coke bottle) grip. It causes fewer problems because the pilots body is still moving in the direction of the slope and the gliders nose attitude is not increased. The transition from one grip to another while running changes the pilots body position within the control bar and also changes the launch momentum. A proper launch run maintains the same hand position from start to finish. Some pilots have been doing this transition for so long they actually have good launches doing it. They could have better launches if they did not do it. When a pilots changes his grip in mid-run the shoulders rotate back, allowing the nose to rise. A second problem occurs, which is inherent to the pistol grip hand position which is pushing with the hands. All pilots using the pistol grip to launch use their hands to push

to some degree. Some are very accomplished at it and use very little hand input. Others use their hands far too much and are regularly seen mushing off launch. There is no need or reason to switch hand positions on the downtubes while running. The only purpose of the hands in the launch sequence is to keep the nose attitude at the proper angle. This never requires pushing out with the hands.

Next keep your focus ahead and fly the glider away from the edge. Get into your harness after you have made sure the glider is flying. I have had a lot of pilots ask where to look while launching . Ahead is simple not quite right. To keep the glider moving along the launch slope evenly the pilot should focus between the launch slope and the potential best glide angle of the glider. To be more exact it should be the glide slope of the glider at launch speed. Most important is to not look at the ground or the horizon. Looking at either removes the ability of the pilot to use peripheral vision to notice changes in attitude or bank while running.

If you noticed anything in this article which sticks a chord the take the time to review your launch technique. If your flying friends note anything about your launch skills that could be improved, take the time to listen. The best way is to have someone video your launches and then review the tapes. Concentrate on your launch technique EVERY time you are preparing to launch.

A pilot launching from the old Woodside ramp. Note correct angle of attack, arms wrapped around downtubes, body leaning forward, tight hang straps, and the length of step being taken.

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The first article in this series, No more Crashing on launch, generated much more response than I have ever received from any other article. At the request of several of those who spoke to me about the article, I agreed to follow it up with an article on landing technique.

While watching “Whack” tapes is entertaining for most pilots, it should be considered embarrassing for the image of the sport. Little wonder that the public still places hang gliding in the realm of crazy, dare devilish and a bit mad when they see us laughing at fellow pilots breaking their gliders during a poor landing. Indeed if any other form of aviation had one tenth of the number of poor landings we regularly witness among ourselves, alarms would be ringing and licensees suspended pending major inquiries.

Many years ago hang glider pilots adopted a saying that was coined in the early days of aviation; “Any landing you can walk away from is a good landing”. Unfortunately a number of pilots still believe that to be true. It’s not.

It does seem that some pilots always have good landing, some usually have good landings, some occasionally have good landings and some rarely have good landings..... even though they may all be flying the same old of glider. While each glider may behave slightly differently from others, its landing characteristics remain the same for a given pilot from flight to flight. So why are so many pilots inconsistent with their landings?

Each pilot in our association today spent varying amounts of time on the training hill learning launch and landing skills. While some schools move students quickly from the training hill to their first high flight others are more conservative and insist that the students spend a little longer developing their skills before starting their high flying career. Some students are mountain flying with as little as 30 or 40 training hill practice flights while others have 100 to 300 training runs. The benefits of the additional training is easy to see in most pilots

# CRASHING ON LANDING

BY MARK TULLOCH  
HPAC SENIOR INSTRUCTOR

who spend that extra time. Most are most relaxed when landing and have consistently better landings.

So how do we start having better landings? First we must identify where our landing problem starts. There are four common areas that problems occur when landing: the approach, the body transition control adjustments while ground skimming and flare timing.

A poor approach, by far is the most common reason for poor landings. It can easily cause all of the other problems mentioned and just as easily remedy most of them too. You are aware of the most common landing approaches, air-

When choosing to do a figure eight approach you should pick two objects in the field or on its edge where you will make each turn. Choosing these objects is very important for making consistent passes in the correct locations. Concentrate on making each turn at the proper place on each pass. Look ahead to the spot where you will turn about 60% of the time. Use the other 40% of your time to check your height look for other gliders, double check the wind-sock, and to open your harness. Failure to pay close attention to where you make the turns will likely result in S-turns instead of figure eight turns. Remember that in strong winds you should turn on final earlier not only to avoid walking across the entire field but mostly to avoid doing turns in the more pronounced wind gradient.

The best approach in most conditions is the standard aircraft approach. This involves only two turns, both in the same direction, which is less disorienting than repeated reversing turns. The pilot starts at the upwind of the landing field and loses extra altitude here. The downwind leg is started when the pilot is down to a suitable height. Depending on the field and wind conditions this is usually between 150 ft to 300 ft AGL. A

Barry Bateman showing good form with his landing flare

craft and figure eight, that we use. The figure eight approach is most effective in stronger winds when you want to stay at the downwind edge of the field and do not wish to turn downwind. You can effectively crab back and forth until it is time to turn in on final. As conditions lighten, this approach takes even more exact turns. Failure to make exact turns in light conditions result in encroachment on the field rapidly diminishing its size.

target in the centre of the field should be chosen where the pilot will concentrate on landing. The glider should start the downwind leg along one edge of the field with the target at about a 45 degree angle down. About 30% extra speed should be pulled on for this leg to avoid a downwind stall and to keep up suitable speed for a proper turn onto the base leg. The pilot should be spending about 70% of the time concentrating on and looking at the landing

target. The other 30% checking airspeed, position and traffic. When the target has dropped to a 30% angle of decline the pilot should turn onto the base leg, still concentrating 70% of the time on the landing target. In light conditions the pilot should turn onto final when the angle of declination has reached 15 degrees. In stronger conditions turn sooner. Unless the approach is being made into a very restricted field, the final leg should be entered into from a minimum of 50 ft altitude. If the field has no boarder restrictions, the approach should be set up further back with more altitude so that the final leg is started from 100 ft AGL or higher.

Regardless of which type of approach is used, the key is to be on a straight and level final glide with plenty of time and altitude to make any required adjustments. Tight landing fields should be avoided until your approach skills are perfected. With time and practice you should be able to land within 25 meters of the landing target on every landing. Doing controlled landings within a circle with a 25 meter radius is a requirement on the Level One flight test!

The transition from flying position to landing position causes many pilots problems when landing. This occurs most frequently because the pilot has pulled on excessive speed and attempts to change hand positions while holding on that speed. Releasing the hand firm the basetube results in a rapid pitching up motion, turning the glider and throwing the pilot of balance. Certainly the easiest method is to transfer one hand early - before pulling on extra speed. The other hand can be raised during a turn when pressure is being released or it can wait until the glider is on final and is flying straight and level. The best method which gives the pilot the greatest amount of control relies on one hand moving up at the start of the landing approach. If it is to be an aircraft approach it should be the outside hand, the one away from the field. Keeping one hand on the basetube gives the pilot greater pitch control than is physically possible when both hands are on the downtubes during the approach. The hand on the basetube should stay there through the entire approach, even on the final glide. This hand need not grip but simple hold on the speed by pulling towards you. The glider should be brought in straight and fast. Once you have flown through the gradient and are ground skimming, you slowly bleed off the excess speed by lessening the pressure on the basetube. As your hand moves away from you allowing the glider to slow, it will eventually lift right off of the tube at the moment when the glider reaches trim speed. At this time you can move your hand up to the downtube without affecting the pitch of the glider. All that is left is the flare.

Control adjustments while ground skimming prove difficult for many pilots. Be they caused by pilot inputs, cross winds or uneven terrain turns at ground level while flying faster than stall speed can cause any pilot trouble. Pilots who are familiar with towing already have the solution,. A quick lateral movement with an equally quick return to the centre is usually all that is required. When a pilot attempts to use regular weight shift principles a full turn in the wrong direction is initiated. But there is no room for the glider to drop into the turn without hitting the ground. The quick sideways movement creates a yaw response, keeping the glider level with the ground and the pilot remains in a position to flare and land the glider.

Flare timing has been haunting pilots of hang gliders since the earliest days of foot launching flight. Excellent articles have been written on various landing methods. Each comes down to choosing the time to initiate the flare. Being relaxed when landing is the key to landing well. If you are tense or overly concerned about your ability to land your glider then you are almost guaranteed to have trouble. A relaxed grip is the first step,. If you are holding on tight you can not physically get a full arm extension to flare. Nor can you feel any sensory feedback from the glider as it approaches stall. If you are overly concerned about breaking downtubes then put some safety wheels on the base tube so you can concentrate on the landing. At this point I will assume that you have both hands on the downtubes, the glider is flying level along the field into the wind and that the glider has slowed such that you are no longer pulling in any pressure on the downtubes. First make sure your hands are between shoulder and ear height. Any lower you will not get a full upward extension but rather a push out instead of up. Any higher and you loose your leverage advantage and will not Get as much push as you would otherwise. If you think it is now tome to flare then push the bar out about one inch. If the glider starts to climb hold the tubes

## **BRITISH COLUMBIA MEMBERS**

If you received a large brown envelope in the mail the first week of December with nothing inside it, I can assure you it was nothing to do with the HPAC/ACVL office!!!

But Mark Tulloch would like to hear from you if you did so that he can send you the CLOUDSTREET that didn't get put in the envelope the first time around.

What can I say.... we're only volunteers!!!

in that same position until the climb stops at which time you must fully flare and hold it up until all forward momentum stops. If it does not start to climb continue with your flare as above.

Hopefully, by utilizing some or all of the above techniques our landings will show improvement and our landing fields will look more like an aircraft landing field instead of demolition derby. And our image, as viewed by the public can only but improve.

## **1995 PARAGLIDING WORLD CHAMPIONSHIPS**

**March 8 - 26, 1995 Kyushu, Japan**

### **Qualifications:**

- < Pilots should have an Eagle Silver Badge or twice flown the Eagle Silver Distance (30km)
- < Pilots must have an HPAC Rating and be current members of the HPAC
- < Pilots must have a sporting licence
- < Canadian Pilots will be selected from the Canadian Competition Points List (60% of 1994 competition points and 40% of 1993 competition points)
- < Canada can be represented by a team of 3 male pilots and 1 female pilot
- < Entry Fee ¥70,000 (includes 19 days accomodation, Breakfast & lunch, welcome & fairwell parties, transportation to take-offs, retrievals, maps, arm fairings, smoke signals and the use of a portable telephone & bleeber.

For more information contact:

J.C. Hauchecorne, HPAC Competition Director  
1-800-283-8530 or

Vincene Muller, HPAC Badge & Record Committee  
ph/fax (403)932-6760

# 1994 COMPETITION SCHEDULE

DATE	PROV	COMPETITION
Dec 28-Jan 5	Aust	<b>BOGONG HANG GLIDING CUP</b> N.E. Victoria, Australia. Sites to be used are Mt Emu, Tawonga Gap & Mt Buffalo. Headquarters is Bogong Hotel. Max entry of 120 pilots. AHGF membership is mandatory. Entry fee A\$120 Registration and enquiries to Bogong Cup, Mt Beauty Information Centre, P.O. Box 27, Mt Beauty, Victoria. 3699 or call; tel 057 573172 or fax 057 571268
Jan 7-15	NZ	<b>NZ NATIONAL PARAGLIDING CHAMPIONSHIPS</b> Nelson, NZ. 5 sites within 1 hr. Entry fee NZ\$200 covers normal expenses, T shirt, social functions. Contact; Active Air Paragliding, Paton Road, RD1 Richmond, Nelson. ph (03) 544 1182
Jan 17-26	Aust	<b>FORBES (HAY) FLATLANDS (AUSTRALIAN NATIONALS)</b> Hay, Victoria. The venue has been moved to Hay because of the drought and the ploughed fields have not settled. Remote photo start gate so data back camera's needed. GPS permitted. Teams of 4 to be formed by pilots. Entry fee A\$150 Entries/enquiries to Len Paton & Jenny Ganderton, "Boganol", Henry Lawson Way, Forbes, NSW. 2871 or ph/fax (068) 537220
Jan 28-Feb 5	Aust	<b>PARAGLIDING FLATLANDS</b> Forbes, NSW. Contact Peter Champion (02) 504023
Jan 30-Feb 10	NZ	<b>NZ HANG GLIDING NATIONAL CHAMPIONSHIPS</b> Omarama, NZ The Owens of NZ. Enquiries to Rachel Alexander, 53, St Albans St, Merivale, Christchurch, NZ. ph (03) 355 2120, fax (03) 366 4537
Jan 27-Feb 5	Aust	<b>WOMENS PRE-WORLDS</b> Bright, Victoria. Open to all FAI member counties to a max of 6 team members. Other entries accepted if entries do not exceed 60 pilots. Entry fee A\$260 (Visa/Mastercard accepted) Entry fees/ informations to HGFA, P.O. Box 558, Tumut, NSW, 2720 fax (069) 474328
Feb 5-15	Aust	<b>AUSTRALIAN PARAGLIDING NATIONALS</b> Manilla, NSW Sites are Mt Borah & Red Jack. Mandatory equipment; UHF radio, Altimeter, Data back camera, Advance rating. Limited to 55 pilots (20 overseas) Closing day for entries 16th Jan '95. Entry fee A\$150 Contact Lee Scott (065) 565365
April 15-17	BC	<b>SAVONA EASTER MEET</b> Contact Brent Vollweiler (604) 376 7093
April 22	BC	<b>6th ANNUAL BLACKCOMB PARAGLIDING MEET</b> Contact Parawest paragliding for more info (604) 932 7052
May	BC	<b>WEST COAST SOARING CLUB XC SERIES</b> Contact Dan Keen (604) 590 5294
June	Spain	<b>1994 WORLD HANG GLIDING CHAMPIONSHIPS</b> Ager, Spain:
June	BC	<b>PARAGLIDING NATIONALS</b> Golden BC. Contact Vincene Muller (403) 932 6760
July 8-13	Wash	<b>CHELAN CROSS COUNTRY CLASSIC</b> Wa, USA: Contact Davis Straub for details at : (206) 322 1184
July 22-30	Wash	<b>US NATIONALS</b> Chelan Butte, Entry fee us\$325 More info to following. Contact Lionel Space (206) 599 2360
Sept	USA	<b>CAN-AM</b> Maple Falls, Wa USA:

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or fax (604) 547 2169

The Cache Creek Team Meet on the September long weekend is the last sanctioned meet of the year in B.C. Maybe it's the Summer sun but the meet tends to bring out the "Inner Self!" in some pilots. Above is the "Air Pirates" team showing Ken driving with Don Glass (front, and owner of the Pink Machine) Chris Muller and Keith MacCullough on the roof. I rest my case. Photo By Linda MacCullough

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**Any graphic artist out there? Send me you designs or ideas. This is our project, not mine.**

**Barry Bateman, HPAC/ACVL Administrator**

Pascal Simon displays a good visual check taking off from "Choker" on Blackcomb Mtn. Photo by Janet Moschard

# AirBorneWS

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We are now going into our third year and wish to thank all our supporters and customers for their encouragement and support. We hope you all have a wonderful break over the Christmas/New Year period. With the weather the way it is right now, our traditional flight here on Vancouver Island on New Year's day looks like it might be in jeopardy. We would like to let you know of our company's aims and objectives to dispel any of the rumours which may be circulating.

We have deliberately stayed small and kept out of the instructional market to ensure that we will be around for a long time to come. We have lots of experience dating back to the early days and whether you fly competition or for fun we feel we know what you are looking for. We believe that every Canadian pilot should have the opportunity to fly the glider that best suits his needs, with the best possible level of quality. We believe that the gliders coming from **Airborne** in Australia, will suit these needs. They offer several levels of glider. The **Blade** is the competition glider, comes in three different sizes (132, 141, 153) for the advanced pilot, covering the full weight range from 45kg up to 115kg. The smallest size was specifically designed for the shorter and lighter pilot, who wants a small A-frame and light weight to handle. The **Sting** is designed for the pilot that likes to have an easy handling, recreational glider. Sizes are now 118, 140, and 154 covering from lightweight at 40kg to 115kg heavier pilot. At the entry level we have the **Buzz** in sizes 140 and 154. **Airborne** has purposely kept the sizes close to each other, so that spare parts can be used which interchange where needed. The airframes of the Buzz and Sting are very similar for the same sail size.

It has always been our policy to keep the price of the gliders at reasonable levels, (in fact they are cheaper here than in Australia) and while the Canadian Dollar has been sliding we have endeavoured to absorb these price increases. We are unable to do this much longer, so have decided to offer the complete hang gliding range at last years prices until the end of February 1995. So, if you are looking for a new glider give us a call and we will match you to a glider for your flying requirements. A full range of colours is available, together with many cloth type and A-frame options.

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As you are no doubt aware, we are also the Official Canadian Distributor for the **Brauniger** line of flight instruments for both Hang Gliding and Paragliding, each uses different mounts and speed probes. The **Brauniger** instruments are full of features for obsoletely excellent competitive prices. We also carry spare parts for these instruments which eliminates the need to send broken ones (it does happen you know) back to the factory. We can generally get the instruments fixed within a day of receipt. Check out the current pricing. Once again, we have maintained the pricing for as long as we can at this level until the end of February 1995.

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