



AIR

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VOLUME 9 ISSUE 1

Ward Clapham flying the 'North Side' at Point of the Mountain, Utah
Photo by Al Faulkner



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
Kevin Ault	Cultus Lake	BC	(604) 858 8837		PG: Inst
Barry Bateman	Langley	BC	(604) 8885658	HG: Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		PG: Sr Inst; Tandem II
Rocklyn Copithorn	Stouffville	Ont	(416) 640 4339	HG: Inst	
Maxim de Jong	Sardis	BC	(604) 858 2300		PG: Sr Inst; Tandem II
Chris England	Mississauga	Ont	(416) 607 8032		PG: Inst
Armin Frei	Vancouver	BC	(604) 224 5493		PG: Inst
Russell Fretenburg	Kelowna	BC	(604) 763 1943		PG: Inst; Tandem
Don Glass	Kelowna	BC	(604) 765 6919	HG: Inst	
Derek Holmes	Calgary	Alta	(403) 270 7678		PG: 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	
Dean Leinweber	Calgary	Alta	(403) 244 3724		PG: Inst
Steve Levitt	Penticton	BC	(604) 492 6101		PG: Inst
Cameron Mackenzie	Nth. Vancouver	BC	(604) 980 7479		PG: Inst; Tandem II
Peter MacLaren	Nth Vancouver	BC	(604) 980 3962		PG: Inst; Tandem I
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
Eric Oddy	Golden	BC	(604) 344 5653	PG: Inst; Tandem I	
David Palmer	Victoria	BC	(604) 385 2970	HG: Inst; Tandem I	
Michael Robertson	Claremont	Ont	(905) 294 2536	HG: Sr. Inst; Tandem	
Georges Thibault	Edmonton	Alta	(403) 457 2507	HG: Inst	
Gary Ticknor	Kitchener	Ont	(519) 742 9351	HG: Inst	
Mark Tulloch	Victoria	BC	(604) 658 0119	HG: Sr. Inst; Tandem	

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

If you look at this list a feel that there are some instructors missing, or that your name is missing, it is probably because either, a; your certification has run out, b; you have not joined the HPAC/ACVL and are therefore not a member or c: if you have joined, but through your provincial association, then they have not forwarded your membership on to the HPAC/ACVL administration office. In this case I suggest you contact your provincial association and find out why.

If you have a school and have applied for school insurance and your name is not listed above, or your school is not listed below, it is also probably because your Provincial Association has not forwarded on your membership. This means that your school insurance may not be valid. Questions? Call the administration office.

Barry Bateman, HPAC/ACVL Administrator

HPAC/ACVL Insured Hang Gliding and Paragliding Schools As of Friday 2 December 1994

Name of School	HG	PG	Owner	Address	City	Prov	Postcode	Tel
Muller Hang Gliding &	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Air Dreams Hang Gliding	Yes	No	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
First Flight Paragliding	No	Yes	Cam MacKenzie	Grouse Mtn	Nth Van	BC	V7L 2X6	(604) 988 1111
Parawest Paragliding Ltd	No	Yes	Janet & Joris	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
High Perspective	Yes	Yes	Michael Robertson		Claremont	Ont	L1Y 1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	#167 - 3349, Mississauga Road	Mississauga	Ont	L5L 1J7	(905) 607 8032

(An HPAC/ACVL Insured 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 Insured schools)

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Association Canadienne de Vol Libre**

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CONTENTS

President's Report <i>by Ron Bennett</i>	4
HPAC/ACVL Directors Reports <i>by HPAC Directors</i>	5
New Ratings <i>By Rick Miller</i>	6
Harness Ropes <i>by Angus Pinkerton</i>	9
How to Fly Better in Competitions <i>by Roger Nelson</i>	10
Airmail <i>by Barry Bateman</i>	12
Parachute Deployment Failures <i>by Peter Chapman</i>	14
Wet Gliders <i>by Jeff Rempel</i>	15
The Hang Gliding Flatties <i>by Vincene Muller</i>	18
The Paragliding Flatties <i>by Vincene Muller</i>	20
SHGA Report <i>by Vivian Hooper</i>	22
Point of the Mountain Syndrome <i>by Al Faulkner</i>	24
Nfld HG Asso, Who We Are <i>by Chris Walters</i>	27
Some Champion <i>by Claude Fisit</i>	27
Repairs & Modifications <i>by Mark Tulloch</i>	28
Competition Schedule	30
Classified	31

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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
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L' Association Quèbècoise De Vol Libre
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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 it' 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/ACVLC

President's Report

Well, we've passed the first hurdle of the year -the insurance policy has once again been renewed. It was something of a tag team effort with Michael Robertson in the east working on a company called All Sport and Martin Henry in the west pressing for a renewal from Sedgwick. Technically, we had insurance from both for about 14 days. It happened because the policy covering our Ontario members expired on February 1st. You may recall that the O.H.G.A. was obliged to take insurance through the Ontario Sports Federation last year and as such did not participate in the national insurance scheme. When the underwriter pulled out, Michael volunteered to pursue a new policy through All Sport which promised to be quite a bit cheaper. As it turns out the first quote was quite a bit cheaper, but only for \$1mm coverage. When we finally got down to comparing apples to apples the price was only \$1.00 less than we were currently paying. But the fact that there was another player in the game was something that Martin could use to our advantage. In the end, Sedgwick came back with a flat rate quote which may result in a considerable reduction in our insurance costs. I say "may" because it now becomes important for all of us to support and promote the national insurance program as any additional revenues will reduce the average cost of insurance on a per pilot basis. In fact, we are counting on it.

Through an exercise involving a little basic algebra, I re-worked the budget figures and determined that we could manage a reduction in the dues we charge to the member provinces for each member pilot. The bottom line is a \$7.00 reduction across the board. You won't see a reduction in the membership fees you pay to your provincial association, but it may forestall future increases. Undoubtedly, costs will rise (I hear the Aeroclub is looking for more money) but for the time being I think we can manage. For most of the provinces then, the annual dues has dropped from \$65.00 to \$58.00. Quebec pilots, of course, have the option of receiving the National Newsletter since we are not able to produce a French version, and so the province's cost per pilot has been reduced from \$52.00 to \$45.00. Family memberships in other provinces have been reduced as well.

That just leaves Ontario. Since Ontario did not participate in the national insurance scheme last year, they had been paying the H.P.A.C. just \$40.00 per pilot. Since most of the provinces were paying \$65.00 they were potentially facing a \$25.00 increase. (Actually \$15.00 because the other insurance was costing them \$10.00). Unfortunately, they had already sent out their membership renewal forms without properly budgeting for the increase in H.P.A.C. dues, so they are still charging their members the same fee as last year - \$60.00... Had it not been for the reduction in the dues they might have been paying out more per pilot than they were taking in! Even with the reduction in dues, they would be left with only \$2.00 per pilot on which to run their association. Impossible. As such, I agreed with Michael to accept \$53.00 per pilot for the time being. We'll have to work out some method by which the O.H.G.A. can make up the five dollar per pilot shortfall.

If you've managed to read this far, I have good news... You are now well versed on the mundane matters of your national association. Now on to other things. Since taking on this job, I have had the good fortune to speak with, or otherwise become aware of, a number of people who are working hard on your behalf as H.P.A.C. volunteers and I feel com-

pelled to tell you about some of them.

- Fred Wilson has worked a small miracle in compiling an H.P.A.C. Policy Manual gleaned from years and years of minutes from past annual general meetings and other policy documents.
- Armand Achione is nearing an agreement with Transport Canada which will permit us to tow hang gliders behind an ultralight aircraft - a project he has been working on for nearly four years!
- Kevin Caldwell has been working with our competition committee chairman, J.C. Hauchecorne, and is almost finished a Competition Rule Book for Canadian Meets.
- Kevin Thomson is one of our recent graduates to Senior Instructor status and has already run a seminar and recommended some new Instructor Certifications.
- Mark Tulloch continues to be very active in instruction and I understand he's off to Saskatchewan soon to run a seminar.
- Willi Muller ran the first combined hang gliding and paragliding Instructor Certification Seminar last fall at Cochrane.
- Rick Robinson in Nova Scotia and Derek Holmes in Alberta are both wading through the traps set by Transport in order to get the proper licensing for the operation of a powered paraglider. By the way guys, our insurance only covers non-motorized hang gliders and paragliders.
- Rick Miller is probably putting the finishing touches on the new five point paragliding ratings.
- Martin Polach is still looking after the books and worrying about the money so much that I don't have to!
- Vincene Muller is our long standing committee chair for records and badges and without her I'm sure we'd never figure out who to call much less how to file for a record.
- My old friend Ricky-Gene just got himself elected B.C.H.P.A. Prez and I know his enthusiasm will be contagious.
- Barry Bateman always says to me "it's your paid employee calling" but I have a feeling the time that's volunteered far exceeds the time that's paid for.
- Martin Henry continues to be a great resource, still works to resolve insurance matters, represents us to Transport Canada, and monitors the ongoing progress of the Canadian Airspace Review.

Well, that's just a few of the people that are looking after the day to day operations of the H.P.A.C. There's also the provincial presidents and their executive officers and directors, not to mention the many members who look after local clubs, organize events, and generally make things happen.

You might be surprised to learn that we had a 10% to 15% growth in our membership last year, and the growth of paragliding may push us over the 900 member mark this year, so give a volunteer a pat on the back.

That's probably more space than Barry planned to give me, so for now - Good Flying!

Ron Bennett, HPAC President

HPAC/ACVL Directors Reports & Updates

HPAC/ACVL INSURANCE EXPLAINED

There seems to be a considerable amount of confusion about our insurance policy, and since I've suggested that it's important for all of us to support and promote the program, I guess I should try to help everyone understand the nature of the insurance coverage. In addition to the third party liability insurance we provide to member pilots, the HPAC/ACVL also sells school insurance, site insurance, and foreign insurance.

Our policy is not an aviation policy. The cost would be out of sight! What we have is a general Commercial Liability policy covering amounts that you might become legally obligated to pay because of property damage or bodily injury to someone else - to a limit of \$3,000,000.

We charge schools \$135 - which covers 2 training gliders (plus \$25 for each additional glider). - for insurance to cover the student, but only while operating school equipment and only while under the direct supervision of the school instructor. If the student buys his/her own glider s/he must become a member in order to be covered.

Site insurance is not really the correct designation. We actually insure the property owner. Normally, the property owner wants to know that he/she/it will be covered in the event that someone is injured while in his/her/its property and sues for compensatory damages. The property owner can be covered under our policy as an "additional insured" meaning that we simply issue a certificate with their name on it. This is spelled out by the way of an endorsement to the policy. There is another endorsement to our policy "excluding participants" which has been the source of some concern as it appears to contradict the intent of the "site insurance". It states that the insurance does not apply to bodily injury of any person while participating in the sport. Well of course it's the participants that the property owner is most concerned about because it's the participants who are most likely to injure themselves while on the property. We have brought this matter to the attention of the agent who assures us that it is the intent of the policy to cover the property owner, and that the question of the wordings will be dealt with by the underwriter., Transamerica. In truth, a participant in the sport would be very lucky to convince any court that they should be awarded damages given the nature of the activity - but there are also spectators to think of.

For our part, we have an obligation to the property owner to ensure that all pilots flying the site are members because the indorsement only covers the property owner for liability arising out of the operations of the HPAC/ACVL. In other words, it does not cover the property owner for anyone and everyone who might wander on to the property with the intention of flying a glider. A good example would be foreign pilots. Ever effort should be made to sell our three month temporary insurance (\$15.00, forms available from the administration office) to foreign pilots to ensure the land owner is protected. If someone is not an HPAC/ACVL (insured) member, and we can't convince them that they need to be, the land owner should be advised, particularly if it was his/her/its intention to grant access only to HPAC/ACVL members.

Some property owners are not aware of the potential liability of granting us permission to fly from or land on their property, but that doesn't mean that we don't have an obligation to look out for them. We will add the name of any farmer, developer, municipality, government, individual of business who owns or leases the launch or landing areas of your local site for the small fee of \$50 (per name). Just call Barry for an application and [put the check in the mail.](#)

Ron Bennett; HPAC/ACVL President

Administrators Comments

As I'm also the editor I must apologize for the delay of this issue. This is due to a combination of; a, me taking of to Australia for a couple on months; b, your directors trying to get the new rating system in place; c, me (as administrator) working to get school and site insurance completed; and d, processing of your memberships.

Ratings officers and Instructors; WAKE UP!!!

When you issue new ratings please check that:

- a: That the pilot is a member of the HPAC/ACVL
 - b: That they have the previous rating to that being given
- Ratings **will not** be issued to non-members or a rating given when the previous one has not been obtained. You will be the one that looks an idiot when I return them!!! This also applies to Snr Instructors certifying new instructors. **CHECK ALL DETAILS** Also, If you are instructing and require the new student diploma's and ratings then contact the administrators office.

Within these pages you will find the new rating system explained, and what you have to do to get rated to the new system. There are also various new forms available; ie: New rating forms, Temporary non-resident insurance forms, student diploma's and the new rating exams. Contact the administrators office for more details. Barry Bateman

ALL COMPETITION PILOTS

Please be advised that at the 1994 Annual General Meeting in Winnipeg, the following motion was passed:

Effective for the 1996 competition season, all Canadian pilots wishing to enter a Sanctioned Meet which features cross country tasks, will be required to have written their Transport Canada HAGAR Exam.

It is your responsibility to write this exam, and your responsibility to notify either the Administration Office of the H.P.A.C., or the Ratings Committee Chairman upon passing the exam.

(A fax of your result from Transport Canada is OK)

HPAC/ACVLDirectors Reports & Updates

Rating Directors Report

After a year of review by the ratings committee, a number of changes to the H.P.A.C. Rating System were approved by your Board of Directors at the Annual General Meeting in Winnipeg last November. Highlights of the changes include a Paragliding Ratings structure which closely mirrors the Hang Gliding Ratings many of you are familiar with. As well, the HAGAR Examination from Transport Canada is now a requirement in a number of areas. This is in response to Transport Canada's concern that not enough of our pilots were writing this exam. Ratings will be referred to by name from now on, as opposed to by number. For example, a Level 2 pilot previously, will now be known as a Novice pilot. This will help to prevent confusion to outsiders and newcomers as to whether a Level 1 is the highest rating, or the lowest. Lastly, both hang gliding and paragliding now have an Exam and Student Diploma, which can be given at the Introductory level of instruction. This is hoped to introduce pilots early on to the rating system, and our National Association in general.

All of the above changes will result in both disciplines having three effective rating levels, with appropriate written exams and flight tests as necessary. These are to be known as **Novice**, **Intermediate**, and **Advanced**. As mentioned, there is a **Student Diploma** (not really a rating) at the introductory level, and of course the **Master** (formerly Level 5), which is more or less an honorary rating issued to recognize commitment and dedication to the sport and it's various agencies.

The requirements for the various **Paragliding Ratings** and for the various **Hang Gliding Ratings** are shown in the side bar.

O.K., Class, Pay Attention! This is where it gets interesting. If you held the previous Paragliding Rating, you will automatically receive the new Novice Rating with your membership renewal this year. If, at the 31st of March 1995, you had the flight requirements and the HAGAR Exam, you may qualify for one of the higher ratings. **It is your responsibility to forward proof to the H.P.A.C. Administrator or to the Ratings Committee Chairman** that you meet the requirements listed in order to have your rating upgraded.

If that sounds complicated, just be glad that you are not a hang glider pilot! Following is an explanation of how the old Hang Gliding Ratings relate to the new ones.

- If you had a **Level 1** previously, you will automatically receive the new **Student** rating.
- If you had the flight requirements in place as at March 31 1995 for the Novice Rating, you may apply to the Administrator to have your rating upgraded to **Novice**.
- If you were previously a **Level 2** pilot, you will automatically be given the **Novice** Rating.
- If you were a **Level 3** pilot (whether or not you wrote the H.P.A.C. Air Regs. Exam), you must obtain your HAGAR Exam before applying to upgrade to your **Intermediate** Rating.
- If you were a **Level 3** pilot and have your HAGAR Exam, you will automatically be given your **Intermediate** Rating.

Now, hold onto your hats, because I said it was going to get interesting!

- If you were a **Level 4** or **Level 5** pilot, but had not written either the HAGAR Exam or the H.P.A.C. Air Regs. Exam, you will have to

write both of these to upgrade to the new **Advanced** Rating or **Master** Rating.

- If you have written one of these exams, but not the other, you will have to write the appropriate exam in order to upgrade to the Advanced or Master Rating.
- If you happen to be one of the few **Level 4** or **Level 5** pilots who have written both the HAGAR and H.P.A.C. Air Regs. Exams, you will automatically be given the appropriate **Advanced** or **Master** Rating.

WHEW!! There will be no charge for upgrading a previous rating to the new system. Nor is there a fee for the Student Diploma or the Master Rating. All new Novice, Intermediate, and Advanced Ratings will be subject to the usual \$10.00 fee.

Paragliding Ratings:

Student Diploma

- Beginner Course
- 5 Instructor supervised flights
- Flight test
- Written exam
- Five minutes airtime

Novice Rating

- 30 supervised flights
- Flight test
- Written exam
- Two hours airtime

Intermediate Rating

- 80 flights above 250 metres or 40 flights above 250 metres & 40 flights below 250 metres of 10 minutes or more duration.
- 10 flights inland
- Five different sites
- Hagar Exam
- Ten hours airtime
- Basic First Aid recommended

Advanced Rating

- 150 flights
- 10 km cross country flight
- Written Exam
- Fifty hours airtime
- Basic First Aid recommended
- Advance Manoeuvres Clinic is recommended

Master Rating

- Significant contributions to the sport in Canada
- 250 hours airtime

Hang Gliding Ratings:

Student Diploma

- Beginner Course
- 20 Instructor supervised flights
- Flight test
- Written Exam
- Five minutes airtime

Novice Rating

- 75 flights
- Flight test
- Written exam
- Two hours airtime

Intermediate Rating

- 150 flights
- 10 flights inland
- Five different sites
- HAGAR Exam
- Ten hours airtime
- Basic First Aid recommended

Advanced Rating

- 200 flights
- 10 km cross country flight
- Written exam
- Fifty hours airtime
- Basic First Aid recommended

Master Rating

- Significant contributions to the sport in Canada
- 250 hours airtime

HPAC/ACVLDirectors Reports & Updates

Records Committee Report

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/95. 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 Badge & Record Committee
Big Hill Road, Box 2, Site 13, RR#2
Cochrane, Alta, TOL OWO

Remember, to have a valid sporting licence it is necessary to be a paid up member for that year of the HPAC

A sporting licence is required to attempt record flights or to represent Canada internationally.

SPORTING LICENCE PRICE INCREASE

Effective March 5th 1995 the ACC have increased the price of a sporting licence to \$30. If you require it within 2 weeks you will be charged \$50 + expenses. The HPAC requires you add an additional \$2 for P&H and copies of documents that accompany a sporting licence.

Therefore, If you require a sporting licence in 1995 fill out the form and send \$32 to:

**Vincene Muller, HPAC Badge & Record Committee,
Box 2, Site 13, RR #2, Cochrane, Alta TOL OWO**

As mentioned earlier, Transport Canada has expressed concern over the relatively small number of pilots writing the HAGAR Exam. They feel they went to a lot of effort to give us a legal way to fly in some controlled airspace, and we are not returning the effort. In response, aside from making the HAGAR a requirement for the Novice Ratings, effective this year it is also a requirement for all Instructor certifications and re-certifications. As well, beginning in the 1996 competition year, all Canadian pilots entering Sanctioned Meets featuring cross country contests, will have to have written their HAGAR Exam.

Please remember that Transport Canada does not share information with us as to who has written and passed the HAGAR Exam. It is your responsibility to let either the Ratings Committee Chairman, or the Administrator know when you have passed the HAGAR Exam. *(A copy of the exam results mailed or faxed is acceptable.)*

We know there will be many questions about the new rating system, and how it will affect each pilot. Please direct your enquiries to either the H.P.A.C. Administrator or the Ratings Committee Chairman. They will gladly answer your concerns, but please remember, they are both very busy, so please be patient. Addresses and phone/fax numbers are listed in the front of this magazine.

Rick Miller
HPAC/ACVLD Ratings Director

The Hang Gliding & Paragliding Association of Canada has been notified by the FAI that they have accepted documentation of the following World Record:

FAI/CIVL Rapid Information Service 23/01/95

NEW FAI WORLD RECORD - Paragliding

Pilot	Eric Oddy
Country	Canada
Glider/Parapente	APCO Supra 25
Category	General
Site	Mt. Seven, Golden, B.C. Canada
Type of Record	Speed Around a Triangular Course of 25km
Performance	17.33km/h
Date	July 28, 1994

The FAI and CIVL congratulate the pilot on his splendid achievement.

(note: APCO Aviation have rewarded Eric Oddy with \$1500US for his World Record flown on an Apco glider)

PARAGLIDING WORLD CHAMPIONSHIPS

March 8-26, 1995, Japan

Canadian Team:

Chris Muller, Alberta
Eric Oddy, B.C.
Michael Solaja, Ont

The Canadian Paragliding Team to Japan would like to thank APCO Aviation Ltd. and Muller Hang Gliding Ltd. for financial assistance toward entry fees and the purchase of the new APCO Xtra, which all members of the Canadian Team flew in the competition. The Team would also like to thank the HPAC, the AHGA and Peter Bowle-Evans and the Town of Golden.

ALL CERTIFIED INSTRUCTORS

Please be advised that the Ratings Packages reflecting the changes to the Rating System are now available. All Instructors who have purchased School Insurance for 1995 will automatically be receiving the new Ratings Packages. If you plan to instruct and/or issue ratings this year, but do not plan to purchase School Insurance, you must contact the H.P.A.C. Administration Office, and ask to have the new Ratings Package forwarded to you.

Also, please be reminded that you will be required to have written your HAGAR exam prior to your next re-certification, so please do it soon.

HPAC/ACVLDirectors Reports & Updates

1995-3 Accident Review & Safety Committee Report

Few people enjoy filling out accident reports or submitting them to their peers. Instructors, especially are understandably reluctant to submit accident reports involving their students (but are, as a condition of recertification so required). However, let it be clear understood: Every member of every Association has agreed to fill out and submit accident reports. This is a clearly defined requirement of and by Transport Canada and is one of the terms of our continued self-regulation.

Wherever possible, accident reports should be reviewed with the person involved and the Club or Regional Safety Officer. Any action items or recommendations which result should be recorded in the appropriate section on Page 2. In this way novel solutions can be passed on to other pilots who may very well benefit from your experience. The form can then be forwarded to your Provincial Safety Director or to me. Reports in French can be sent directly to Jacques Fontaine for translation. (Clubs who've yet to appoint a Safety Officer or SD's who've not forwarded their name and address to me or their Provincial Associations are asked to do so ASAP.)

Our sport is supported by volunteer activities. Therefore the more of you who volunteer the better off we'll all be. Join whatever Committee you're interested in. Join competitions as a participant, a volunteer or as an organizer/official. Try for Canadian FAI record attempts by getting a Sporting License and Record and Badge package from Vincene Muller. Support the flyers who want to break records by becoming a qualified Observer. Become a ratings examiner as well and help pilots obtain ratings and FAI badges. The possibilities are endless and fun. All it takes is participation.

We also need to encourage Pilots to become Certified Instructors. We must support these trained instructors and their insured schools by encouraging your contacts to take their courses. New Students means growth in the sport. It also develops new friends for you and creates a large enough pilot population base so that you can trade up your wing for newer models.

Uncertified, uninsured and possibly substandardly trained instructors have the potential to put our whole system at risk.

This also means support local insured schools and especially those which are also dealers.

Buy your trinkets from them so that they can remain an economically viable operation.

We tend to denigrate anyone who makes a go of it in a sport whose philosophical bent still clings to the illusion of "Freedom in the skies." The fact is that neither Hang Gliding nor Paragliding are economic pipsqueaks in aviation industries. The impact our major events have on local economies is a real eye opener to those of us and them who still think of us as a bunch of misplaced Height-Ashbury type gone crazy hippies. It is an expensive sport to participate in and the financial commitment required by stocking dealers to have all the toys your heart and wing desire would shock the beedop out of you. So dance with the ones what brung ya.

All Provincial Associations are supporting Provincial and HPAC membership drives by asking each club or regional association to forward a current, accurate list of local non member active pilots biannually to the HPAC Administrator. There are many major possible and actual side benefits of encouraging non members to become active members. Many Provinces have sufficient active pilot numbers to affiliate as Provincial Sporting Associations (and become HPAC member associations if they haven't already done so.

One of the up or down results of Federal Funding cuts (depending on your point of view or access to state of the art toys) is that in the very near future 1996, for sure, it is going to cost you each time you call for a detailed weather forecast. That's right, consultation fees are becoming a fact for those times and events where we need a detailed report. Don't get me wrong. A considerable amount of free weather information will remain available through the usual channels. TV, newspaper and radio reports will always be there. Those of us on the internet can ac-

cess the University of Illinois' Weather service, which is outstanding. As recognized pilots, we are entitled to phone Flight Service Stations for aviation forecasts. These will include winds aloft in 3000' increments, including speed, direction and temperature at each level. They will also inform you of cloud %, Type, and projected cloudbase.

Lastly, while I think that I'm pretty hot stuff for all the volunteer hours I put in, I'm staggered at the personal commitment Barry Bateman dedicates on our behalf as AIR Editor and HPAC Administrator. This totals thousands of hours of slave labour. He is basically only paid for processing memberships, but if we divided his actual pay by the number of hours he puts in on our behalf it wouldn't take a rocket scientist to figure out why we should aim for big term federal funding for our activities.

If Barry ever burns out we are going to see a big drop in the performance measure of our association. We have a Master Rating - more or less an honorarium award for services rendered. What can we do? Barry received it long ago. The answer: I ask everyone to support his nomination for a Cliff Kakish Award for outstanding service to Canadian sport.

Fred Wilson

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Harness Ropes

By Angus Pinkerton
BHPA Flying and Safety Committee Chairman

A fatal accident occurred in Britain last year following a mid-air collision and successful parachute deployment. The pilot's "pod" style harness was of the type with a rope joining the two shoulder pads, running freely through a ring, to allow movement in flight. This rope failed, and the pilot fell from his harness to his death

The British Hang Gliding and Paragliding Association (BHPA) has done a lot of work on ropes and cords since, and have concluded that, when brand new, 5mm "accessory Cord of Kernmantle Construction" meeting UIAA standards (or the new CEN European standard) is adequate for the likely loads in harness shoulder ropes (and is capable of sustaining nearly 8G in this configuration). It should be noted however, that the opening shock of small pulled down apex parachutes can exceed this (10-15G), and if the pilot happened to be in a head down position when the para-

chute opens....
Very importantly we estimate that in this configuration, wear rates may be as much as 10% of strength per 25 hours use (based on measurements of used ropes submitted by pilots).

All pilots are therefore advised to inspect ropes carefully and replace them if there are any signs of wear (any of; stiffening, a change in cross section, polishing, general 'woolly' appearance). Ropes should be replaced (being careful to get proper Accessory Cord as described above) **every 50 flying hours.**

Changing from 5mm to 6mm rope provides a useful 20%-25% increase in effective strength. However, going larger than this is likely to create fixing problems due to the larger diameter, and not give much strength improvement since the load is still being applied by the narrow (4mm) ring. Running the rope through a 6mm or 8mm steel Maillon Rapide instead of the ring will provide some further strength increase (but the amount is difficult to quantify).

It is very important to make sure that knots are of the correct type, and secure. Ropes are only as strong as the knots securing them!

A better answer, if the harness manufacturer still trades, is to get them to change the design to eliminate the single point of inherent in the 'sliding-the-rope-through-a-ring' shoulder support. This could be retained as the primary support, but with sewn-in tapes as a backup, for example.

Great caution should be exercised if making DIY harness mods, please.

I hope this is useful. Fly high and far, Land slow and safe.

SAMPLE PERSONAL FIRST AID KIT

If you are thinking of carrying a first aid kit when you fly and are not sure what to put in it the following list is a good place to start.

(Approximately \$30.00)

- 1 5"x9" dressing
- 2 4"x4" sponge
- 3 3"x4" non-stick pad
- 1 1" roll adhesive tape
- 1/2 roll plastic wrap
- 1 space blanket
- 4 latex or vinyl gloves
- 1 mask for CPR
- 6 butterfly sutures
- 4 chemical heat packs

Federation Aeronautique Internationale Comite Internationale de Vol Libre

Updated list of FAI Eagle Gold Badges

No.	Country	Pilot's Name	Reg. Date
1	Canada	Muller, Chris	1993-05-04
2	Canada	Muller, Willi	1993-05-25
3	Switzerland	Urs Haari	1993-05-25
4	Canada	Sean Dougherty	1993-05-25
5	Switzerland	Jorg Dickenmann	1993-08-30
6	South Africa	Andrew Smith	1993-08-30
7	Switzerland	Micheal Kobler	1993-08-30
8	South Africa	Alex Francois Low	1993-11-30
9	Spain	Miguel Penedo	1994-12-30
10	Spain	Steven Ham	1994-12-30
11	Spain	Josep Solis Viladegut	1994-12-30
12	Spain	Jose Maria Rodero	1994-12-30
13	Spain	Juan Altieri Sanchez	1994-12-30
14	Spain	Jose Manuel Sanchez	1994-12-30
15	Spain	Raul Rodriguez	1994-12-30

Note: Eagle badges are awarded to pilots flying Class O-3 hang gliders (paragliders) that have completed the following tasks:

- 100 km open distance
- 2000 m height gain
- 5 hour duration

Report submitted on 26 January 1995 by:
Stewart Midwinter,
Chairman, CIVL Records & Badges Subcommittee.

David Letterman's Top Ten Ways to Destroy Gliding in Your Area

- Number 10 Never join your local club, its not like they do anything worthwhile like site preservation anyway.
- Number 9 Fly without insurance, if there is a problem, who cares.
- Number 8 Let others fly without insurance, you can always go somewhere else when the site is lost.
- Number 7 Encourage fledgling pilots to fly in conditions that are beyond their ability, survival of the fittest relies on extermination of the weak.
- Number 6 Land anywhere you like, man-made concepts like property and trespassing don't apply to sky gods.
- Number 5 Don't support instructors efforts to teach, lets keep the sites just to ourselves.
- Number 4 Don't buy equipment from your local school, but ask them to sell your old gear.
- Number 3 Tell wuffo's to take a hike when they interrupt your narrative of your flight, who needs public support or interest.
- Number 2 Fly at closed sites, the efforts of those working to re-open them isn't your concern.

And the number one way to destroy gliding in your area:
Drive into any field to save carrying your gear to the road, its not your field, right?

HOW TO FLY BETTER IN COMPETITIONS

Roger Nelson gives away some of his secrets

These are some of my observations on learning to fly better in competitions. I hope you find it useful.

Launching:

When you launch can greatly affect how you will finish and how much you will learn in a competition. Going with the accepted dogma that “you only learn from those who are better than you”, then to learn from the leaders you need an opportunity to fly with them.

I suggest two launch tactics depending on where you are now placing. If you are finishing in the last third on a regular basis you can learn from the top two thirds of your opponents. So with this in mind you should be launching early. You don't need to be first, there is always someone who can't stand waiting and will prove it's soarable. (Martin Henry we love you.) So as soon as you know its soarable, get off the launch. This gets you out on the course early and the two-thirds of the pilots who have been beating you will be forced to give you a free lesson on going fast if they are going to pass you. You also now have the full soarable part of the day to make goal. Compare this tactic to launching late, getting no free in-flight training and perhaps having the lift quit before you make goal.

For those who are finishing close to the leaders but can't regularly crack the top 5, the same “learn from your betters” rule applies. However at this level you want to launch right with the hotshots you are trying to emulate. Ideally launch just a minute or two before them so you can be on top in the first climb and then stick with them. You don't so much follow a single pilot as stick with the lead gaggle. In some meets this lead gaggle could be only one or two gliders. When you are flying in the gaggle leave the decision making up to them and do what they do, when they do it. Hanging back in the thermal, waiting to see how they make out on glide will guarantee that you won't keep up, you must go when they go. Remember that the lead gaggle very rarely sinks out short so you can trust their better judgement.

There is no denying you are going to be under some pressure if you choose to start launching with or in front of the leaders. But don't worry about the possibility of being pushed or ver-

bally abused. Just make damn sure you have your gear organized and are ready to go well before your turn. Being ready and launching as soon as it's safe is all that's required to prevent the abuse.

Equipment:

Buy the best you (or your banker) can afford and get all the kinks out of it before the first meet of the year. To get the kinks out you have to fly with the gear, not just hang in the basement. A radio or water placement that looks ok in the basement can be a disaster in the air. Get all your comp gear ready and fly with it as much as you can before the meets start. If during a meet something goes wrong with your gear fix it the evening before or very early in the morning, not on launch. At launch your going to set up maps, photo task boards, monitor the weather and be ready to launch on a moments notice. Not fiddle with your equipment.

Climbing:

The single easiest way to improve your climbs is to be observant of the other gliders around you. Watch your climb rate in respect to your opponents. Do not let someone continue to out climb you, go immediately to that other pilot. This rule applies to the gaggle you are in and to the area within your glide. By watching down coarse when climbing you will often see a glider that is low and ahead of you catch a thermal that is much stronger than the one your in. Don't let that guy get away. Stuff the bar and get to that thermal while you can still come in above your opponent. This awareness around you is very important, do this one thing consistently and your results will improve significantly.

A one-on-one trick to use to try to get above a pilot you are even with is to move to where you are behind the other glider and can see it at all times. You should be about a third of a turn behind, not right up close where you may get into his vortices. Now use his vario to predict the air ahead of you (where he is); In this way if he starts to rise in comparison to you, you should start to roll out as you know that in a few seconds you will be entering stronger lift. Conversely if your opponent is dropping in comparison to you it's time to tighten up and turn inside in the better lift. This tactic has one

other dimension, because of your position behind your opponent, you can see him and concentrate on your flying without fear of collision. Your opponent on the other hand can't see you anywhere and will likely fly worse because of it. This is a very established tactic in sailplane competition and it works well.

I realize that this tactic may at first sound dangerous. It's not. Your opponent is about a third of a turn ahead of you and it's safer to have someone in full view than the normal “where did he go now?” scenario.

Gliding:

Here is a simple rule for speed to fly. Take your best l/d speed and add 2 mph for each 100 ft/min of lift for the day. Eg. max l/d is 28 mph and a 500 ft/min average thermal strength you fly $(28 + (2 \times 5)) = 38$ mph). Fly faster in sink and slow right down to min sink if you can get even a small climb rate. If you don't have an air speed indicator buy one or at least borrow one and make some notes as to bar position and related speeds. Small variations in speed are not critical, if you can fly within 5 mph of the target speed that is accurate enough. Watch out for mini-streets where you can fly straight and climb. This is often apparent when you see 2 or 3 gliders thermalling in a row on the range, often these gliders are within 100 to 500 yards apart and are all climbing well. Unless you desperately need the height don't stop, just slow down to min sink, take off the vg and slalom your way through the cores. Done correctly you will climb faster than the pilots thermalling (you're at min. sink and not banked) and pass them at the same time.

Thermal Selection:

Unless you have had a weather change or the day is getting late the thermals will be mostly the same throughout the race. By this I mean that if your first 2 thermals are 500 -700 ft/min you can expect at least that for the day. Now you need the willpower and courage to fly through (slowly) any thermal less than 500 ft/min. To gain 2000 ft at 200 ft/min takes 10 minutes. At 500 ft/min it only takes 4 minutes. Leave the slow climbs for the slow. This of course all goes out the window if your about to hit the deck, but push along at least until you are back near launch height.

On the subject of hitting the deck, think about your altitude before you decide that you're low and start heading for a landing field. By that I mean if you're still above launch altitude, your not low. You don't give up and head for the valley right off launch so don't give up the first time you get low on the range. Almost every flight when your racing will have a "low save" in it somewhere.

Altitude Selection:

Almost without fail if you talk to the top ten pilots at the end of a race they will tell you what was the "fast" altitude range for that day. Often at Golden even though the lift is stronger up high, it isn't fast due to the big sink between thermals. On those days it's better to make many short 1000 - 2000 ft climbs and stay down near the range (in the 7500 to 9500ft area) where your glides are enhanced by slowing down in light lift bubbling up off the rocks.

The altitude range to work is also affected by winds. Obviously if there is a big tailwind up high that can offset the sink and going high will be fast for the day. On an out and return task you may end up going high one way and low the other.

To chose the right height for the day you need to watch your opponents. If you go high do you

gain on the pilot running the ridge? If you're low it's somewhat harder to watch someone up high but it is possible. Also if you're down low and getting lots of bubbling lift while on glide you are most likely doing the right thing. Flying the "fast" altitude can mean huge speed differences, for example at the 94 Nationals in Golden, JC Hauchecorne and I finished within minutes of each other 4 days in a row. On the last day JC went low and I wrongly went high, JC beat me by nearly an hour on a 100 km race, a huge margin.

Final Glide:

Fly with a map and mark on circles at 5 km intervals out from goal. Take the altitude at goal plus 500 ft. (for a safety margin) and add to that the height needed to glide in at an 8 to 1 glide ratio. Mark each circle from 5 to 20 km with the height needed from that circle. Go on final glide as soon as you can and monitor your glide as you cross each circle on the way. This is also part of the equipment issue. Don't count on using the maps supplied at the meet, you don't know the scale and photocopies are not readable for determining your glide. Get a good color map of sufficient scale that you can pinpoint your in-flight position accurately.

Here's a trick I use on final if I am still going

to be high even with the bar stuffed. I unzip my harness and keeping my feet in the boot I bend my knees to hunch up over the bar. This causes the harness to open up into a kind of "drag chute" and down you come, once I have lost enough I straighten my legs and the "drag chute" closes up again.

The idea is to arrive at goal with enough height for a look at the wind sock and one quick 360, no more.

Using the 8 to 1 ratio and the 500 ft safety you will rarely if ever come up short, if you try using 10 to 1 you will most surely come short more often than you would like. This is the easiest way to gain time in a comp. I constantly see people arrive at goal with as much as 2000 ft of altitude. This 2000 ft is at least an 8 to 12 minute penalty since you spent time climbing to get the height and more time trying to lose it over goal.

If you can put all this together on the same day, you will be awesome. I am still working on getting it all to happen at once. Good Luck and don't land till your at goal.

Roger Nelson
Canadian Team Pilot

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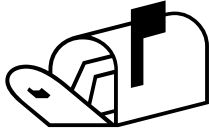
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Contact:

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Cochrane, Alta, TOL OWO
ph/fax (403)932-6760 - email: mullerhg@cadvision.com***



Airmail.....

Barry,

Your usual fine form and excellence in production of a first rate newsletter went for a big nose dive with the last issue. Not the entire issue mind you. Just the articles written by me. When you asked to reproduce two instructional articles from B.C.'s *Cloudstreet* I offered to send them to you on disk. You declined, telling me that you had already nearly completed typing them anyway. I did send a disk with another article I had promised, the one that explained the new rating program. Imagine my surprise when I got a call from a pilot telling me how difficult it was to read my articles. The abundance of spelling and grammatical errors made getting through these articles a chore. I read through the articles once with a copy of the original beside it and counted no less than 31 blatant errors. These were definitely not proof-read or even run through a spell checker.

My real disappointment comes from knowing how many pilots benefited from the articles when first published and knowing that many others will not benefit from them due to not bothering to read an article with so many errors that it is difficult to read.

Next I am sure that you can imagine my surprise when I looked on page nine at the article I wrote on the new rating system and saw the by-line state it was written by 'Barry Bateman'.

I suspect an apology and perhaps an explanation is in order. I will look forward to reading it in the next *National Newsletter*.

Mark Tulloch

Dear Barry

I only just recently finished reading the December issue of the newsletter and I thought I would write and offer some comments on some general and specific items from that issue.

First let me congratulate you on a great issue! The layout is great and there are lots of really good quality articles in this issue - it's certainly one of the best issues yet, keep up the great work! I particularly like the layout of pages 2 & 3 - the information presented on these two pages is great to have in one place like that.

Out of Date Library Books

(page 6, Safety Committee Report)
This is a really good point! Our local libraries are full of 1970's books about "skysurfing" and how you can build your own hang glider for under \$100 from bamboo, garbage bags and duct tape. I agree that these books have historical interest. I plan to make up some stickers and hopefully get the local libraries to allow me to install them in the books. A great idea and one I never considered.

Membership Fees

(page 8, Some thoughts on membership Fees)
You are right about HPAC membership being cost effective, but you actually sold us short. The Canadian dollar is so weak that the USHGA memberships are actually higher than you indicated. You quoted USHGA membership as CDN\$75 for one discipline and CDN\$110 for both. The actual current cost is US\$84 for one and US\$97 for both. That works out to CDN\$84 for one and CDN\$136 for both!! Please don't sell the HPAC short, it is good value for the money!! I know because I'm a member of both the HPAC and USHGA!

Landing in the National Parks

(page 10, Summer at 7)
Peter reports that a pilot took off from Mt 7 and "landed at the CPR station in Banff". Please tell me that this is a typo? I thought everyone knew that landing (or taking off) inside a national park is illegal! The only exceptions to this are if you land at a designated aerodrome such as the Banff Aerodrome or if you have permission from the park superintendent in advance. Environment Canada have tried to close the Banff and Jasper airports for years and through the tireless work of the COPA and the Alberta Aviation Council they have got another 5 years reprieve. Let's please educate people on this issue. We'll not only blow it for hang/paragliding, but for many other users of airspace over the parks and we certainly won't be popular in the aviation community if that happens. *(Although not a flight to be recommended due to the possibility of landing in the park, the pilot in question deliberately opted landed at the CPR railway station so as not to land in the park. Ed)*

Hang Glider weights

(page 21, From the FAI)
The proposal of adding weights to define class three hang gliders (rigged wings) is an interesting one. The only difficulty with this proposal is that launch weights are legally regulated by Transport Canada. In Canada, anything with a launch weight of 45kg or less, without a motor, is a hang glider. If it weighs more then it would have to be registered as a homebuilt (if it qualifies under TP6197E, chapter 549) or as a certified manufactured aircraft. The Swift is a good example. At 60 kg

launch weight it doesn't qualify as a hang glider in Canada (even though it does in the US) It isn't a certified aircraft and unless you can build it from a 51% kit it won't qualify as a homebuilt. So what is the Swift and other similar designs? Basically a lawn ornament, you can't fly them in Canada. Let's revisit this FAI proposal in light of Canadian law. One or the other needs changing!

HPAC Merchandise

(page 31 HPAC Supplies)
Great idea offering sweat shirts, T-shirts, baseball caps etc.! I for one would probably buy a few. But please be careful. I tried to do this for the AHGA a few years ago and although the merchandise was of good quality and priced right I still took a personal loss. I'm not sure what the problem is but members just didn't seem to have an interest in promoting their organization. The USHGA sells a large line of merchandise and it sells really well, I'm told. Anyhow, good luck with the merchandise project, I hope it flies.

Any chance of adding color photo's to the newsletter? Keep up the good work on the magazine

Adam Hunt, Medley, Alberta.

Status of Paragliding in Ontario

The story I am going to relate in the following is that of my friend, a paraglider pilot living in Toronto, Ontario. It mirrors, however, the difficulties encountered by most all new pilots in this province.

My friend encountered the sport for the first time in Switzerland. He called home all excited and eager to find somewhere to learn the sport. We telephoned the most obvious school listed in the telephone book. He gave us a rough idea of what my friend would need to earn his license and how much he would need to pay.

When the course started, he was told that he would have to undergo several months of intermittent training in order to be qualified. This was a totally new and unexpected revelation, especially considering that the European and American schools averaged ten days for level one or equivalent. However, the money was already paid out so there was little option but to go along.

In an attempt to find out what the laws and regulations in Canada were in regards to paragliding, we contacted Sports Ontario, a central body for all amateur sports groups and organizations. They put us into contact with another

instructor. He proceeded to bad mouth the first school we had contacted, its owner and its employees. Clearly, we were not going to get any more "objective" answers to our questions from this instructor than from the first, especially since it is our policy not to fully trust people who are selling you something.

It was at this time, after several months on in action on the part of the instructor that we decided to take the loss and leave the school we had signed up with and go to the U.S. to get licensed. Traverse City Hang Gliders and Paragliders was ideal! We got information about the USHGA, laws/bylaws, insurance and the much sort after license. Everything was clearly explained and above board with owner Bill Fifer.

Some time later, after a second call to Sports Ontario, we managed to get phone numbers for the President and Vice President of the Ontario Hang Gliding and Paragliding Association. These contacts informed us that the National Association was in ruins and that there was no point in contacting them for resources. We were also told to pay \$60.00 for Ontario insurance, which was supposed to give us national coverage, and a Canadian rating/License; apparently, the USHGA insurance is invalid in Canada, a statement which the USHGA refutes. After months of waiting for the cheque to be processed and the materials sent (it was being held up at the provincial level), we finally got a contact at the National Association who clarified many things that the OHPA did not and likely never would have informed us of.

We tried to do this by the book and after every turn, we were blocked by one wall or another. It makes one want to go to the U.S. to learn, or simply to fly against the regulations, as many pilots do. There is an enormous number of people flying without valid licenses (not including the people who have an American license), who are teaching without an instructors license and who are selling equipment against manufacturers regulations.

The sport is going to collapse if everyone continues having as much difficulty getting even the basic information as we did. Many people are unwilling to preserver to the extent that we have for the sake of a sport or hobby. The in-fighting does not help anyone and it should stop. The key is information, the very thing which seems to be lacking.

Authors name withheld by request, as was the names of the schools, instructors and Provincial representatives.

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

La Rioja Meet 1994 Meet Notes by Stewart Midwinter

Day 1

Task Pis-poli-tal-poli-pis (launch-LZ pista-east 8 km to polideportivo sports centre in La Rioja-south 30 km to Talamuyuna-north 30 km to poli-8km west to LZ pista), 76km, towering cu's over mtns at 830. Extensive cu's by launch time. Base at 2000 m. Tarp start at 14:00. Moderate east wind made progress difficult. Easy to white out near Poli. Then sky overdeveloped, little or no sun and near mtns going black. Most pilots went down at Poli or before Circulos. Thevenot got to Tal and slightly back at about 40 km. Katia also in same area.

Scoring system is the same as 1993 World Championships in the Owens Valley

1	Thevenot	188
2	Striewski	177
3	Schmitt	166
4	Genghammer	150
5	Adams Hempstead	134
6	Romanazzi	133
7	Midwinter	125

Day 2

Early morning cu's over mtns, fairly low and unusual predictions for SW winds. Task call; Pis-Poli-Tal-Poli-Pis. 76 km First off at 13:35, tarp at 14:15. Clouds forming at 1800m between mtns and 1st TP, so it's easy to there. Slight headwind on next leg with a stable layer at 1425m. Blue hole between Circulos and Tal making thermal spotting difficult.

1	Tudor	1000
2	Adams	951
3	Arai	951
4	Schmitt	812
5	Caux	805
6	Hempstead	772
7	Genghammer	769
8	Arias	762
9	Romanazzi	756
10	Thevenot	668
14	Midwinter	401

Day 3

Light NE winds at TO. Checkerboard sky of cumulus with visibility of 150 km. Task called Pis-Poli-Tal-Policia-Poli-Pis, 98 km. Cloud-base at 2450m

Easy going to Poli, fast to Tal. Larry made it in under an hour. Cloudstreet down course. However, blue hole near Tal and strong NE wind

decked many pilots within a few km of TP. Later, wind died down, cloud increased and a few patient pilots made headway. Midwinter just shy of Poli at 65km. After landing and breaking down glider, Dave Adams collapses and is taken to hospital where gastroenteritis and dehydration is diagnosed.

1	Midwinter	412
2	Genghammer	382
3	Isgut	338
	Bean	338
4	Avila	334
5	Adams	331
	Striewski	331
6	Thevenot	330
7	Turbay	321
8	Caux	302
9	Arai	296
10	Tudor	245

Day 4

Cold front passes through bring rain and high winds, so no flying. A chance to buy and sell merchandise, test GPS, sightsee etc.

Day 5

Almost totally overcast, clouds below launch, so day cancelled. Later cloudbase raised up and some pilots free flew in gentle lift. I had a great paragliding flight, thermalling over the north side canyon.

Day 6

Totally overcast day, 100% cumulus clouds. Task called Pis-Poli-circulos-Poli-Pis 36 km. Light lift to cloudbase at 1900m. Slow going but task completed by 7 pilots. Avila smoked the rest by more than 15 minutes.

1	Hugo Avila	1000
2	Thevenot	885
3	Rodas	879
4	Arai	879
5	Adams	876
6	Tudor	873

Standings

1	Adams	2291.3
2	Arai	2242.3
3	Tudor	2240.0
4	Thevenot	2071.5
5	Rodas	1860.8
6	Avila	1804.0
7	Schmitt	1783.1
8	Caux	1767.7
9	Genghammer	1719.7
10	Turbay	1506.3

.....continued on page 15

Parachute Deployment Failures at a Parachute Clinic

BY PETER CHAPMAN
WATERLOO, ONT

With the peak flying season on its way, clubs may be holding their annual safety or parachute clinics. Last spring I attended one for pilots in the Toronto region, organized by Mike Gates and the Etobicoke Hang Gliding Club. The club got its year off to a good start by holding this members-only event, with the treasurer standing by holding application forms. Good strategy! Yet as fees are low, cost is not a large barrier to attending the annual safety-related event. The club's home site is a former garbage dump turned into a park, featuring launches up to about the 100' level and jet traffic overhead from Toronto's Pearson airport, which can't be more than a kilometre distant. At least club fees don't include the expense of clearing access roads through dense forest.

Parachute deployment problems aren't uncommon at clinics, although some may be attributed to the artificial conditions. When considering the results of a clinic, we naturally keep in mind that motivation tends to be lower while safe on the ground tends. But one does still wonder how well pilots would fare under high stress conditions in the air, when even a deployment in the gym is unsuccessful. Both equipment problems and errors in carrying out deployment procedures occurred at the clinic. Failed deployments are not unique to this particular clinic. In the June 1994 newsletter, Willi Muller described a clinic where there were a variety of such failures. In a US paragliding magazine, it was reported that at one clinic 30% of tested pilots would have augured in, with one pilot discovering that the deployment handle of his new reserve was not even connected to anything.

About 15 participants at the Etobicoke clinic completed roughly 20 tosses, some having had time to repack for a second try. All systems actually tested from the hanging harness were for hang gliders. The simulator was set up as usual, with pilot and control frame being swung into an oscillating spin. The advantages of wearing a helmet became clear when some pilots came close to hitting the ridge (the gym wall). The numerous deployment failures that I saw were not all that reassuring to someone still an outsider to Class I hang gliding. My background is in paragliding and skydiving, including having the basic parachute rigger rating.

The most common problem at the clinic was hard pulls, a condition in which the chute is not extracted from its container on the harness. Successful deployment depends as much on technique as on brute strength. In 3 of the first 5 attempts that evening, the deployment bag containing the parachute was not freed from the velcroed container within a reasonable time. Only 1 out of the next 5 attempts failed in that way, perhaps evidence that the exercise was starting to be taken more seriously. One pilot had to switch to a 2 handed grip to extract the 'chute. I (arguably) chose to consider it a failure, as it took around 10 seconds before the 'chute was thrown.

A pilot must know which direction to pull the deployment handle for each step of the process, in order to extract the pins, efficiently separate the velcro to remove the bag from the container, and propel the bag into free air. It may be worthwhile to consider the adhesion characteristics of velcro. Velcro does not separate easily if the two surfaces are slid over each other (shear), and is nearly as strong if the surfaces are pulled straight away from each other (tension). The easiest way to separate velcro is to peel it, beginning at an edge so that the entire surface doesn't have to unhook at once. Doing it the right way makes it much easier to get that parachute out.

To separate a one inch square surface of mated velcro, minimum forces required are:

shear	5-6 lbs
tension	4-5 lbs
peel	0.4-0.75 lbs

(This is for common Velcro types from the Velcro Corporation itself, but should apply to any good quality 'hook and pile fastener tape'. Milspec's are available too.)

Old, damaged and lint-filled velcro naturally does not hold as tightly. The greater the pressure used in mating the pieces, the greater the separation forces required. Whether it is relevant in hang gliding or not, in critical applications it may be best to 'prime' velcro, separating and re-mating it as desired prior to leaving the ground, to ensure that it is only as tight or loose as desired.

Returning to the parachute clinic, two deployment attempts resulted in bag lock, a failure where the canopy does not come out of the

deployment bag, once the bag is out of the container. The two cases actually occurred to pilots who had already had hard pull failures on their first attempt! I can't however rule out that the extreme motions that may occur during an in-flight emergency deployment might have shaken the canopies free. Yet "might have worked" is not a concept I like seeing associated with life-saving equipment.

There were other throws where the canopy stayed in the deployment bag after being tossed. In those instances the bagged canopy was thrown well away from the pilot, but hit the floor before the lines were fully extended. Although a stronger toss would always be welcome, I didn't consider these failures. As soon as the bag was picked up by the lines, the canopy slid easily out of the bag. But for the two real failures, even a whole lot of shaking had no effect.

In one of the two cases a rubber band had hardened, preventing the bight (loop) of line from pulling out of the rubber line stow. The band could not pass back out of the grommet to allow the bag to open. This was on one of the newer style deployment bags, which opens on one side only, and which was held shut at two grommets.

The other case involved an older style deployment bag, held closed at one grommet in the centre, with four flaps that fold out like petals to expose the canopy. The parachute lines had pulled out of the bungee loop properly, but even then the canopy stayed in the bag. The hardened bungee was fairly thick, so it formed a wide radius at the end of its loop that would not slide through the grommet without a lot of force applied.

Rubber bands and elastic bungees (which have a rubber core) degrade over a few years, losing their elasticity and becoming brittle. High temperatures are especially damaging. There have been cases of partially melted rubber bands that could have hindered parachute opening, that were found in skydiving parachutes left in car trunks in summer. The frequency of parachute repacks and storage methods is an issue I'll stay out of here. In any case rubber bands and bungees do need to be inspected from time to time.

Just as there were two cases of bag lock that evening, there were two cases of bag dump, to use another parachuting term. The two conditions are almost opposites. With bag dump, the canopy emerges from the deployment bag before the lines are stretched out, typically at the same time as the bag is extracted from its container. The canopy spills out on the floor directly below, which in flight might gift-wrap the pilot and glider, making the long wingtip-clearing bridle irrelevant. I didn't examine the parachute systems involved to see how it happened nor if the older petal style or newer one-flap deployment bags were involved. A typical cause for bag dump is loose or broken elastics.

Of all the parachutes thrown, I only noticed one being sent the wrong direction, opposite to the spin instead of in the same direction.

Finally, one incident with no dangerous implications occurred to a pilot with a storage pocket mounted forward of the parachute container on his belly. As he tugged at the deployment handle, granola bars from the pocket were scattered onto the floor. Reducing system weight in this way will improve descent rate only slightly.

I asked numerous hang glider pilots at the event what make and model of parachute they owned. It wasn't uncommon to hear, "I dunno. Some kind of 22 gore, I think." Jeez, I thought, I prefer to learn a fair bit more about the few pounds of nylon that may have to save me. The situation wasn't really as bad as my gut reaction said it was, for I'm used to dealing with skydiving reserves and pilots' emergency parachutes. Hang gliding reserves don't operate in as high speed an environment, which makes both construction and packing technique much less critical.

As the clinic progressed, the variety of deployment troubles seemed almost amusing, from hard pulls to bag locks to bag dumps. Someone commented, "I died again. Just like last year." It would be interesting to see further information on how well pilots do in parachute clinics, as well as in the air when a good deployment is really needed.

continued from page 13.....

11 Romanazzi	1413.8
12 Striewski	1410.1
13 Midwinter	1234.4
14 Bean	1171.0
15 Hempstead	1139.0

One Wet Whack While Winging away Winter Woes. WHAT!!

BY JEFF REMPEL

It was mid Dec. 94 when Barry Basement and I decided to pay a social call on our southern neighbours at Blanchard, US of A eh! We arrived at cloudbase and set up our gliders. One of the locals got airborne during an opening after which it began to rain and cloudbase was back on us. Eventually the rain reduced to mist. We dried our gliders and got airborne during an opening.

After about an hour of wiping glasses, avoiding clouds and other gliders we were fulfilled so we headed for the LZ. Along with the sluggish turns I noticed a high rate of sink on the way to the LZ. When I arrived at the LZ I forgot the sink rate and poor handling and flew to the south upwind side of the LZ to view the windsock. I turned north west on my downwind leg. After consuming two thirds of what is a large LZ I initiated my turn for base and final. Halfway between base and final I got locked-out and began three of the most exciting seconds of my life, except for the ones with my wife! (I bet I get big points at home for this article).

I was in a steep bank and quickly sideslipping diagonally across the last of the LZ towards an 80 km/hr highway. With my left wingtip near dragging, no loss of speed and no direction

change I looked left and right for oncoming traffic. I had the idea I would be able to control the event. No traffic, level wings, highway is below, flare, whack on the west dirt shoulder. Nothing broke, not even me.

My mistakes were flying to slow and forgetting my wet gliders poor handling and higher stall speed throughout the flight.

If the video copy I paid an American pilot sight unseen for ever reaches me it will be available on a beer per view basis.

Fly high and stay dry.

Wills Wing Demo Days

Don't miss the Wills Wing Demo Days at the Savona Easter Meet. Pat page of Wills Wing will be on hand with a truck full of gliders to try. The Western Canadian Wills Wing Dealers will be hosting a BBQ at the campground on Friday night. Everybody welcome. If you cannot eat beef burgers, please let Vincene Muller know Ph/fax (403) 932 6760. Specify if you can eat chicken or are a vegetarian.

Day 7

Task same as yesterday. Day started totally overcast, stratus. Pilots went up mtn anyway. After midday slight improvement, thinning of clouds and development of cumulus under the overcast. Formation of dust devils in circulos

Tarp start at 14:45. Light lift on mtn. Slow going over flats. Adams low at Poli on return, landed 2 km short. Avila again winner of day.

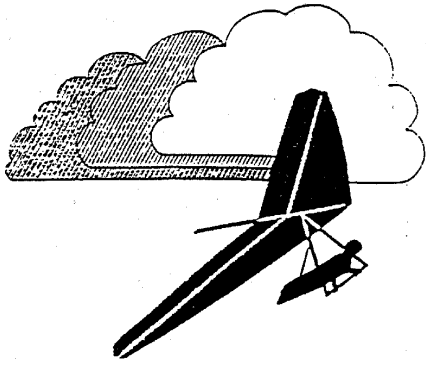
1 Avila	1000
2 Thevenot	979
3 Tudor	945
4 Rodas	941
5 Arai	930
Schmitt	930
6 Turbay	928
7 Bean	910
8 Genghammer	891
9 Adams	620
10 Striewski	521

Final Standings

1 Tudor	3185
2 Arai	3172
3 Thevenot	3050
4 Adams	2911
5 Genghammer	2811
6 Avila	2804
7 Rodas	2802
8 Schmitt	2713
9 Turbay	2434
10 Hempstead	2095
11 Bean	2083
12 Caux	1987
13 Striewski	1931
14 Midwinter	1454
15 Romanazzi	1414

Teams

- 1 Tudor, Arai, Striewski, Genghammer
- 2 Francais
- 3 Fernando brothers: Midwinter, Hempstead, Morrison, Adams, Turbay
- 4 Riojanos + Uli



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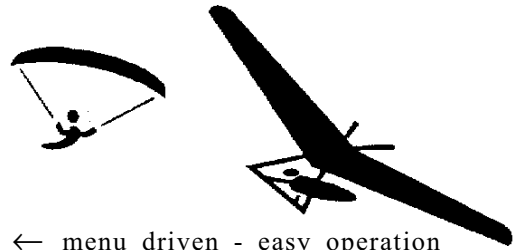
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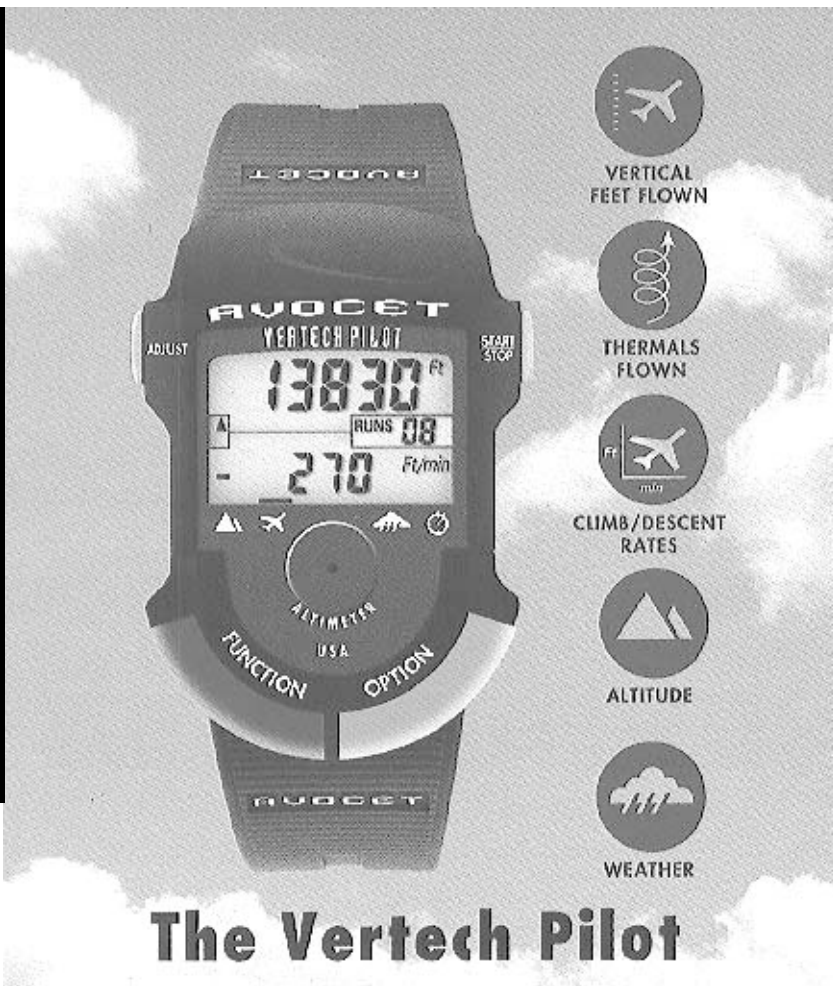


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Display: Triple; upper 0.2" high, middle 0.1" high, lower 0.15" high

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

Clk

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 runs skied 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

Weather

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: Veritech elastic ski

wristband included.



THE HANG GLIDING 'FLATTIES'

or how we spent our winter vacation!

BY "THE MULLER TRIBE"
(ALIAS: VINCENE)

We spent three weeks in Hay - outback Australia! Hang Gliding and Paragliding in +35cel. temperatures, surrounded by swams of flies, in the middle of a dustbowl, that would quickly become a mudhole with any rain.

"Hay, Hell & Booligal". They sell T-shirts in Hay, NSW, Australia with this logo on it. When we arrived after an 8 hour drive from Sydney, we saw the shirts and wondered - but not for long!

The Flatlands Competition (for as the Aussies call it, "The Flatties") had been held for 9 years in Forbes. Forbes is 4 hours West of Sydney. The Forbes 'paddock' is a grainfield. Due to the drought they had not be able to seed it after ploughing it, therefore it would not be suitable for the competition. The competition was then moved to Hay. Hay is a town of some 3000 (including the rural resident), one long main street that is the junction of highways to Sydney, Adelaide and Melbourne.

For the hang gliding competition more than 250 people moved into town - and the town loved it!

The launch site was just 10km out of town at Croiden Station (sheep). The drought in Hay had lasted over five years. Over five feet of topsoil had blown off the paddock (4000 acres) that we were using. The one local hang glider pilot had made 40 tow strips, approx. 100' apart covering all wind directions, he had done an incredible amount of work to prepare the strips. A huge tent was set up in the corner of the field for pilot briefings, outhouses rented and placed strategically around the paddock.

180 pilots entered the meet including a French team of 20. The French Association have been sending a team for several years as a winter training camp. It was soon obvious that the French team were very familiar with this type of towing system (static line) and with flatland flying. Pilots had come to the meet from all over the world. Tomas Suchanek (who spends six months in Australia each year); a Japanese Team; Germans; Swedes; British; Chris Arai; Pete Lehmann; Kari Castle and the Green Team from the US and Willi and Chris Muller from Canada.

We were with the Enterprise Wings Team. They had two tow strips, ten pilots; two 'utes' (small pickup trucks) and two drivers. Mark Newland and his group used UHF radios (all the Australians use these - as do the Stations in country areas) while our group were using 2meter band radios. Our team was Willi & Chris, Chris Arai (flying a RamAir); Pete Lehmann and Peter Bernet from Germany. On the practice day, Mark taught us the finer points of static line towing.

At this time I would like to say that most of the teams were using static line. Due to the fixed length of the strips it was a quick way to get up and turnaround was also fast. Only one Atol system was used (and there were only two on the team). The reason for this is that with light winds the Atol pilots would only get up to around 500-600' before the truck would run out of strip, whereas most static tows were getting 1000-1400'. The only time that the Atol could match these altitudes was in windy conditions. Having said all that, I can now say that static line towing is very stressful, especially for the driver. Besides these two tow methods, there were also the aero tows. There were two trikes and two dragonflies towing at opposite ends of the field. At the first pilots meeting, the aerotowing pilots were told that they would have to always tow in the same direction as the rest of the pilots and releases would have to be at the same altitude. More about this later.

Day 1

At the Pilots Meeting two tasks were called. The window for launch was to open at noon. Storms were moving around the area and the wind direction kept changing. At 2pm a third task was called and launch direction changed. Pilots then had to be ferried with gliders to another strip. Some hardy souls carried their setup gliders in the +35degree heat! As soon as pilots were ready to go, wind direction changed once again - directly downwind. Once again, time to change strips. Only the Green team refused to move but they were told they had to launch the same direction as everybody else. The Moyes Dragonfly and Airborne Trikes were having a great time towing their pilots back to the other strip and buzzing the truck tow section. Each time that there was a discussion on the radio about calling the day,

Bill Moyes would say "I can tow my boys up". Meet Director, Craig Worth told Bill that he must tow in the same direction as the rest of the field. So then Bill said "I'll airtow my boys up regardless of wind direction and speed!". Fortunately by that time a gust front came through and the day was cancelled.

It should be noted at this time that meet director, Craig Worth, did an excellent job in very trying circumstances. He consulted with his task committee of four constantly. During the last change of strip that day, he was discussing the next task with Mark Newland, one of the task committee. He left his station wagon in gear, running with the parking brake on. As he and Mark discussed and assessed the situation (and everybody else ran around moving equipment) his vehicle was slowly creeping forward. It actually covered more than 100' (from our strip to the next one) and nobody noticed until Kathleen Rigg of Britain started screaming. She had been in a huddle with the rest of her team changing GPS coordinates and looked up to see Craig's vehicle running up her leading edge! By the time she noticed it, the car was up to the crossbar! So much for her \$8000 Laminar! Not a good day for Craig!

Task 1

Conditions were very windy with cloudbase at 6200'. Pete Lehmann was first one up and away. He kept telling everybody "get out of the paddock", don't stand around otherwise you wont get away. He had learnt from past experience. Chris Arai was next and I started the tow and all of a sudden he kept screaming to slow down. I didn't know what was happening. Everybody on the ground watched in horror as he locked out about 90degrees and was heading straight for the ground frantically trying to release from the towline. Eventually his weak link broke and the momentum turned him into the wind for a perfect landing! He was a little stressed but more so when he saw everybody else's face! After a few minutes Willi wandered around the glider and noticed that one of the lufflines was hooked under a batten. Also, the release didn't work. We had other problems. With a static tow, radio contact between pilot and driver is vital. Pilots would 'lock' their radio on before picking up the glider. This meant that nobody could

break into the communication during a tow. This also meant that pilots had to remember to unlock their mikes after releasing from tow - otherwise, nobody else could tow unless everybody changed channels. This proved to be a problem for us on this and other days.

With all the problems, except for Pete, our pilots were late getting in the air. Chris Arai finally got away after several tows, at 4:20pm. However he did make goal, half an hour after the last pilot, just as the goal judges were packing up. Pete Lehman was in the top five for the day. Jean Marc Dumont of the French Team won the day.

Next day there were very strong winds and a dust storm. We went to the paddock to retrieve a vehicle, visibility was so bad that we need a GPS to find it. The day was cancelled.

Next day the five year drought broke and it rained heavily all day. The day was cancelled. The local services club put on a \$4 steak night and ran a movie for the pilots.

Next day was cancelled also as the heavy rain had made the paddock a mudhole. The Rotary Club put on a free BBQ at the free 50meter outdoor swimming pool for the pilots. Everybody was given a can of beer and dined on beef, kangaroo, burgers, sausages, salads and apple pie.

Task 2

110km race to goal. More radio problems. One of our pilots forgot to unlock his mike, everybody changed channels. When Chris Muller was ready to launch his radio would not transmit on the ground. This had happened to Peter Bernet as well, but Chris had given the instructions until he got in the air, then his radio worked well and he could take over. However, Chris was the last pilot and there was nobody to assist him, so he didn't get a flight that day. Tomas Suchanek missed goal that day and this would eventually cost him dearly.

Task 3

Our team had good tows that day, no incidents. However close by our strip a pilot were thermalling too close to a tow line, hit the line, tumbled, broke the glider and didn't get his reserve out, but fortunately was uninjured. Willi had to land as he was having problems with his ears due to a severe cold. Chris was just short of goal. Chris Arai was fast, but Tomas was smoking trying to make up points.

Task 4

This was to be the longest task of the meet, 175km to Ivanhoe. Dustdevils were all over the paddock.

Once again, a change of strip. We were getting good at this. We could move five gliders and equipment around in less than half an hour. Pete Lehmann was first to tow and climbed out quickly. Chris Arai was next but sank out and came back for a reflight. As we were hooking him in, Pete came over the radio "I have just tumbled in a dustdevil and I am deploying my reserve, I hope it works". We looked up to see the reserve coming out and watched as Pete came down - rather slowly. He talked all the way down. He drifted back into the dust devil just before hitting the ground. (somebody got an amazing photo of him disappearing into the dust while a group of gliders on the ground, were blown upside down). Fortunately, Pete was uninjured. Chris helped him pack up his glider and then Pete came and helped the rest of the team for the rest of the day.

By the time I got on the road to retrieve (I had to wind in 1500' of rope by hand after each tow session; attacked by flies and in +35degrees, I worked very hard!) everybody else on the team was well on course.

But this turned out to be the problem. Course line to goal (and they all had a GPS) was nowhere near the highway. Chris M. radioed Willi's co-ordinates and I punched them in my GPS. When I got to where he should be I radioed him and asked if he was on a road, "No!" came the reply. So I headed off the road, straight across the paddocks and eventually found him a few km. away, just where the GPS said he would be! No GPS and he probably would still be walking! But this was only the start. Chris M then radioed me co-ordinates for Chris Arai and Peter Bernet. I wrote them down for later reference because my immediate problem was finding a way to retrieve Willi's glider which was close but on the other side of a muddy field. I had to drive several miles around to finally get in to it.

Then we headed off to find the others. Just before picking up Chris A. we came across an American girl walking along the trail. We picked her up because we were the only vehicle that would travel along the trail that night. Chris had landed by the house on a huge sheep station (90,000 acres) and the lady had made him sandwiches and coffee and also given him a short cut to find Peter B. By the time we got to Peter, who had landed by a very large house, with swimming pool etc. it was after 10pm and dark. Peter had been for a swim, had a shower and many beers. His host insisted on cooking steak for us all and was quite sorry when we finally headed off to Ivanhoe. We still had to pick up Chris M. He landed 100m short of goal just before dark. (but he had followed the highway). When we arrived at midnight he was not there but when we called headquarters (we had checked several times) he had

just walked in. Now we had a 200km drive back to Hay on a highway that had 50km of mud and ruts, the rest was paved. But now we had to contend with hundreds of suicidal kangaroos! They would literally leap out at you by the hundreds. We arrived back at Hay at 3am. Craig Worth was still in the office taking landing forms.

Katia Schmidt of the French Team landed at dusk. She radioed her team but they couldn't find her. She walked to the nearest lights. She arrived at the house at 3am and got back to Hay at 6:30am.

Task 5A

177km Out & Return task was called. Winds were light. Gliders were setup, rope laid out. About 50 pilots were in the air on the way to take the start photo when once again, the wind changed. The window was closed, time to move the gliders to another strip. Pilots in the air were 'recalled' to do a restart as the task was changed. Now a 95km race to goal. Window was to open once again at 3.45pm.

Peter Bernet got away on his first tow. Chris Arai had four tows. After Willi got away I noticed that our rope had been cut (rope from 3 lanes away had fallen on top and cut it in several places. It took some time to get the end together again, by then the wind had shifted 90 degrees across. Chris M. was hooked in all this time ready to go, then a monster dust devil wrapped around him (he was clinging onto the glider). Finally he was able to get a tow at 6pm, taking his start photo at 6:30pm after a low save (no way he was coming back to try another tow!). Again he landed just short of goal at 8pm. Chris Arai made goal with 4 tows and I retrieve back for another tow. If we could only get him out of the paddock he was fast!

Next morning at the pilots meeting everybody was told that the day was cancelled. It seems that some pilots were on course for the first task and were not able to be recalled to restart.

Another front came in and the meet ended with only four valid rounds.

- | | |
|-------------------|----------------|
| 1. Eric Poulet | France |
| 2. Tomas Suchanek | Czech Republic |
| 3. Mark Newland | Australia |

Eric and Mark did not win a day but did make goal each day. Tomas had won two days but missed goal on one day. He also won the day that was cancelled. If it had been a valid day he would have won the meet. The French Team placed 5 pilots in the top 10. The French Federation has sent a team to the Flatlands for

.....continued on next page

THE PARAGLIDING 'FLATTIES'

continued from previous page.....

the last four years. Obviously it is paying off for them. Not only for the Flatlands but last year the French were a major force in the Pre Worlds in Ager and the European Championships in France. They will be hard to beat at the World Championships. Tomas Suchanek made only one mistake during the 4 valid rounds of the meet, unfortunately, weather and conditions did not give him the chance to catch up.

Despite the weather it was a good meet. However, to have a World Championships with tow launching brings up a number of concerns. Teams who have not had experience flying the Flatlands will have little or no chance to do well at the meet. Teams who use a winch system have a disadvantage to those using the static line. But everybody had a disadvantage if they are not aero towing. While it was announced at the first pilots meeting those aero towing would be releasing at the same altitude as the vehicle launched pilots and towing in the same direction, the following infractions were noticed:

There was a 10km 'reflight' zone if you sank out. The tugs would go and tow pilots back for a reflight. As the day got later it was noticed that they were releasing them at higher altitudes (e.g. one pilot was released at 4500' near Chris Muller who was taking his start photo - he was happy to notice the pilot sink out shortly after).

Also as the day wore on it was noticed that the tugs would often be towing across the end of the tow strip into the wind as the vehicle tows were towing crosswind. For pilots inexperienced in static line towing (being experienced in winch or ATOL towing doesn't help at all in learning to static tow) five people on a team is too many. Sometimes 3 is too many. The last pilot to tow often needs assistance, particularly if it's windy. At a world championships extra 'bodies' would be needed to assist the teams.

A buffet dinner and disco finished off the meet in fine style. One of the better hang gliding parties that I have been to. Pilots (yes, pilots!) danced until the wee small hours of the morning.

Friday saw the hang gliders streaming out of town. The Paragliders were coming in but not as many. The weather was supposed to be much better for the coming week.....

The Paragliding Meet was much more low key than the Hang Gliding Meet. Only 40 pilots entered, including one Czech; two Canadians; five French and one British pilot. Most of the paragliding teams had winches, both pay-in and pay-out winches. The French were using static line and so were we. Before the hang gliding meet ended we tried out the static tow system with Chris and it seemed to work well. Willi hoped to get a practice two before the meet started.

Task 1

After the first pilots meeting everybody ran for cover as a violent electrical storm dumped heavy rain making the paddock a swamp. Instead of a Saturday start, the first task has a 4pm Sunday, start. As there were fewer teams, everybody scouted the paddock looking for a clear strip without mud puddles. The task was a 50km race to goal. Drivers took the start time and handed the sheet into the Meet Director before leaving the paddock each day.

Willi had the first tow and it went well, but no lift, so he came back to try again. Chris went next and got away. Willi ended up with 9 tows that day but never got out of the paddock. However, he became very comfortable with the system. On my part it was different to towing hang gliders, at times I had to backup to keep the tension right. Six pilots made goal with Chris winning the day by 20 minutes. The day was devalued as only 17 pilots got past the 10km reflight zone.

1. Chris Muller, Canada
2. Richard Walbec, France
3. Eric Poulet, France

Next day was cancelled due to showers and overdevelopment.

Task 2

The Window again opened at 4pm due to strong winds. A 51km race to goal was called. Due to the higher winds it was stressful static line towing. We were using very weak links which did break high on tow however both Chris and Willi got away on the first tow. Chris raced himself to the ground 19km short of goal. Willi was 4km short. Local pilot, Ron MacKenzie also missed goal. As he was a 'local' he felt he didn't need a map but couldn't find goal!

1. Ondra Dupal Czech Republic
2. Eric Poulet France
3. Ian Ladyman Australia

Task 3

Light Winds, 60km goal.

Chris got up and away at 2:30pm climbing out with a gaggle to 4000'. Drift was very slow. The wind then blew down and it was 4:30pm when Willi was able to get away. He had a low save in the paddock from 200' (he didn't want to have to wait for conditions to allow another tow) - he got up to 4300'. It was a 'blue' day, not a cloud in the sky. Chris reported slow progress and recommended Willi find somebody to fly with.

However, Willi was by then all alone having left his gaggle behind and only got a few thermals that day.

Chris and Ron MacKenzie had left the gaggle behind and followed the highway, . Ron landed 6km short of goal. Chris was trying to work everything. He could see the goal judge flashing a mirror but he didn't seem to make any progress. We followed along underneath. We finally went ahead to check conditions at goal. It was tough and go as we waited, watching him 'bubbling' along. He sometimes got a small thermal, but only enough for one turn at a time-the drift was away from goal. He

Chris won the day but it was devalued due to many pilots not making minimum distance. Richard and Fred were awarded bonus points for landing to assist Eric.

Task 4

Open Distance.

Willi got up and away quickly, but this was the day Chris was to have trouble. Due to the rain, the grass and weeds were starting to come up in the paddock. Once again, the last pilot had nobody to assist when wind direction changed, they would have to unhook to layout the canopy each time. Wind direction kept switching in the paddock. On one inflation attempt, Chris hooked his brake line on the new vegetation and ripped it out of the canopy. It would be 3 hours before he could get up and by then conditions had deteriorated. In the meantime Willi was doing very well. He had his longest flight on a paraglider, 120km. Longest flight for the day was Ondra Dupal with 162km. Chris dropped from 1st to 9th (but not too far to catch up with a good day). Willi moved from 22nd up to 15th

finally made it across the goal line at the height of the windsock - very dramatic! It took 4-1/2 hours for the 60km.

When we arrived back at headquarters we found out that Eric Poulet had been injured. He had a collapse, was not able to correct it, fell into his canopy and was not able to get his reserve out. He came down from 1000'. Fred Gungl of the Australian Team and Richard Walbec landed to help him. The ambulance arrived very quickly (he was only a few km from the paddock) and took him to Hay hospital. They checked him out and then sent him to Griffiths (100km) for more tests. The next morning he was sent to Sydney. It turned out he was very lucky, apart from a concussion, he was more or less uninjured, although he was kept in the hospital for several days just to make sure. This accident certainly put a damper on the day.

Next day a 50km race was called but it turned out to be into the wind. Chris won the day with a but it ended up as a non valid day.

The last day was also cancelled due to rain. No doubt about it, want to end a drought, just schedule a hang gliding or paragliding competition!

The meet was very low-key, but well run by Meet Director, Peter Champion. Peter had a stressful time together with his safety committee trying to decide what kind of points he should give Richard and Fred for round 3 when they landed to assist Eric Poulet.

On the last day, the Rotary Club put on a BBQ breakfast at the pool for all the pilots. I asked the Mayor if anybody in town was unhappy with all the people who had come for both

competitions (more than 300 in all). He said "Yes, many people felt that they hadn't done enough for the pilots, but next time, we will do more". It was incredible what the people of Hay did for the three weeks that we were there. We were all made feel very welcome indeed.

FINAL STANDINGS

1	Ondra Dupal	Czech Republic
2	Richard Walbec	France
3	Fred Gungl	Australia
9	Chris Muller	Canada
15	Willi Muller	Canada

Opposite page: Chris Muller at an "outback" LZ. This is when a GPS is worth its weight in gold! Counter-clockwise from top left; Chris Muller trying to squeak into goal; and successfully making it; then Willi makes sure he gets the correct time. Chris soaring at Merieweather, NSW.

SHGA REPORT

By VIVIAN HOOPER

We started the year off with our annual party on January 28th at Bill and Shawn Yarnton's beautiful new spread out by Craven. Pilots from Regina, Saskatoon, and Moose Jaw enjoyed the Yarnton's hospitality and participated in sleigh rides, a bonfire, and the awards presentation. Bob Yarnton of Regina received the "Most Miles" award and Mike Underwood of Moose Jaw received the "Most Airtime Level I and II" award. Barney Sullivan of Saskatoon did not meet the criteria for the awards but deserved some special recognition for his 206 mile flight last August. Barney was presented with a condom catheter complete with urinary leg bag and surgical tape to hold the contraption to his penis. Barney can now continue to "go the distance" regardless of the call of nature! Mike Reibling received a framed launch photo of himself in appreciation for all his dedicated work in the past two years. Congratulations to all award winners.

We held our elections at our provincial AGM on February 26th with the following results; Bob Yarnton as President, Mike Reibling as Safety/Ratings Officer, and Myself as Editor/

NatNews rep. As past president, Mike Reibling will also hold the honorary office of Vice President. The elected directors will hold their offices for a two year terms. Besides our elections, our hot topics this year were negotiations with landowners for the preservation and retrieval of flying sites, establishing a mandate for balanced budgeting, and preparations for an ICP. We are really looking forward to Mark Tulloch's visit in April that will result (hopefully!) in certified instructors in Saskatchewan.

We haven't been flying much this winter despite the mild weather. However, in mid-February Carroll Pelletier was so desperate for air that he took a 45 second sled ride from Hill Yarnton's place to

the frozen lake below. I think we'll give him the "Old Shoe" award for being the first person booked of the hill in 1995.

Finally, thanks to Barry Bateman for the Saskatchewan photo on the cover of the December issue. Barry, I'll never bug you again!

Carroll Pelletier taking the first flight of the year in Saskatchewan.
Photo by Vivian Hooper

Rob Kells Reserve Clinic

This was the 11th year that Rob Kells has come to Cochrane to run a reserve Clinic. Between 80-90 people attended the lecture with 66 people having their reserve repacked. The split between hang gliders and paragliders was 50/50. Some pilots has a few repacks and extra deployments if they had problems or were slow. Four reserves would not have deployed:

Hang Gliding

- 1 Failure of rubber bands/lines tangled
- 1 Too much Velcro on container, impossible to deploy
- 1 Failure of pin in pinlock closure. The pin was defective and broke. (about 3 years old), it took some time to pry the pin loose.

Paragliding

- 1 Too much Velcro

It was a very informative weekend and we had a great BBQ and social evening.

Vincene Muller

1994 CANADIAN HANG GLIDING OUT OF COUNTRY CROSS COUNTRY LIST

This list is in order of the longest three flights originating out side of Canada. A total of all reported flights is also included here. All distances are in km. Each flight is designated for type of flight.

M: Male; F- Female *Argentina; ** Europe

Type of flight: O-Open Distance; C-Competition; O & R- Out & Return; T-Triangle; Tow; Tandem; C-Cats Cradle

All flights USA *flights in Argentine; Spain; Italy

Name	Sex	Prov.	Glider	Flt. 1	Type	Flt. 2	Type	Flt. 3	Type	Best 3	Total km
1 Henry, Martin	M	BC	Wills Wing HP AT 158	217.00	O	138.00	O	115.00	O & R	470.00	1319.00
2 Voss, Nick	M	BC	WW HP AT/Moyes Xtralite	188.48	Tow-O	83.20	tow-O & R	83.20	tow-triangle	354.88	354.88
3 Tulloch, Mark	M	BC	Moyes Xtralite 137	117.12	T	109.12	T	58.40	O & R	284.64	598.14
4 Muller, Chris**	M	Alta	Enterprise Wings Desire	88.00		80.00		70.00		238.00	729.28
5 Midwinter, Stewart*	M	Alta	Desire/K2/Xtralite	66	dogleg	65.00	cats cradle	61.00	cats cradle	192.00	716.20
6 Schokker, Mia	F	BC	Enterprise Wings Desire	155.06	O					155.06	233.05
7 Harrington, Mike	M	BC	Wills Wing HP AT 158	144.00	O					144.00	144.00
Keen, Dan	M	BC	Wills Wing HP AT 158	144.00	O					144.00	144.00
9 Maciesowicz, Henry	M	Ont		35.20	O	35.20	O	22.40	O	92.80	129.60

1994 CANADIAN PARAGLIDING OUT OF COUNTRY CROSS COUNTRY LIST

Name	Sex	Prov.	Glider	Flt. 1	Type	Flt. 2	Type	Flt. 3	Type	Best 3	Total km
1 *Muller, Chris	M	Alta	APCO Supra	55.00	C-O & R	40.00	C-O&R	35.00	C-O&R	130.00	456.50

data compiled by Muller Hang Gliding & Paragliding Ltd, Box 2, Site 13, RR#2, Cochrane, Alta, TOL OWO, Canada, ph/fax (403)932-6760

PRESS RELEASE

AIRCOTEC AG of Switzerland are proud to announce that they have developed a revolutionary new instrument for hang glider and paraglider pilots. This is the first navigation instrument with integrated GPS. It is the

AIRCOTEC TOP-NAVIGATOR

The map section is displayed in various different modes and in a completely new design of graphics display which shows the pilot's position, his flight direction, the position of the thermal cells he has flown through, with wind off-set, and the present wind direction. An entirely novel kind of centering aid not only constantly shows height gained but even makes the thermal visible in a way that has never been possible before.

The right-hand side of the display shows a graph of excess air temperature related to the last +300 meters of altitude change - a good indication of the strength of the daily thermal.

The upper part of the display is reserved for the compass with the wind distribution graph. Here, for the first time, it is possible to show wind strength and direction during flight - and in direct association with the speed and direction of flight over the ground.

All flights are stored in the memory of the AIRCOTEC TOP-NAVIGATOR, and can be played back in the replay-mode.

AIRCOTEC TOP-NAVIGATORS are not only able to communicate with a PC, but also with one another, meaning that the thermal maps can be extended by exchanging data directly from instrument to instrument.

The AIRCOTEC TOP-NAVIGATOR will be available in Canada June, 1995.

For more information contact:

Muller Hang Gliding & Paragliding Ltd.
Big Hill Road, Box 2, Site 13, RR#2
Cochrane, Alta, TOL OWO, Canada
ph/fax (403)932-6760 email:mullerhg@cadvision.com

Point of the Mountain Syndrome

or 1500 Miles Per Hour!

BY AL (SWOOP) FAULKNER

(Taken from the HGAN's *Atlantic Inflight* newsletter)

What! you did fifteen hundred miles per hour! Yep! Sure ya did! Jeepers creepers that's some fas. What do you mean fast? I went by chopper to Wabush to catch an airliner, then flew to Calgary, to catch a van (mike Sadowwinski's) then drove forever to "point of the Mountain" "Utah" to do some flyin.

Oh, I get it, that was clever way to say that you travelled upteen thousand miles, divided by the number of flight hours which netted you a total of 1500 miles travelled for each hour of flight! How clever!

Well that was last years story and what a sad one, but this year I travelled 234 MPH as I did 32 hours of flying in two weeks!!! Yes you heard right. I flew my brains out!!! Had barely enough left to make it back home!

We probably could have done about forty or fifty is we were gung ho enough, but come on, We are old men!!!.....Ah.....I can't speak for Lucille.

So was it worth it? It's not difficult to see why everybody and his dog dreams of going there to fly! This place brings new meaning to the term consistent.

This year I went down with Mike again and met up with another ragtag group of Cunucks and flew ourselves silly. Fact is, that while we were there, there was an unwritten rule that you had to know how to say "eh" and be able to hum a few bars of "O Canada" to be even allowed to launch. There was generally more Cunucks than Yanks on the hill. The "Cunuck Ragtags" consisted of Ward Clapham, Lucille and Ted deBeaudrap, Al Faulkner, (me) Garrett ?, Ken Holbrook, Rick Miller, Mike Sadowinski and George Thibault.

Second year in a row that I forgot to bring a Canadian flag down to put on the windsock. Willi and Vincene Muller suggested and I forgot). You know, to declare Canadian sovereignty. We might even consider "Sovereignty Association"

There was a continuous stream of people from all over the U.S. etc. dropping in for a flight,

because the "Point of the Mountain" site is one of the Seven Hang Gliding and Paragliding Wonders of the World.

I think it's safe to say that everyone flew their "butt" off.

It was like a clockwork, every morning I'd get up around 5 or so get hosed down etc. relax, read or play guitar, then sing "Frere Jacques" to Lucille and Ted de Beaudrap at about six or so. (They really appreciated this as was borne out by their appreciative thank you's and their rhymic pitter patter of their nasal passages as the air rushed through. (snores)

Then on some mornings, I would accompany them to the south launch for some Paragliding, and on some days I would stop on the side of the hill and pick some splinters... eh... ah... daisies. Just exactly what did you pick Al?

Well I sorta got a handful of splinters, And why did you do that? Uh... eh... well... uh. What I really wanted to do, was to get Lucille to spend the afternoon doing "day surgery" removing all fifty or so of them. I got jealous when I saw Ken getting his leg bandaged and when George got operated on as well as Rick, etc. see.

See I was heading into the bowl on the west side of the of the south launch and I got unceremoniously dumped out of the lift, just as I was about to execute a perfect two... er... three... er... four pointer. So in order to make a bad situation really cool, I extended my ungloved right set of digits into the grass/rebar weed and rocks.

Why no gloves? You query knowingly?

Well my hang gliding gloves were too heavy for PG, so I did without, you know, cause it's only a little flight and I'll get a pair next time, right.

That afternoon I bee-bopped down to K Mart and got me a pair of just about the grooviest ya eva seen. Folks is still talkin about the Canadian with the lightnin' bolts on his hands.

It's two weeks later and I'm still pulling splinters out of my hand.

Thanks very much to Lucille (a registered nurse) for her kind and careful ministrations to the members of the "Canadian Team" who somehow managed to get woozie, weenie, wounds.

Gettin back to the rebar weed, this stuff is unbelievable. What it is, is a plant that grows and blooms in the early simmer, then goes dormant. Then the heat and dryness of the area causes it to dry out and turn it into a pole about three to four feet high, that looks and feels like "rebar rod" (the steel rod that is used to strengthen concrete walls etc.). If you land your PG on the side of the slope and it (the PG) falls into the rebar, good luck or as George would say "Bonne Chance!" You'll be pulling the lines forever!

The winds on the south side start up before dawn and blows straight in all morning, then suddenly die down to zero at around 12:30 to 13:30, making it totally soarable till around 15:30 to 16:30 when it reverses and flows in from the north.

The south launch is marginal for HG (0' to 300' above the 300' ridge) except when affected by frontal activity. It's "tres" smooth early in the morning, so paragliders are bustin at the seams to get airborne.

Gets so crowded some days that there is a "pair-o-panty patrol person" present to put

people in their place and prevent overcrowding. This guy is about six foot fifteen weighing in at about a half a thousand pounds, so arguments are minimal, if you catch my meaning. He flies a tandem glider. I guess what I'm trying to say, is that he's a big boy.

There are large carpeted areas at the launch and landing area to help keep your glider clean. How thoughtful. There is also a large quantity of tie downs sunk into the ground at the launch area. How extremely kind of someone.

Top landing is not only easy, it's fun. After a while ridge boaring gets old, so do top land-

ings, then touch and goes, then "slide and go's" off the lip. As you get braver you discover you can do them from ridge height.

Owing to my advanced age I settle for a wimpy 75' before I leave the lift band.

If it's to light for anything but whining, then generally there are a few model gliders around to watch, and better still, sometimes you fly with them.

Incredibly peaceful. Some very beautiful gliders and excellent pilots. You ain't lived to you've seen a perfect axial roll, from above!!!

HG and PG lessons go on all morning, almost every morning, Amazing!!!

Starts to get rock and roll (thermals) around 11:00 when most PG's pack up their tents and steal away.

Around noon O'thirty the windsock suddenly starts showing cross for maybe 30 seconds, then straight again for about five minutes, then it crosses for another little bit then straightens. This goes on for about 20 minutes, then the wind goes around to cross or downwind for good and dies.

Then at 15:30 to 16:30 the north launch starts up. The launch is 400' AGL, 5100' ASL, probably a mile long, with a slight bowl shape. The prevailing wind crosses about 35 degrees from the right and the far right is too cross for lift or launch. (normally)

The prevailing wind follows the highway out in front and speaking of which, across the highway is a penitentiary which if you decide to fly over, or land in, you may well find yourself visiting permanently.

The PMS is believe it or not, actually a HG (PG) park. No guff! It even has signs and concrete toilets! Imagine us bag wing and dangle pilots havin a bit of respectability. Heck I'm impressed!

As with all parks and recreational areas, there is pressure fro land developers to get this area for houses. The fact that gliders have used the area for so many years and since visitors naturally bring a bit of dough - ray - me into the local economy, has

lent us a rare air of legitimacy.

The good folks of Draper and the developer have seen fit to allocate an area for us to play and twelve landing area at the base of the hill.

Opposite page; The lads setting up at the "north side"; This page, Top; "Editor AI" preparing to take off, Bottom; Rick Miller taking Lucille Beaudrap tandem of the south side.

Photo's by AI Faulkner

However the price to pay, is that the landing area must be grassed, parking areas set up etc.

as befitting a clean neat green area. All this is earmarked for about \$75,000

If you feel that you may visit the area or you have done so in the past, take a minute to send a letter off to the; Utah Hang Gliding Association, Box 757, Draper, Utah 84020, USA. expressing your interest in keeping HG and PG alive and well, mentioning such wonderful things as you can, to convince the local authorities of the value of encouraging out continued ability to fly there.

A quick and kind letter may be a small price to pay for such a wonderful legacy.

During my visit, members of the Utah HG Asso were selling "Save the Point" "T" shirts, to help raise some scratch to pay for the work to be done. We all bought some and naturally their association would appreciate and donations to the cause.

Once airborne from the north launch area, you generally make a left turn and scout out the lift band for a thermal or two. To the right is not as consistent lift. Once you get around 300' above launch, you can "bench" and "bench up" to the top of the mountain at roughly 6100' ASL

It's quite a rush the first time when you go back to "bench up"> As you get close to the wall, all of a sudden you are in steady 100 to 300 up. No pain, no strain, just relax and gain! If you leave the lift band too low, you get to top land in the setup area which local legend says is mucho rough before 5 PM. So the first time I ventured back I had a solid 500 over. Took me an hour ten. Second time around, I had it sussed and boogied back with 350 over, probably about ten minutes from launch. My best times were about 3-4 minutes after launch, crossing with about 300' or so over launch.

Once you get up the back bench, your choices are; to die of ridge boring, practice flying absolutely perfectly (hold your beer belly in) or try to get to the mountain range off to the right or to the right and behind.

.....continued on page 29

Offre d'emploi

INSTRUCTEUR DE PARAPENTE

Les pré-requis pour passer la licence d'instructeur et tandem

- avoir 18 ans et plus
- détenteur d'un niveau 4 et un minimum de 100 heures de vol
- compléter avec succès L'examen écrit et 15 heures de vol test avec théorie
- compléter 25 vols avec un niveau 2 ou supérieur d'une montagne de 400' et +
- certificat de premiers soins valide

Exigences:

- license tandem
- instructeur de parapente
- capacité à donner un cours théorique devant un groupe de 10 personnes
- parler anglais et français

Travail:

- faire des vols en tandem au Mont-Sainte-Anne
- Enseigner à des personnes n'ayant aucune expérience
- donner des cours théorique devant des groupes de 10 personnes

Période:

- février à août à temps complet (8:00 à 20:00) tous les jours de la semaine où il fait
- beau septembre à janvier les fin de semaines seulement

Salaire:

- \$400.00 par semaine
- \$150 par fin de semaine

*Survól 77, Notre Dame St-Ferréol - les - Neiges QC G0A 3R0 (418) 826-0882 fax 826-0882
Claude Fiset, Instructeur certifié par l'association canadienne de vol libre*

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PARACHUTE AND SAFETY CLINIC

Tuesday April 18th 7:00 -10:00 PM

Conducted by Mark Tulloch

The session will be \$20 per head and will include:

- Practice deployment
- Parachute repack
- Equipment inspection/assessment
- Videos

The clinic will be held in the Gym at Wascana
Rehab centre; 2180, 23rd Ave, Regina, Sask
(Park on 23rd Ave and enter through south doors)

Please reserve through Vivian
evenings (306) 585 0827
days (306) 359 5547

Hang Gliding Association of Newfoundland

*- Who are we.
- What we do.*

Our Association was formed in 1976 by a group of people who had recognized the sport of hang gliding, and pursued an active interest in it. Perceiving this sport as the rage of the eighties they set up the H.G.A.N. as a means of organizing the pilots in Newfoundland.

Over the years Carroll Redden, one of the founding members, taught many students most of whom moved to other areas of the country to pursue career interest. Some moved to other areas of Atlantic Canada and naturally stayed with the H.G.A.N., as there was no other association close at hand. Gradually more pilots popped up in the region who were eager to have contact with fellow brethren of the sport. Our association gave these pilots a means to access national programs, such as insurance, ratings, etc., and a means of communication with each other.

Unfortunately the pilot population base in Nova Scotia and New Brunswick was so small and spread out that another association was never formed. As the H.G.A.N. was bringing national programs to them, and we were always meeting once a year for a Fly-In, pilots in the region were quite happy to support the association. We of course appreciated this support, and have done our best to assist in our support throughout Atlantic Canada.

The H.G.A.N. at one time lobbied the provincial government for sports grants, one of which

helped stage a very successful National Competition in 1986. Since we had to show that we had the interest of Newfoundland athletes in mind, we could not afford to expose our regional interest in fear of losing these government grants. So while we represented pilots of Atlantic Canada on a National scope, as a regional body we could only on paper show that we were a provincial organization, hence our name stands today as it is, the Hang Gliding Association of Newfoundland.

Pilots of the region appreciate our predicament, and today still support this set up. In return we supply information on National programs, and provide a means through which hang gliding may develop in Atlantic Canada. Unfortunately we know of no one in Prince Edward Island who is currently active or have expressed interest in our association. So excluding P.E.I. there are presently 10 active pilots and seven inactive pilots out here on the East Coast. The pilot base is well spread out, ranging from Churchill Falls, Labrador to St. John's Newfoundland to St. John, New Brunswick, encompassing some 201,787 square miles.

As may be expected, communication can be tedious at times and many rely on Atlantic Inflight (our association's Newsletter) to keep them informed, and in contact with the hang gliding community. Our annual Fly-In gradually developed into the Atlantic Hang Gliding

Championships. For most, this is the first time in a year that they will have the chance to talk with each other in person and discuss flying fundamentals or "would you believe" stories.

Unfortunately over the past two years our economy has been very poor, and taxation very high, plus the cost of travel is wicked. (It would cost me three hundred dollars just to travel back and forth on the ferry to Nova Scotia). All these factors have contributed to a down turn in hang gliding activities. Many pilots can't afford to travel and some are moving around to various work locations. There was a total of twelve hours airtime logged in Atlantic Canada last year. Ouch!

Still the H.G.A.N. persist in keeping track of most of our members, as we had only five register last season. Recently a newsletter was mailed out that highlighted this year's national programs. Also contact was made with the main guys in each province in order to prepare a report for the AGM of the H.P.A.C. All these activities have been completed using funds from previous years.

What I am trying to get at is that Hang Gliding does exist in Atlantic Canada, and that national programs are being circulated. As an association we are putting forth a current address on most of our pilots, and we know who is flying, towing, paragliding etc. in our region. We also keep a current file on accidents, site development, site closures and so forth for the national body. In short, the economy is providing a major obstacle out here for hang gliding development. Many pilots are choosing not to avail in national programs, but still pursue active flying interest. The H.G.A.N. is here to keep tabs on these activities and represents national interest in Atlantic Canada. Hopefully the next few years will provide positive growth in our sport, and the association will be here to provide a solid base for its development.

Some Champion in 1994

This was a perfect year to hang your clothes in the wind, and more wind, and more wind....

We can count on one finger the successful competitions. It's a simple resume but we have a champion, Jacques Fontaine, our president, who has successfully achieved a perfect score of 1200 points on the third and fourth of September and going a distance of 122 km and 42.5 km during the Rougemont competition. Guy Aubin came in 2nd and François Belair

3rd. The competition was organized by Eric Gagnon and eventually took place at Mont. Yamaska because the wind direction and strength prevented any take-off's from Mont. Rougemont. (Unless you enjoy taking off with the wind on your back).

Paragliding: I believe the sport is still fairly young and a lot of the pilots don't feel ready or have a desire to participate, however by not competing you can still perfect your skills but with less risk.

A trophy will be given to Jacques Fontaine along with an engraved plaque.

We are looking forward to good weather in 1995 and hope to complete a competition schedule. That is why I'm asking all the clubs to let me know, at your earliest, the dates of all the meets for your region. We already have a few weekends scheduled, the beginning of April, the beginning of July and the end of September.

If you have any questions call.
Claude Fisit

Translated by Denise Rempel (Errors and omissions Excepted)

An Interview with **Leo Salvas,**

Organizer of the 1995

Canadian National Hang Gliding Championships & Lumby Days 20th Hang Gliding Anniversary

INTERVIEW CONDUCTED BY FRED WILSON

Fred: Hi Leo! 1st off, the question everyone seems to be asking. Why did you choose to hold a 10 day meet in the middle of May (May 14-24,) when an event of such magnitude has never before been held outside the summer school break? That's a big break with tradition!

Leo: "Well, things don't always end up the way you plan. We didn't start off by planning to host the Nationals. What we wanted to do was host a meet to celebrate the 20th Anniversary of Hang Gliding in Lumby. We wanted our celebration to occur during the best flying weather so everyone could really have a good time and that happens around about the May Long Weekend.

We've been thinking about this for a number of years now and finally decided to formally propose the meet two years ago now. This is because we wanted to be first off the block with the idea and we wanted to ensure our proposal was put in good and early to get the dates.

So it turns out the BCHPA and HPAC have a tough time getting anyone to propose events with any descent lead time. So they immediately jumped on us to ask if we'd mind making our 20th Anniversary of Hang Gliding event the Nationals. It all just seemed to fall together that way. So when the 1994 HPAC AGM gave us the final green light we were off and running.

You gotta understand, we wanted to host a really good spring meet. But that wasn't reason enough to turn a three day meet into an eight or nine day event. We had to really stop and take a good look see before we gave it a go."

Fred: Trying to explain the dates, huh?

Leo: "Yeah. We thought that by starting on a Sunday and ending on a Saturday or Sunday which would still leave the Monday for traveling home we could really encourage some of our eastern buddies come out west for some real fun.

So, back on task, the first thing we did was go over our log books and take a serious look at what time of year we got our best flying in. We

always lived under the impression that May was the baby but was this fact of fiction? As it turns out, our gut instinct was right on. May, by far and away gives us our best airtime and our best, consistent XC weather. May has great instability and Cloud base gets right up there. Rain (touch wood) and especially thunderstorms, overdevelopment and overly stable air are a rarity. If you're going to host the "best and biggest" meet of the year, you'd better choosing the best weather of the year. And like I said, May's the baby. Lets face it. Far too many big summer meets are hit with bad weather. My way to dress for success is pick the best, most consistent weather period.

The fact is we have some world class spring flying sites which are ideally situated for getting off early, and therefore potentially looonnnng, fun tasks."

Fred: Well, come on, what are they?

Leo: "Well Bolean's one. Most pilots should be familiar with the name of one of Canada's most proven, premier competition sites.

Thermal Rise (so named by a Lumby municipal competition and rated a whole article in the Sept 1993 USHGA Hang Gliding magazine) is pretty obviously going to be our main barn burner. Its situated right above Lumby, faces South east and is ideally situated to take advantage of the Spring sun for competition rounds. It's sure to be a crowd pleaser for local population.

The Okanagan pilots are extraordinarily lucky to have such total commitment and support from the local community, landowners and businesses. There are lots of pilots who are green with envy over how good we've got it here. Something this pleasurable is meant to be enjoyed. We think anyone who wants a really good time, who wants to participate in a really good competition in really good weather is really going to want to be here."

Fred: It's been a long drought since the last time the LAF (Lumby Air Force for those not in the know) hosted a major event. Thanks for taking on a challenge this size, yet again.

Leo: "Well, thanks. It's not so much of a challenge for a tight knit group like the LAF.

When you've get a group of pilots who do so much together like we've got here, like I said, a really tight group of friends, taking on something like this isn't such a big deal. This is a pretty special club."

Fred: Any final thoughts Leo?

Leo: "Not much more to say, is there? We think we've picked the best spring competition sites during the period which historically has the best "competition" weather in a place that has the best attitude.

We'll look forward to showing you that not only is this the best place to fly but the reasons why this is the best place in the world for a pilot to live, work and recreate. We think a lot of you are going to have a tough time dragging yourselves back home by the end of this week."

Entry into the 1995 Canadian National Hang Gliding Championships can be secured by contacting;

Leo Salvas at Box 416
Lumby, B.C. V0E 2G0
Phone 604-547-2422
Fax 604-547-2420.

- Dates; May 14-24, Lumby, B.C.
- Meet Fees are Cdn \$75.00
- 100 pilots max, first come, first served
- Certified Gliders
- Helmets and reserve parachutes are mandatory.
- HPAC insured members only. (Foreign residents are eligible for short term HPAC membership insurance for Cdn \$15)

The mandatory pilot meeting on Sunday May 14th is at the end of the pilots registration which is between 7:00 - 11:00 AM at meet headquarters.

BONUS UP FOR GRABS
AIRCOTEC PRIMUS
BAROGRAPH with SPEED
PROBE

To some lucky pilot at the Nationals
Donated by Muller HG and the
Okanagan Soaring Association

Repairs and modifications

MARK TULLOCH

Any time you change a glider from its certified configuration you must realize that you are now a test pilot for an unproven design. These changes can be anything from re-shaping battens to a different curve, adjusting control bar or wire lengths or replacing broken spars.

Despite aerodynamic knowledge that may help us understand what a given design will do when specific changes are made, other factors may create reactions that we did not anticipate. Thus it is important when repairing or modifying a glider to take it to a training hill and then to a familiar site to assess any new characteristics that the glider may exhibit.

Last year this point was brought home to me in a dramatic fashion. A pilot whom I have known for several years had broken a leading edge tube on an older and rare model. Despite trying several times he was unable to get tubing to match the broken section and did not fix his glider for a year and started flying a

different wing. Taking his word that the particular size of tubing was not available, I suggested that as the section was relatively short, we may be able to replace it with a tube of identical diameter with a slightly larger wall thickness. This was done and the new tube fit perfectly into its outer sleeve and over its inner sleeve. I suspected that this change might cause a slight turn which could be easily corrected later with the tuning systems built into the glider. I did not test fly the glider myself but allowed the pilot, an instructor, to do so himself as he indicated he was going to the training hill anyway.

I guess I should have seen this coming. The story goes like this. The pilot never went to the training hill. He went instead to an unfamiliar site. His flight was scary for him and he claimed the glider had horrendous pitch problems. There were no roll problems and the glider turned easily either way. While I could not explain those problems and any relation

they could have had to the outboard section, I took the glider and found a supplier of that size of tubing in Australia. I replaced the section again and took it out to test fly. It flew beautifully. Later that day another pilot test flew it and bought it on the spot. The glider was never flown a second time with the other section so it will never be known if the problems were the result of that tube, incorrect set up, or trashy air at the unfamiliar and rarely flown site.

So we are reminded of a few good rules to follow.

1. Do not modify a glider outside its design parameters.
2. Always test fly a glider yourself, even if it is a friends glider.
3. Test fly first at the training hill and then in familiar surroundings.
4. Any modification makes you a test pilot.

continued from page 25.....

Mild aerobatics can also fill the endless hours of ridge boring, but care and caution, because the air is rotten with HG, PG and models.

Also keep an eye out for the abundant air traffic from the nearby airports! I found that you can hear the planes but you can't tell where they are. I found it a bit eerie to all of a sudden hear an aircraft or chopper and not see it. Spooky!!!

One evening whilst at about 1400 or so over launch, I spied a model. I was curious so I went for a closer look. The pilot on the ground saw me go towards it and I suppose that he was concerned about the fact that I might not have seen the model visual, so he scooted away from the lift band. I chased the model for awhile to see what kind of speed he was capable of. I slowly gained on it, but it was a struggle. Sure wish I had the camera, what a picture!!!

Gez it was comforting to never have been in the shadow of a Ramair or K5. Yahoo! Ah... sorry, I couldn't restrain myself.

The winds tend to die at sunset allowing (well, OK, sometimes allowing) a picture perfect touchdown at the setup area. Top landing (setup area) is not recommended before 5 PM, owing to the turbulence.

I bore witness to someone landing on top of the North face. I hung around to watch the landing and the next thing you know I'm circling over and watching someone ah... well... you know... The true nature of his (I presume it was a he) mission appeared to do a wee-wee. I told you before, there's not much to do but go back and forth, back and forth and bladders being bladders.....

Antelope and deer can sometimes be seen grazing on the slopes, totally oblivious to the gliders above.

On our last day, we made a trip to a launch outside of Randolph, Utah. Launch was at 1500' above landing, at approximately 6500' ASL. Launch was a site used by the Star Wars program as a reflector site.

The ridge is 17 miles long and beautiful. Landing is a beautiful cow pasture, that goes as far as the eye can see. The road to launch is an easy two wheel drive with a setup area that extends forever.

Rotors around the setup area means that times a wastin', get yourself airborne!!! We all got a couple of hours of ridge mostly, with a bit of thermo time which translated into a max altitude of 9,100' ASL

Damn it's hard to get above Ward!!! Gonna have to tuck that trunk in I guess. But then he did have a head start you know! That just about covers the main points. (pun intended naturally) So if you can do it and you wanna fly, get to the Point, Utah. You won't, I repeat won't regret it!!!

23rd ANNUAL COCHRANE MEET For Hang Gliders and Paragliders

DATES: June 24 & 25, 1995
PLACE: COCHRANE HILL FLYING SITE
ENTRY: \$35 includes retrieval from landing area or gaol, free camping, Saturday night dinner.
TASK: (Same task for hang gliders and paragliders)
Race to gaol and/or target landing

For more information contact:

Vincene Muller
Big Hill Road, Box 2, Site 13, RR#2
Cochrane Alta, TOL 0W0
ph/fax (403) 932 6760
email: mullerhg@cadvision.com

1995 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
April 14-16	BC	SAVONA EASTER MEET Savona, Out & Return racing. Contact Brent Vollweiler (604) 376 7093
April 22	BC	6th ANNUAL BLACKCOMB PARAGLIDING MEET Whistler. Rain day 23rd. Flying "Choker to base 2 (1000m vertical) Fun competition open to all rated, insured pilots over 19 years (Minimum 80 high flights) This meet is also a "Costume" affair. Contact Parawest Paragliding (604) 932 7052
April 29-30	BC	WEST COAST SOARING CLUB XC SERIES 40-60 km xc racing. Photo turnpoints. Goal at Hope airfield.
May 6-7		Transportation to launch and retrieval service available. Daily xc seminars. Beer and burger night Pilots meeting 11:00AM at Mt Woodside launch. Entry fee \$20. Contact Dan Keen (604) 590 5294
May 14-24	BC	CANADIAN CHAMPIONSHIPS (HG) Lumby, B.C. 100 pilots max, first come, first served Entry fee Cdn\$75 Up-for-grabs: Aircotec Primus barograph with speed probe donated by Muller HG and the Okanagan Soaring Association. Mandatory pilot meeting Sunday May 14th after pilot registration (7:00 - 11:00 AM) at meet headquarters. Contact Leo Salvas at Box 416, Lumby, B.C. V0E 2G0, Phone 604-547-2422, Fax 604-547-2420
May 19-23	NS	ATLANTIC INFLIGHT Parrsboro, NS Contact Rick Robinson (902) 457 4963
May 20-22	Que	COMPETITION ANNUELLE DU CLUB DE VOL LIBRE YAMASKA Mont Yamaska, Que Open distance or race to goal with turnpoints. Entry fee \$10 Registration 9:00 - 11:00 AM at the club hanger. Contact Gilles Boulianne (514) 525 2958 or Jacinthe Dupuis at (514) 525 2958
June 4-11	USA	SANDIA CLASSIC Albuquerque, New Mexico Major US points meet. Entry fee includes glider and pilot transportation to launch, turnpoint film + processing, full time paid staff, free oxygen refills gift certificates from local stores, awards barbecue, T-shirt plus more. 60 pilot max (45 USA rated, remaining based on ranking, comp experience & flight experience. Early reg US\$300 before May 1, US \$350 after. Contact Mike Gregg 121 17, St Mary's Dr, Albuquerque, NM 87111 (505) 2982922
June 24-25	Alta	23RD ANNUAL COCHRANE MEET Cochrane, Alta. For hang gliders and paragliders pilots. Contact Vincene Muller at (403) 932 6760
June 30-	Ont	OHFA FLY-IN Blyth, Ontario. Winch and aero towing. Pre-entry fee required; Fly-In \$20, Competition \$30 Send to P.O. Box 128, King City, Ontario, L0G 1K0 or contact Armand Accione home (416) 518 0111 fax (416) 833 3547
July 3		
June 25-	Spain	1995 WORLD CHAMPIONSHIPS Ager, Spain. Contact JC Hauchecorne for information and qualifications
July 16		evenings (604) 521 1559, days (604) 640 0259 days 1 800 283 8530
July 1-3	BC	CLUB CUP Oliver BC. Contact Peter Luke (604) 477 2461
July 10-15	USA	CHELAN CROSS COUNTRY CLASSIC Chelan Washington. Pilot called (or re-called on course) open distance, O & R or triangle task. Entry fee US\$70, pre-reg by July 3rd US\$65. Contact Chris Dominy (206) 284 3918
July 7-9	Nfld	ATLANTIC HANG GLIDING CHAMPIONSHIPS Corner Brook. Contact Chris Walters for more info (709) 785 2697
July 1-9	USA	US PARAGLIDING NATIONALS Chelan, Washington. Practice days June 29-30. Entry fee US\$300 (Entry for Canadian pilots will be at PAR, ie: Cdn\$300) but no 10% pre-registration allowed. Proof of Canadian residency will be required. For more info or registration contact; Bill Gordon, Paragliding Promotions Inc., P.O. Box 85511, Seattle, Washington. USA or phone (509) 493 3593 A fly-In will run concurrently with the Nationals 9 day pass, \$150; 5 day pass, \$100; 3 day pass, \$60. Contract Bill Gordon. Accommodation in Chelan has been reserved at Cambell's resort. Contact Shari Dietrich at Sun Travel (509) 682 4558 for info, or for camping call Pam Kleweno (206) 523 1142
July 22-29	USA	US NATIONALS Chelan, Washington. Race to goal, O & R and triangles. Economical camping available. Reserve early for hotels etc. Entry fee US\$325 includes transportation to launch & film and processing.. Limited to 120 pilots. Contact Rich Williams 9807, 40th Ave E, Tacoma, Wa 98446 (206) 539 8423 or Lionel Space (360) 599 2360
July 23-29	BC	GOLDEN CLASSIC Mont 7, Golden, BC XC racing. Contact Ron Bennett (403) 246 6624
July 28-30	BC	THE GREAT PARAGLIDING FESTIVAL Bridal Falls, Rosedale, BC Fun Fly-In. Free camping may be available in LZ. Entry fee; before 15th June \$25, after, \$30. Info package available. Contact Dean Johnson at (604) 792 8320 or Brad Henry at (604) 794 3880
Aug 5-7	BC	CANADIAN NATIONALS (PG) Golden B.C. Contact : Randy Parkin (403) 256-3039 or Willi Muller ph/fax (403)932-6760 or E-mail: mullerhg@cadvision.com
Aug 5-7	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden BC. Individual and team formats. Contact Roger Nelson, 154 Chinook Cres, Cochrane, AB TOL OWO ph (403)932-6598 ph/fax (403) 932-4208
Sept	USA	CAN-AM Maple Falls, Wa USA Sponsored by the WCSC Contact Dan Keen (604) 590 529

Here are abbreviated '94 & 2 years points standings list. A complete list will (hopefully) be published in the next issue. Barry Bateman.

1994 HG Points Rank		2 Year HG Points Rank		1994 PG Points Rank		2 Year PG Points Rank	
<u>Name</u>	<u>Points</u>	<u>Name</u>	<u>Points</u>	<u>Name</u>	<u>Points</u>	<u>Name</u>	<u>Points</u>
1 J.C. Hauchecorne	249.6	1 J.C. Hauchecorne	238.64	1 Glenn Derouin	128.4	1 Chris Muller	118.96
2 Roger Nelson	235.3	2 Roger Nelson	223.66	2 Chris Muller	84.0	2 Glenn Derouin	103.82
3 Kevin Caldwell	213.0	3 Kevin Caldwell	207.96	3 Peter MacLaren	81.4	3 Peter MacLaren	99.12
4 Barry Bateman	210.5	4 Willi Muller	194.62	4 Michael Solaja	76.2	4 Eric Unterberger	76.04
5 Serge Lamarche	209.2	5 Serge Lamarche	176.72	5 Eric Unterberger	65.8	5 Willi Muller	67.72
6 Willi Muller	206.9	6 Barry Bateman	173.90	6 Eric Oddy	52.7	6 Eric Oddy	67.44
7 Don Glass	195.3	7 Chris Muller	171.82	7 Dean Leinweber	47.5	7 Garth Henderson	51.72
8 Ross McEwen	160.4	8 Mark Tulloch	166.06	8 Daryl Swatzky	39.7	8 Michael Solaja	47.94
9 Todd Hixon	153.6	9 Ross McEwen	157.20	9 Michael Potter	37.1	9 Dean Leinweber	47.66
10 Steve Best	148.8	10 Steve Best	155.88	10 Willi Muller	34.5	10 H. Siempelkamp	44.44

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Very good condition. In original pack. Complete with aircraft access-kit. \$890 Steve (604) 988 2072

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Extra undersurface battens. Flies and thermals great. Getting a bit old so only \$1500 obo. Call Barry (604) 888 5658

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140 hrs. 1/3 double surface. Excellent 1st wing. \$400 Call Dave (604) 362 5894

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Total energy, airspeed indicator +/- 1500 fpm scale. Real time clock

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With Parachute \$350

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D/S glider. Airwave D/T. Lightweight and easy setup. In good condition with very low hours. \$1500 obo. Contact Kimble (403) 4681686

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Weight range 70-90 kg Color: Turquoise. Brand new, zero hours. Price negotiable (\$3150) Also have **EDEL SUPERSPACE 25** Low airtime (12 hrs). Color: Lilac Price negotiable (\$2850) Either/or will come with harness if required Kevin (416) 865 8944

HPAC

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Payment required in advance. Make checks payable to HPAC.

Provincial

WESTERN CANADIAN SITE GUIDE

If you are planning on flying in British Columbia the "Western Canadian Site Guide" published by the HGABC is a must.

Contains over 75 sites, with complete information including; launch & landing altitudes, type of flying available, XC potential, maps showing roads to take-off & LZ's, local contact tel/names, even the locations of the house thermals.

The site guide comes in a stiff, loose leaf plastic binder that stands up to all hang gliding abuse and allows sites to be added, deleted as required.

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HGABC
c/o J.C. Hauchecorne
1735 Dublin St,
New Westminster
B.C. V3M 2Z9

Allow 2 weeks for delivery

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FAI SPORTING CODE FOR HANG GLIDING \$15.00

3 1/2" Computer Disk. This program includes the complete FAI Sporting Code for hang gliding and the section of the General Sporting Code where it relates to hang gliding

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FAI Sporting Code for Hang Gliding. Canadian Guide to Badge and Record Applications, Sporting Licence Application, Official Observer Form, FAI Badge and Record Application Form, List of World and Canadian Records for Hang Gliding and Paragliding

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To Apply for any Canadian or World Records it is necessary to have a valid Sporting Licence (renewable annually). It is not necessary to have a Sporting Licence for Badge applications. To represent Canada at International competitions, Hang Gliding or Paragliding it is necessary to have a Sporting Licence.

New HPAC/ACVL LOG BOOKS \$12.00

These classy looking hard back books have royal blue covers with gold embossed HPAC/ACVL logo and name on the front. Full of useful information including 'Sites' and 'Maintenance' pages. Convenient size to carry on you flying trips.

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Contains 9 of the Worlds best scoring systems. Individual or team formats, Great circle calculations. Help screen, easy to use & more. Even has technical support if needed! (Cost is to cover disk & postage only)

HPAC/ACVL supplies are available from the Administration office. Badge and Record supplies may be obtained direct from Vincene Muller; Records & Statistic Director.

Stolen

We recently had a theft at our shop here in Cochrane, Alberta, Canada. The lock was picked on the front door and the phone lines cut. The following equipment was taken:

- 1 APCO Supra 28 Paraglider - blue top, white underneath
- 1 APCO Top Paragliding Harness - black with magenta trim
- 1-*24 gore Free Flight Emergency Reserve
- 1 Yaseu-2 meter band radio - model FT416
- 1 Icom - 2 meter band radio - model 1C-2GXAT
- 1 Icom - 2 meter band radio - model 1C - 21A
- 1 Avocet Pilot Watch

*this reserve did not have the correct deployment bag for the harness. The equipment taken appeared to be chosen due to price rather than any other consideration.

A reward will be paid for any information leading to the return of the equipment. Contact:

Muller Hang Gliding & Paragliding
ph/fax (403) 932 6760