



# NATIONAL NEWSLETTER

MARCH 1990 THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA VOLUME 4 ISSUE 1

Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	11	0
→ ALBERTA	11	0
<b>SASKATCHEWAN</b>	<b>8</b>	<b>3</b>
<b>MANITOBA</b>	<b>8</b>	<b>3</b>
<b>ONTARIO</b>	<b>9</b>	<b>2</b>
→ QUEBEC	8	3
→ NEWFOUNDLAND	6	5

This newsletter is produced by the Hang Gliding Association of Canada and is published and distributed quarterly to its members through the Provincial Associations. The views expressed in this newsletter are not necessarily those of the Hang Gliding Association Canadian, its directors or the editor. Anyone may contribute articles to this newsletter although generally two pages are set aside per Province. The Editor reserves the right to edit contributions. This Newsletter is produced on a IBM compatible computer using Microsoft Word and Aldus Pagemaker. Contributions may be sent via CNCP's "dialcom" service to "HGD003" or on a 5.25", 360kbt or 3.5", 720kbt disk as an ASCII file or in any of the major word processing formats. Disk will be returned if accompanied with a stamped address envelope. Written and typed contributions will also be accepted. Send them to: Barry Bateman, 24245, 61st Avenue, Langley, BC. V3A 6H4.

## EDITORIAL

Returning once again from the HGAC AGM I find myself reflecting over the changes that I've seen take place over the last 6 years that I have been involved with the HGAC. At that time, retiring President, Peter Naper was stepping aside and Stewart Midwinter was taking over as the new President.

Over those last 6 years I have had the

opportunity and pleasure of working with Stewart on various projects, as have many other HGAC directors, and he never ceased to amaze me with his drive and enthusiasm. He never appeared to get despondent if things did not go according to plan, he just kept on ploughing on until he achieved what he set out to do. It is because of this attitude and devotion of his that the HGAC is so much further ahead than it was when he took over as President.

Unfortunately, Stewart's family and business commitments now leave him with very little time and he now has to step aside as President and leave the HGAC.

Hopefully this is a temporary situation and we all hope to see him back amongst us again in the not too distant future.

So, on behalf of the HGAC membership I would like to say a big **THANK YOU** to Stewart for all the hard work and effort that he has put into our organisation over the last 6 years and we wish him all the best with his future endeavors.

So who is this new "kid on the block"

who is going to take over as President? With a bit of luck (if I can stop him babbling for a while) I will attempt to get his views and thoughts about hang gliding down on paper for the next issue (he has been known to have an opinion or two) and enlighten you all as to who our new "King" is!

Keep those articles and photo's coming, it's **you** who make this newsletter. Have fun this coming spring and take care as we're really bit rusty after the winter.

Barry Bateman

## CONTENTS

Editorial . . . . .	page 1
Presidents Report . . . . .	page 2
HGAC AGM . . . . .	page 3
British Columbia . . . . .	page 4
The Comp Scene . . . . .	page 5
Alberta . . . . .	page 6
Saskatchewan . . . . .	page 8
FAI & Can Awards . . . . .	page 8
HGAC Records . . . . .	page 9
Manitoba . . . . .	page 10
Meteorology in Action . . . . .	page 10
Ontario . . . . .	page 12
Quebec . . . . .	page 14
Canadian XC Flights . . . . .	page 14
Competition Schedule . . . . .	page 15
Newfoundland . . . . .	page 16



# HGAC

## President's Report

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This issue of the National Newsletter marks several flying-related anniversaries for me: five years as president, ten years' involvement with the HGAC or AHGA, and fifteen years of hang gliding, injury-free. It'll also be the end of an era for me, as I step down as president.

My decision to pass on the torch at this time has not been reached in haste; I've been thinking about it for some time. What it comes down to is that I'm getting stale in this position, and no longer willing or able to give it the time and energy I once did. Indeed, with a new daughter on the scene, I simply don't have the time this position deserves. I also will be out of the country for a few months on business, and thus unavailable.

I have obviously liked doing this job; I wouldn't have stayed so long. I particularly enjoyed meeting and working with all types of people from all corners of the country. I would like to say thank you to all of those who supported me through the rough spots. To single out any of them will be unfair to those I don't mention, but two that did a lot with little recognition were Jan Cameron (HGAC secretary/treasurer for many years) and Jean Letourneau (former president of the AVLQ, who taught me a lot about being organized). During this last year, when I would often lose energy, Martin Henry's enthusiasm for the World Team funding drive was contagious.

Then there is Carroll Redden in Newfoundland, who despite being at the very end of the country, saw to it that the rating system became better organized by establishing the national registration program. Vincene Muller, while never an HGAC director, always has an idea to suggest. Lastly, former HGAC president Cliff Kak-

ish was always available to provide some advice.

I've had the chance over the years to work on many projects (and hopefully, will continue to have the opportunity to pursue a few). Some of the more enjoyable were the following: the revision of the rating system exams, with Andrew Barber-Starkey; the battle to convince Parks Canada to allow hang gliding back into the Banff Park on a trial basis (now in limbo after the latest superintendent took a dislike to it), and convincing Transport Canada that properly qualified hang glider pilots should have the privilege of crossing airways (Barry Bateman and Geoff Alexander helped get the ball rolling).

Also, there was the task of convincing the Canadian Aviation Safety Board to investigate hang-gliding accidents if and when we needed their help (in return for our filing a yearly summary of hang gliding accidents, which Fred Wilson will now take care of); asking Revenue Canada to grant us charitable association tax status so we could receive tax-free donations from members (thanks to all of you who donated to the 1989 World Team, and I hope you will give generously again this year for the 1991 World Team); supporting the transition of FAI representation from the Royal Canadian Flying Clubs Association to the new Aero Club of Canada (in which we've had Mike Robertson representing us); finding a new insurance underwriter in British Aviation Insurance Company after Guardian let us down (thanks to Angela Polach for her help on this one), and requesting that Communications Canada grant us wider privileges for using aircraft radios (thanks to Doug Keller for helping to promote the use of these radios).

Less satisfactory has been the endless, and probably fruitless, fight to win Sport Canada recognition. Years back, its director Abby Hoffman stupidly said that hang gliding is not a sport because it does not involve the disciplined use of large muscle groups; it's been a no-win fight ever since in spite of numerous trips to Ottawa by myself and many calls and letters by others; our only (slim) chance is a joint venture with the Soaring Association of Canada. Also unpleasant have been the occasional requests to take sides in some person's or group's fight with another person or group.

These projects, and others, have kept me busy 10-60 hours per month, and have filled up two entire filing cabinets with correspondence. There have been many ideas for other projects too, but not time to do them. And the best project can't be completed without volunteers, which is why our ratings system recognizes the very substantial contributions that volunteers have made to our sport.

We go through life working for someone else (usually), obeying rules invented by someone else, often having little to say about our situation. This is why it's rewarding to get involved in a sport like hang gliding which, being self-regulated, allows every pilot who wishes it to get involved and make a difference in the development of the sport.

### News update:

In place of the usual news items in this column, there will be a short summary of the highlights of the HGAC AGM, which was held in Winnipeg on March 2-4, in conjunction with the Soaring Association of Canada and the Aero Club of Canada.

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# SUMMARY OF 1990 HGAC AGM

By Mia Schokker, Vice President HGAC

The meeting took place on March 2-4, 1990 in Winnipeg, Manitoba at the Manitoba Sports Federation Building.

Participants were:

Stewart Midwinter (HGAC Pres); From BC - Martin Henry, J.C. Hauchecorne, Janet Moschard, Barry Bateman, Mia Schokker, Fred Wilson, and Francis St. Pierre (Paragliding Asso BC); From Alta - Ron Bennett; From Sask - Craig Lawrence, Carroll Pelletier; From Man - Blake Todd, Doug Beckingham, Barry Morwick, Richard Chubey; From Ont - Karl Dinzl; From Que - Maryse Perron, Richard Roussin (AVLQ); Daniel Ouellet, Sylvain Lapointe (ASQA); Nfld - Alan Faulkner.

Day 1;

## Class "D" Airspace

The first item on the agenda was a Class "D" airspace proposal discussion with Mr. Dean Broadfoot of Transport Canada. To our disappointment Mr. Broadfoot unable to attend, because of the recent budget restraints. Stewart reported that Mr. Broadfoot's department had accepted the proposed amendment to the Hang Gliding and Ultralight manual and that it was in the hands of the lawyers at this time. The amendment will allow pilots, that meet certain requirements to fly in Class "D" Airspace.

The requirements for the class "D" access, will not be set by Transport Canada, but by the Hang Gliding association of Canada. For new pilots a level III exam will now be available (air-regulations). All level IV pilots will be required to complete the new air-regulation exam. Pilots with current pilots license will be exempt from this exam.

## Insurance Update

Tony Wooler of Johnson & Higgins Willis Faber Ltd. was scheduled for a presentation. He also was unable to attend the meeting. The Insurance Policy was renewed under the same terms and conditions as the previous year.

This year individual membership can be purchased for \$1,000.00 (\$32,50); \$2,000,000 (\$47.00); and \$3,000,000 (\$57.00). School insurance is also available for \$1,000,000 (\$150.00); \$2,000,000 (\$215.00); and \$3,000,000 (\$250.00).

Mr. Tony Wooler will be contacted to see

if a Pro-Rata membership will be made available for new pilots purchasing insurance mid-term.

## Radio Communications Proposal

With Mr. Rick Gensiorek and Mr. Brian Johnson (licensing)

Mr. Rick Gensiorek explained to us how the aeronautical band in Canada works. After his informative talk it was obvious that there is not much room left on aeronautical waveband (1.08-1.37Khz) but he has made two proposals that may help us achieve our own frequencies.

1. Establish a GAC band for soaring activities. This will have to go in conjunction with Transport Canada. This could be turned down very easy, a real need has to exist.

2. 1.234Khz will only be available for sailplanes, ultralights and Hang Gliders. No access for flight training.

Specific Band allocations are available on provisional authority (for event such as competitions) a notice of 2-3 weeks is recommended.

## Licensing: Mr. Brian Johnson

All operators of aircraft radio's are required by law to be licensed. This will include the base-station operator. The exam is not very tough. Communications Canada is trying to get local organizations to do the examinations. District offices all over Canada are at the moment issuing licenses. A Radio aeronautical handbook

is available at no charge. A question bank will be published shortly. Group training course are available when you contact Communications Canada.

## Paragliding workshop

What is the status of the paraglider in the constitution of the Hang Gliding Association of Canada? The constitution promotes the foot launch flight and the FAI consider the paraglider a class III hang glider. This means that the paraglider does have a place in our constitution. In most provinces the paraglider pilots have joined the provincial association. The only exception is B.C., where a separate provincial association is being formed.

It was noted that Dennis Pagen (the author of many instructional Hang Gliding books) has now published an instructional book on Paragliding.

Day 2

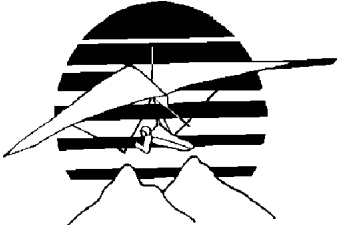
After accepting the minutes of the 1989 AGM and the collection of all the Provincial Reports we continued with the committee reports:

## Aero Club of Canada, Michael Robertson.

Michael reports that several meetings have been held in the last few months. He also reports that Mr. Andre Dumas is hosting and coordinating the invitation to have the 1992 CASI Meeting in Montreal, to coincide with Montreal's 350th anniversary celebrations.

## Airspace (including Radio Communi-

*continued on page 18.....*



# The Hang Gliding Association of British Columbia

## Paragliding Update BY JANET MOSCHARD

This year's SAGM in Winnipeg confirmed the so far happy marriage of hang gliding and paragliding in Canada under one National umbrella, with four "parapilots" in attendance - two of whom also fly hang gliders!

The uncontested hit of the AGM, as well as the soaring Association's Friday night wine and cheese party, was the Swiss paragliding film "SuperMax", a slapstick comedy depicting the rather difficult apprenticeship of a hunter who shoots down a paraglider and subsequently signs up for lessons at the local school!

On a more serious note, the major topics of discussion were the paragliding ratings and exam, put together by last year's paragliding committee, which was composed of:

Pierre Laplante, Montreal, Chairman;  
Heinz Hefti, Aberville; Richard Noel,  
Quebec City; Janet and Joris Moschard,  
Whistler.

The basic licensing exam, which can be written by HGAC members for a fee of \$5 after logging 30 high flights at three different sites signed by an observer (there required instructor's signature will be waived until September 30, 1990 to accommodate those already flying) consist of:

- A written multiple choice exam (100 questions divided into five chapters; air regulations, aerodynamics, metrology, airmanship and paragliding materials) with a passing 65% passing mark.

- A flight test; 2 out of 3 flights with different assigned tasks and precision landings in a 30m diameter circle. All

examiners will receive copies of the exam as soon as the English translation is complete.

The restructuring of the existing paragliding committee was also discussed. It was agreed that Pierre Laplante remain chairman for another one year period, and that each province in which paragliding is currently represented (ie BC, Alberta, and Quebec) also elect two members to the committee. In the interim, the existing committee stands. The future tasks of the committee will be instructor standards and courses, and tandem ratings. It is hoped that this very accessible certifi-

cation process will encourage those already flying to join provincial associations and obtain insurance. It should be insured adequate level of knowledge, and encourage a general flow of information, minimizing avoidable accidents and preserving both flying sites and the image of free flighting general.

It was also suggested that the HGAC begin considering a name change, only necessary in English, to reflect the ever-growing paragliding element. Stewart Midwinter suggested the "Foot Launched Flight Association" but other propositions would be welcome! (Suggestions can be sent to Martin Henry. Ed)

Two more items of note:

Dennis Pagens' long-awaited book "Paragliding Flight" is now available. Also, now available in English, is the "ABC of Paragliding" by Hubert Aupetit, translated from French.

Also a new distance record for paragliding has been set; 127.875 km (in 3 1/2 hours!), established in Namibia by well known French pilot Xavier Reymond.

Paragliding

Janet Moschard  
Head and Shoulders

Above: Paragliding at Blackcombe Mnt Whistler, BC. Right: Janet Moschard

## New Developments on the Competition Scene

Here I am sitting in an airplane on my way back to Vancouver reflecting on the events during the HGAC annual meeting in Winnipeg. I am really glad I took the time and the effort to go to this annual meeting. I enjoyed the opportunity to meet with the directors representing other provinces to discuss some of our common problems and challenges and to work toward a common goal, the development of our sport. As you may know by now, the post for a competition director was vacant so I took the opportunity to accept the challenge to run for the position. The election campaign was tough but well fought and I am proud to be the emerging winner. As your new competition director I would like to report some of the events pertinent to competition as discussed at the AGM.

In my opinion the most important event was the approval of the new formula on how individual pilots participating in sanctioned meets might earn points toward the national points' standing. Martin Henry and his entourage came up with an excellent new formula. In fact the formula appears to be so good and his presentation was so smooth it took the directors less

than half an hour to understand, accept and approve this new system. The new formula effectively cancel the level I, II, III and IV competition system that we are familiar with. There are now two types of competition; The fly-in's, that are unregulated fun get together runs completely at the discretion of the organizers and sanctioned competitions that have certain rules, regulations and directives that must be followed. Points cannot be earned toward a national standing for participating in a fly-in. That does not mean we do not support fly-ins! Au contraire, but we will leave the timing, organizing and scheduling of different events entirely up to the individual groups or clubs organizing these meets. Sanctioned meets have to be announced, advertised and run according to certain existing rules. The changes in our national points allocation system was necessary to stay current with the international competition scene. The formula takes two things into account:

- 1 - that more points should be earned for goal, out and return or triangle courses than for open distances;
- 2 - in general, the numbers of competitors in a given competition have been shrink-

ing and that a valid high level competition can be run with as few as 15 pilots. In fact with the new system competitors can earn points in competitions with as few as 5 pilots. The new system is promising and will allow competitors in regions with fewer pilots to earn points toward a national standing as well as hopefully sponsor more active competition participation across Canada. At the HGAC AGM it was resolved, that this new system be used in the 1990 competition season. I will discuss and explain the new system to anyone interested, so don't hesitate to call me if you have questions. The new point formula has been mailed to provincial competition directors. Copies are available from them.

I am in the middle of assembling a meet director kit that will indicate what is needed to run a sanctioned competition. I hope I will have this kit available before the end of March. On a different note..... Unfortunately we are not able to publish the '89 standings as we are having some technical difficulties. I hope these difficulties will be resolved before the end

*continued on page 20.....*



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# The Alberta Hang Glider Association

The Annual General Meeting of the AHGA was held on Saturday Jan 20, 1990 at the Blackfoot Inn. A dinner was held after the meeting which was even better attended than the meeting. Ron Bennett did a great job of organizing both events. Brian Dodd, now the banquet manager at the Blackfoot, was on hand to make sure everything went smoothly.

A new Board of Directors was elected at the end of the meeting:

Ron Bennett, Ross Hunter, Rick Miller, Craig Heffernan, and Raymond Mackell. The new board will meet in the next few weeks to elect its officers and begin work on the 1990 Grant Applications.

As I send this report off to the National Newsletter the temperature is hovering around -32°C and one can only dream of the good flying ahead. I do have some news of flying in the US over the Christmas Holidays as the Muller family travelled south for the holidays. Having spent time in Southern California in previous years, we didn't expect to find good flying. We stopped at "Point of The Mountain", Utah, on the way down and found mild weather, zero wind but good skiing.

We spent several days flying at Elsinore and had some excellent ridges soaring with light thermal activity. The infamous 'shrinking' landing field had shrunk some more as the new construction moved further up the field. A alternate field nearby was huge but had been burnt in the fall and this covered both pilots and equipment in fine black dust. Most pilots opted for the small field and those packing up were waiting to yell 'whack' for any less than perfect landings.

Despite landing field problems, Elsinore is popular during the winter months and 20-30 pilots usually set up daily. We met

Alex Raymond, Vancouver's Rookie of the Year who was travelling around racking up the airtime. Alex had several long flights and met all the big names, John Heiney, Joe Bostik, Mitch MacAleer who were happy to pass on tips to the up and coming young pilot.

Elsinore had several paragliders using the site as well. Often they were not able to penetrate out to the landing area, but no problem, any small, unused road or clearing will do. One experienced pilot had a half hour soaring flight up with the hang gliders.

After a great Xmas spent with former Californian, Joe Klie and his wife Liz, it was time to head down to San Diego to leave Chris at his swim camp. Luckily he was able to get a soaring flight in at Torrey before the camp.

Great changes at Torrey. The flight park, operated by Bill Bennett now has a coffee shop which they hope to expand in the future. They have planted grass in the setup area, if it grows it will provide a great place for glider setup. Local pilot John Linburgh had the use of a HP-AT for a week and was in the air every morning at 7:30am. As it turned out, the best flying all week was in the mornings.

Heading back north on the way home we stopped in Seattle to visit Steve & Truus Sharp and C.J. and George Sturtevant. We had arranged to meet J.C. Hauchecorne at Mt. Baker for a day of snowboarding. The ski areas in the area had just opened up the weekend before. The weekend we were there was the beginning of the big wet. Chris and J.C. coined a new phrase "Real men eat quiche and snowboard in the rain." Looking back now as I sit in frigid but sunny Calgary, it was a great trip.

The "Old Man" of hang gliding  
Willi Muller

Stu Cameron and Kevin Caldwell are in Australia where temperatures are hovering around the +40°C and the flies are a menace (I can handle the heat and the flies right about now). The Australian Championships are in progress now with Stu sitting in the mid-teens and Kevin in the early 30's. The Australian competitions are well attended by European pilots looking for experience for next year's World Championships. Leader half way through the meet is Tomas Suchanek of Czechoslovakia.

Before the current cold spell, Calgary has had a mild winter. There have been many tow flights by Edmonton and Wetaskiwin pilots. Here at Cochrane Greg Leslie and Andre Lafreniere celebrated the coming of the 90's with soaring flights at Cochrane on January 1st. On January 25th the strong chinook winds subsided and Willi Muller ridged five miles out and return while Greg, Andre and Chris Muller found conditions smooth and lift everywhere.

There has been plenty of paragliding activity in Cochrane although it hasn't been soarable. Willi and Chris Muller have had several flights trying out new chutes. Ron Ford, Michael Waddington and Adrian and Dave Fisher have been regulars throughout the winter months. Ron and Michael have had several flights up at Fortress Ski Area, whenever the chinook wind has subsided.

Vincene Muller

Willi Muller



# The Saskatchewan Hang Gliding Association

Winter. So it's -32°C with a light northeast breeze giving us a windchill of more than 1600. Cold! Too cold for flying today, but a few weeks ago a little low spun through, bringing us warm southwestlies. This is from my logbook, January 21, 1990:

*"Light and cross 17 mph. Temperature about 0°C. Sunny. Just enough room for Ian and I to fly together, close together! Lift band very narrow and just barely enough to stay up in. Great landing."*

Warm sunny days don't happen here every week, so I keep my hang gliding muscles in shape with my exerciser. Everyone should have one. I use three old down tubes to make a control bar, and an old cocoon harness.

The apex of the control bar is bolted to one of the rafters in the garage, so I can swing it up and out of the way. When I want to

exercise, I tie the two bottom corners of the control bar to four hooks in the garage studs. I just step up into the harness, ignoring the leg straps, and exercise my flights of fantasy. The exerciser doesn't feel like a glider - it is much too stiff - but it's good for developing a strong flare and working those muscles unique to our sport.

Winter is also meeting time. Our annual meeting was held over two days, with lots of discussion about just giving up and joining one of the other associations. However, we will continue, with Carroll Pelletier as president and Craig Lawrence as Vice president in a scaled-down association.

We have a new tow club, the Atlas Tow Club, in Moose Jaw. They have a six-passenger truck and a winch on the way. The Penguin Tow Club in Saskatoon will be active this spring. We are looking for some long flights, when it warms up.....

Garth Cantrill

## FAI and CANADIAN AWARDS

### World Record

Randy Haney of Dawson Creek, BC set a World Open Distance Record of 321.53km on June 2, 1986, on a flight from Mt Seven, Golden, BC to Trevo, Montana, USA

Delta C Silver Awards  
 Cliff Kakish, Calgary, Alta.  
 Willi Muller, Cochrane, Alta.  
 Stewart Midwinter, Calgary, Alta.  
 Alexander Bahlisen, Cochrane, Alta.  
 Stuart Cameron, Cochrane, Alta.  
 Kevin Caldwell, Ottawa, Ont.  
 J.C. Hauchecorne, Vancouver, BC.  
 Randy Haney, Vancouver, BC.

(Danny MacDonald of Dartmouth, Nova Scotia has submitted documentation for the duration of his Delta Silver Award.)

## Unclaimed Canadian Records

Triangle Distance\*  
 Speed over 25km. Triangle\*  
 Speed over 50km. Triangle\*  
 Speed over 75km. Triangle  
 Speed over 100km. Triangle\*  
 Speed over 150km. Triangle\*  
 Speed over 200km. Triangle\*  
 Speed over 300km. Triangle\*  
 Speed over 300km. Triangle\*  
 Speed over 300km. Triangle\*  
 Speed over an Out & Return 100km. Course\*  
 Speed over an Out & Return 200km. Course\*  
 Speed over an Out & Return 300km. Course\*

are the same as for hang gliding)  
 Duration; Straight Line Distance\*; Distance to Goal & Return\*; and  
 Altitude Gain\*.

There are **NO RECORDS CLAIMED** in **ANY CATEGORY** (General, Female, Dual, and Rigid) for any of the records in listed on the left, plus the **Female, Dual, and Rigid** categories in the records list on the opposite page. That totals **67** unclaimed records! Anybody want to go down in history?

Paragliding (Parapente) (World Record Categories)

# HGAC Records and Statistics Report

Vincene Muller, January 30, 1990

I took over the HGAC Records and Statistics Committee early in 1989 in order to encourage Canadian pilots to complete FAI Achievement badges (bronze, silver and eventually, gold) and encourage pilots to file for both Canadian and hopefully World Records.

Due to changes within the structure of the Aero Club of Canada, there was little or no contact between the Aero Club and the HGAC when it came to records and badges. With the assistance of HGAC President, Stewart Midwinter, many of the tasks formally completed by the ACC were taken over by the HGAC. This included nearly everything except the issuing of Sporting Licenses. (The previous year, one Canadian pilot filed for a Canadian Record and the ACC spent 9 months sitting on the application until it was finally turned over to the HGAC for processing!!) Official Communication from the FAI (CIVL) will still come via the ACC.

In 1989 22 pilots received a Canadian Sporting License, 20 for hang gliding and 2 for paragliding. Two new Canadian Records were set in 1989 by:  
Willi Muller, Distance; 332.8 km and  
Kevin Caldwell, Declared goal; 124.1 km

The last official update of World Records is dated June, 1989 and several new records

have been applied for since then so an updated list will be published when I receive them.

At the March, 1989 CIVL Meeting held in Great Britain a new Sporting Code for Hang Gliding (Class 1 & 11 - flex and fixed wing) and Paragliding (Class 111) was accepted. The new Sporting Code came into effect June 1, 1989. Changes include increasing the record categories in all three classes to include speeds around triangular courses and speeds over out and return courses.

Changes in the badge categories include adding Delta Diamonds to Hang Gliding proficiency badges and the addition of Eagle Badges for Paragliding. In tandem flight the weight restriction was lifted and a minimum age (14) was included in the category. Other major changes to the Sporting Code refer to World and Continental Championships.

In order to make filing badge and record application easier for Canadian Pilots, I compiled a 'how to' guide. I also assembled a package including: The Temporary Sporting Code, A Guide on How to Apply for Records and Badges, A Sporting Code Application, An Official Observer Application, and A Record and Badge Application. The packages were sent to all pilots who had applied for a 1989 Sporting

License and to all 47 Official Observers and are available for \$5.

Michael Robertson in Ontario is trying to get local pilots enthusiastic about applying for badges and records and has purchased a barograph which he will rent to pilots. Michel Laberghas volunteered to translate material into French for Quebec pilots.

In 1990 I hope that we can increase the number of pilots who apply for a Sporting License. While it is no longer necessary for a pilot to hold a Sporting License to apply for a FAI Badge, it is necessary to have a Sporting License in order to apply for a National or World Record. With so many new record categories now available it would be a shame if the record was not recognized due to the pilot not having applied for a Sporting License.

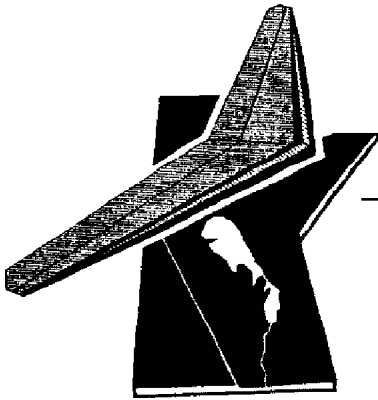
In Class 111, Paragliding, the Canadian and World record book is vacant. There are several vacant categories in Class 11, Hang Gliding (flex and fixed wing) for both Canadian and World Records. It should be noted that for both Canadian and World Records a barograph is necessary. Due to the expense of such an instrument, this could be a club purchase and then have the instrument rented to pilot on a daily basis (as Michael Robertson in Ontario is doing).

I hope that in 1990 I will be able to report on Canadian pilots claiming World and Canadian Records in both Class 11 - Hang Gliding & Class 111 - Paragliding.

## GLIDING (CLASS 0) CANADIAN RECORDS

As of March 1st, 1990. World Record Categories  
(note Duration is no longer a World Record Category but is a Canadian Category)

Type	Flex-Wing (Sub-class 1)			Rigid-Wing (Sub-class 11)
	General Category	Feminine Category	Multiplace (Dual) Category	General Category
Straight Line Distance*	Willi Muller, 05/09/89 332.8 km (206.8 miles)	No Records Claimed at all in this Category.	No Records Claimed at all in this Category.	No Records Claimed at all in this Category.
Distance to Goal*	Kevin Caldwell, 08/05/89 146.1 km.	No Record Claimed	No Record Claimed	No Record Claimed
Distance to Goal & Return*	Willi Muller, 07/11/84 124.12 km.	No Record Claimed	No Record Claimed	No Record Claimed
Altitude Gain* Gain of Height	Willi Muller, 07/26/88 3330 meters	No Record Claimed	No Record Claimed	No Record Claimed
Duration	Stewart Midwinter, 08/22/80 7 hours 50 mins.	No Record Claimed	No Record Claimed	No Record Claimed



# Manitoba Hang Gliding Association

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It looks like I am back, pen in hand to write Manitoba's sentry for the national newsletter. About a year ago, I resigned as club newsletter editor. Since then, we had difficulty finding a new editor. We did find one, but after only a few months on the job he decided to move to the mountains. Thus we haven't had a newsletter for the past several months and no national newsletter entry.

The MHGA is again planning to host the annual Qu'Appelle Valley Cross Country Classics scheduled for May 19-21, 1990. Last year everyone had a FUNtastic time. For a \$50 entry fee, we provided \$1000 in prize money, hang driver prizes, free steak dinner, free breakfast, free beer & dogs at a beach party, and free retrievals from any flight. The competition was open to all hang levels with spot landing, duration, and cross country tasks. We lost a lot of loot putting this on, but it was worth it. This year, we are trimming a few items so we will break even. There will be \$800 cash plus prizes up for grabs in the spot landing, cross country, and hang driving competitions. We are still supplying a free steak dinner and refreshments for the beach party. Retrievals will be supplied at a cost of \$5 for flights under 25 miles and \$10 for flights over 25 miles. For information, call Vince Idone (204) 885-5871.

The competition committee is also planning a **TOWING NATIONALS** which may take place in a year or two. In order to prepare for the Nationals, we are hosting a trail competition this summer and would like pilots and winches from ALL provinces to show up at our tow site. We will be sending out more info later, but for now it looks like it may be sometime during the first 2 weeks in June 1990 for 4 days. We already have interest from the guys in

Saskatchewan and Alberta. For those pilots who do not tow, Prairie Wind Flight School will be offering a towing course for those who show up 5 days or two before the competition. The course will use the ATOL platform launch technique and includes your own tow bridle, books, and 4 tow flights! Contact Barry at Prairie Wind if you would like to learn to tow (204) 254-4056

Prairie Wind Flight School in Winnipeg is now being operated by myself. I am purchasing the school from Douglas Beckingham who was too busy with work and family commitments to continue. I thank Doug for all his effort in running the school/dealership for the past few years. I

have very ambitious plans and hope to double our club membership this year. Our club has dwindled due to members moving to the mountains (4 this year!) I am already planning numerous small shows, air shows, and flying demonstrations. We will even be featured in flyers and TV commercials this summer. We are turning into stars, especially after our special feature on CBC's Breakaway and the newspaper articles last fall.

Well, that's all for now. We hope to be flying by the end of March as we didn't get much snow this year (only a few feet). We hope to see YOU flying the prairies this summer at one of our meets

Barry Morwick

## Meteorology in Action

By Stewart Midwinter

These winter days, there's not much flying on, so rather than being out in the weather, we have to be content with just watching it. Today was a case in point.

We know that winter air is usually stable, due to the lack of solar heating of snow covered ground (plus at this latitude the sun's so close to the horizon most of the radiation is absorbed by the longer path through the atmosphere or it reflects off the snow), but in Calgary there's another reason.

In the winter we often get Chinooks. Before they arrive at the surface, the warm air sometimes spends several days passing uselessly overhead (who cares if passing

airplanes are warmed?), while we freeze down here in a pool of frozen air. Worse, because warm air above is the definition of an inversion (read extreme stability) all of the industrial and automotive pollutants clog up at the interface between the air masses, cheekily reminding us of what we're remissing.

We know unstable air masses promote mixing of the lower atmosphere. A thermal may be just Gaia's way of moving some lower-level pollen and bug-laden bubble of air into the upper levels where passing winds can distribute the material over a wide area, the better to propagate various life-forms. (This leads to the obvious question, does Gaia intend that glider

pilots caught up in these rising bubbles should also be sent as far as possible from the original location? If so, then by flying open distance—and never returning—you could be fulfilling some cosmic plan!)

Back to the point at hand, stable air masses tend to resist mixing. So warm air overriding cold air doesn't have an easy job getting down to the surface; it has to slowly erode away the frigid air, like a ski-grooming machine on a frozen mogul field. This frustrating process can take days, especially if the upper winds are not strong, or there is not a strong pressure gradient between the oncoming maritime air mass and the departing continental polar air mass.

This warmer air surfaces in a unique and subtle way. Rarely as sudden and as well marked as a cold front, more often it slips in to town invisibly. You notice on your way out to lunch that 'sit' is a lot warmer than it was in the morning. Today was a day just like that.

After an overnight low of  $-24^{\circ}\text{C}$ , I was relieved to hear that this morning's temperature was only  $-7^{\circ}\text{C}$  at the airport. That meant I could ride my bicycle to work instead of fighting for standing-room-only on a overcrowded bus. Still, the back streets were icy, the air felt rather cold as I rode in, and the wind was lightly south, not west at all; obviously the Chinook hadn't hit the town-centre yet.

By afternoon, we were under the influence of warmer air. The traction was now much more improved on soft mushy snow, and I soon zipped open my jacket as I rode. I basked in the evening sky's glow as I crossed as an elevated bridge over the Bow river. Then a sudden change.

Descending to ground level, and passing toward the base of the Sunnyside hill, I passed onto a stubborn pocket of cold air, firmly wedged in between the river and the hill, and held in place by the many trees in the residential area. The tender caresses of the initial arrival of the Chinook had failed so far to convince this patch to move on. It would take more time, or blast from the descending wave winds, to diffuse this recalcitrant bubble.

Inside the colder air, the temperature was five or six degrees chillier. Within seconds my flu-weakened body was urging me to zip my jacket closed again. Some 200 meters later, I reached the base of the hill and commenced to climb to the top of the 50m-high slope. Partway up I rose above tree height, and soon after I began to feel warmer. "Could be just the slight exertion" I thought. The proof would be at the top. If the Chinook really had just missed this neighborhood as it passed by, then it would be windy at the top. Sure enough, when I finished the climb, I turned and could see the flags fluttering a kilometer away SAIT: a steady yet barely moderate breeze.

As night set in, it continued to warm. The last remnant of the colder air slipped off unnoticed, unthanked and unloved into the dark.

END

Prairie wind flight scholladd

## USHGA Insurance & Membership

For those of you who join the USHGA for membership and insurance you should be aware of the following;

### FOREIGN RESIDENTS:

USHGA members residing in foreign countries are **ONLY** insured while flying within the borders of the U.S., U.S. properties, (ie Virgin Islands, Guam, Samoa, Puerto Rico and the Northern Marina Islands) and Canada.

This means that if you go away on a flying vacation to, say, Mexico, Australia or Europe, you will **not be covered** under the **USHGA insurance policy**.

The **HGAC insurance policy** on the other hand, apart from supporting your national association, covers you

**WORLD WIDE.**

Worth thinking about eh!



# Ontario Hang Gliding Association

Somer set Maugham once said "Only a mediocre person is always at his/her best." I suppose what I get from that, other than the satisfaction of knowing that other people must have off days, is confirmation of my belief that the "all or nothing" philosophy is bull shit and perfection is rare and progressive. That is, it's OK to go ahead and do our imperfect best. We'll get it right yet.

The history of flight and certainly hang glider is testimony to that theory. Lillianthal and our days on the early Rogallos were riddled with imperfection and off days. Still, here we are being birds beyond his/our wildest dreams.

I was taken back to thoughts of those early days by a trip to the Dominican Republic over Xmas. I was drawn there by reports of beautiful unspoiled natives, beaches, and coral. This was a family holiday with the three girls and Janet in tow (more on towing later). Our local contact was Mark Fernandez, head of Watersports at Jack

#1 Horse picture

## OLD DAZE AND NEW

Tarr Village and a former student who offered the use of his Polaris and facilities.

The people etc. exceeded expectations. We had a fantastic holiday. The few days flying were right from the history books. Beginning with Mark showing me this flying site near my hotel, a little undeveloped lot above Hotel Cofresi. It's solid wires and buildings and trees all the way along the bottom. And the landing area is a 6-1 downwind glide. Lord help you if you ever lost lift. He talked to me about a flight he made tandem with a guy from Florida at this site in which the guy flew with several of the crew there. He soared this 150-200' ridge. He was gliding with this guy and the bottom falls out, they hit a hole, whatever. They streak downwind narrowly missing the tops of the hotel, rotor ing up and down across a tree area followed by a rocky beach with surf breaking, across a river and a barbed wire fence to the rock strewn landing area, which they made with inches to spare! I'm finding all this out from him after the fact, by the way. I am being counselled to fly from a place at which he's nearly gotten killed. But they, it was close and soarable.

His glider had been damaged when it fell down the side of a mountain on the back of a burrow, leaving both items slightly the worse for wear. The third world fix on the trailing edge and lockups was also reminiscent of earlier times.

We concho (Dominican slang for motorcycle/scooter) along the coast from this 2 on the reliability scale, maybe 1, maybe 0 as a flying site;

over to a series of 5 knolls, ranging from 100' to 450'. Facing the ocean with huge landing plateaus sans stones and very low cliff to the ocean. These were a 9 on the scale. However, it meant walking the glider across that rocky sand beach, across the end of the river, up over the barbed wire fence and then up the hill. Hell, it was just like the old days.

In spite of the bushwacking, Mark and I enjoyed several glass smooth flights, but what a workout! We talked about how he might be able to cart wings in and up the hill on a two wheeler or concho with a trailer. The place has fantastic potential.

Then another day we go to the mountains to fly with a crazy/great (he drives/attacks with the horn and the third finger in constant use) full-of-life, french paraper. Lush vegetation, gorgeous scenery and

#2 paragliding

beautiful (friendly personified) people abound. We climb by Dominican 4X4 (long ears and hee-haw), which for me was almost more work than walking. Chocolate trees, coffee beans, rice paddies and groaning groins were firsts for me. The flying was old hat. Go like mad from predawn to post sunset for two 5 minutes led rides. Great stuff. Once.

#3Truckonice

Meanwhile on the home front, here amid the ice and snow, we have tons of air time to show. Ice towing (tire studs are a must) has been fantastic this year. What a super way to experience a first high flight. Clear crisp granite air over an infinite smooth landing area awaited those students who braved the cold. Tandem is such a welcome way to transition to altitude from the low hills syndrome. In this month since returning from paradise we have logged 14 hours air time; 80 flights (about half tandem) over six days. Many of the guys went to 2000' + on their first or second solo tow.

It has taken twenty-four years for towing (towing hang gliders predated foot launch historically and personally) to get to where I'm happy with it. It seems now we're almost there. It was worth the wait. Who am I kidding, it was always great! *Hasta luego.*

#4Closeupoftruck

#5gliderontow

Michael Robertson  
HIGH perspective  
Skysailing School

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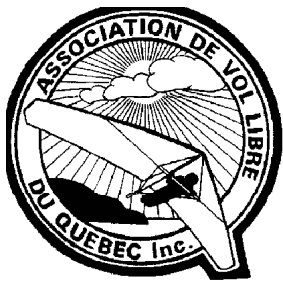
## **MANITOBA TOW MEET**

*(Pre-run for the proposed 1991 Canadian Nationals)*

On June 8-11th 1990, Manitoba will be hosting a Tow Meet. This is a preliminary meet to the proposed 1991 Canadian Nationals. We require attending pilots to bring their own towing systems (as would be required for the '91 Nats). An ATOL training course will be available the week prior to the competition and each morning during the competition. Contact Barry Morwick for more information at (204) 254-4056.

Note: The success of this meet will guarantee a towing Nationals in the prairies in 1991, so please plan to attend.

**Proposed 1991 Canadian Nat's: June 22-July 1, 1991, Winnipeg, Manitoba.** Truck and aero towing. Towing courses before and during competition. Contact Barry Morwick or MHGA for more info.



# ASSOCIATION DE VOL LIBRE DU QUÉBEC Inc

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Update

## 1990 Canadian National Hang Gliding Championships

Mount Yamaska, near St-Paul-d'Abbotsford, Quebec.

### The Site;

The 1990 Canadian National Championships will be held at Mount Yamaska, near St-Paul-d'Abbotsford, less than an hour drive east of Montreal. This mountain, reaching heights of 1320 feet, stands by itself in the St-Lawrence valley.

At this time of the year, cross country flight conditions have settled in. Main winds from the west and peak thermal activity occurring between 11 am and 4 pm.

The facilities of the two local clubs will be available for the meet. Pilots will be able to use many launches (S, W, NW, N, NEE, E), all reachable by road, and almost as many landing fields (five).

### During the meet;

The meet starts Sunday, June 24th and ends Sunday, July 1st. Transportation to the launch is included in the registration fee, but retrieval is not, though arrangements with local non-competition pilots always remain possible.

Tasks will consist mainly of speed to goal, triangles and out and return's depending on conditions. Scoring will be done according to the system adopted by the HGAC, March 1990.

During the week, one or two BBQ's will be organized. Restaurants nearby (a few miles away), a mobile canteen at the landing, and the closing banquet, of course, will offer a glimpse of the *Gastronomie*

*québécoise*.

### Requirements;

Registration fee is \$125 if mailed before June 1st, 1990 and \$150 otherwise. Cancellation cost \$25 before June 1st, 1990 and no refund past this day. A maximum of 10 pilots per province will be accepted, until total number of Canadian pilots reaches 45. In addition, 5 foreign pilots will be accepted.

Proof of insurance, provincial affiliation and Canadian rating III or more will be required on-site. Competitors will need a 35 mm camera.

Pilots who register in advance will be sent a documentation package including information about the scoring system, a list of possible tasks and tourism information brochures.

### Accommodations;

The nearby town of Granby (15 km) offers a variety of hotels and motels, with prices ranging from \$30 to \$65 per night per person. There are 4 camping grounds 5 minutes from the mountain and club house, with a total capacity of more than 200 transient visitors, costing from \$7 and \$16 per day for a site (without facilities).

If you need to know more contact;

#### Robert Boileau

(514) 695-1635 (home, ans mach.)

(514) 333-8420 (work)

#### Grégoire Guillemette

(514) 766-9142 (home)

(514) 399-8415 (work)

#### Jac in the Dupuis

(514) 525-2958 (home, ans mach.)

## XC FLIGHTS in CANADA

A Summary by Vincene Muller

1989 proved to be an excellent year for XC flights in Canada. The ATOL systems used in the prairies were the launch sites for many long flights. However, a new site in BC, Clinton, provided Vancouver pilots with +100 mile flights both north and south.

Will Miller flew 206.8 miles in May launching from a tow system just north of Calgary. The flight was fast, taking only 5hr:40min. Launch time was almost 3pm and landing after 8pm. Will also flew 168 miles a week later. Alex Bahlsen (162 miles) and Stu Cameron (159 miles) launched from the same system, the same day.

Up in Northern Alberta, Steve Preboy had flights of 184 miles; 137 miles and 108 miles from the tow system. Steve and Doug Litzenberger (161 miles) had their longest flight at the Camrose Meet in May. Saturday of the meet saw many pilots have personal best XC flights (two tow systems were used for the meet).

Still in Alberta, Alex Bahlsen (141 miles) and Stu Cameron (102 miles) had the longest foot launched flights from Cochrane for 1989. Alex's 141 miles was also the longest foot launched flight in Canada for 1989.

Towing Gave Mike Reibling of Regina his longest flight at 120 miles and Jeff Leach foot launched from Piepot, Saskatchewan for 102.5 miles.

*continued on page 17.....*

## 1990 COMPETITION AND EVENTS SCHEDULE

- Mar 2-4 **1990 HGAC AGM.** Winnipeg, Manitoba, at Sport Federation Building, Board Rm A. 1700 Ellice Ave. (near the Airport and Hotels). Contact Mia Schokker (604) 854 5950.
- Mar 31-** **Van-Fraser XC Meet.** Mt Woodside, Agassiz BC. Held over 2 weekends. (Apr 21-22 rain days) Entry Fee \$25. Contact Randy Haney 731 4899 or J C Hauchecorne 872 1756
- Apr 8** **Savona Easter Meet** Open XC 1st day, race 2nd, 3rd day. Not quite a cash prize! Entry fee \$25 Contact Brent Voweiter at @376 7093
- Apr 21-22 **Creston Fly-In.** Free beer (all you can drink). Contact Mike Cook 427 5471
- Apr 28-29 **The Not So Great Race.** Race to Vernon and back. \$1000 prize. (More pilots, more prize money down the standings) Entry fee \$50. Hotel rooms \$10 at Lumby Hotel 547 2100. Contact Leo Salvas 547 2422, or Peter Warnes 547 2169
- May 5-6 **Elko Fly In.** Contact John Howard, Box 1352, Elkford BC V0B 1H0. tel (604) 865 7632
- May 12-13 **Camrose Fly In.** Wetaskewin, Alberta. Meet for all levels, Contact; Steve Preboy (403) 382 8410 or Rick Miller 461 3592
- May 19-21** **Club Challenge Cup.** Clinton, BC. Contact Randy Haney 731 4899
- May 19-21** **Qu'Appell Valley XC Classic.** Melville, Saskatchewan, \$50? XC Open Distance, Distance to Goal, Spot & Duration. Level 1-IV. If not soarable, prizes for duration, by all levels, and class of glider. \$1000.00 in cash prizes. Free refreshments and steak dinner at beach party. Retrievals available. Saturday morning breakfast meeting 8:30 AM at Cedar Cove Resort (South of Melville) Contact Vince Idone (204) 885 5871
- .Jun 9-10 **Salmo Fly In,** Salmo BC
- Jun 16-17 **Elkford Fly In.** Elkford BC. Contact John Howard; (604) (604) 865 7632
- June 24-** **1990 Canadian Nationals.** Mount Yamaska near Montreal. Contact Robert Boileau, 514-695 8420 home or (514) 333 8420 work
- July 1** **18th Annual Cochrane Meet,** Cochrane Alta. For all levels of pilots, XC, towing and target landing, \$35 in dinner, retrieval. Contact Willi Muller (403) 93267601
- Jun 23-Jul 1 **Owen's Valley XC Classic.** Contact Tom Kreyche, 855 Waller St. #5 San Francisco, CA 97501. tel (415) 621 4359 evenings
- Jun 29-Jul 2** **B.C. Provincials.** Youbou, Lake Cowichan BC, Fee \$25.00 XC tasks. Swimming boating and camping nearby. Contact Les Sainsbury 727 3819 or David Palmer 727 3819.
- Jul 8-14(?) **Chelan Classic.** Chelan, Washington. Open Distance XC. Hang 3 required. Contact Richard Gilmore, 7049 34th NE Seattle Wa 98115.
- July 15-21 (?)** **2nd Annual Golden XC Open.** Contact Ron Bennett (403) 246 6624
- Jul 16-29 **Pentathlon Alpine Cup.** Kossen/Tirol W. Germany \$55 per team
- Jul 28-Aug 5 **US Nationals.** Dinosaur, Colorado. Entry fee us\$325 (us\$275 before July 1st) us\$100 secures spot. Contact Christine Reynolds, Box 281, Conifer, Colorado, 80433
- Aug 4-6 **Salt Spring Fly-In.** Salt Spring Island. Fee \$40. Level II-IV. Tandem flights often available for students! Balloon challenge! Fun Triangletasks. Prizes for all levels. Contact Les Sainsbury 727 3819.
- Aug 4-6 **Moose Mouse Daze.** Sicamous BC
- Aug 11-12 **Grouse Mnt Invitational Fly-In** Fun fly-in for Grouse Mnt Flying Team members and approved guest. No entry fee, free party at top. Video's of take off's and landings. Contact Steve Best (604) 985 8521
- Aug 11-12 **Lakeside Fly-In.** Invermere BC. Level IV-V
- Aug 25-26** **Vedder Meet.** Vedder Mtn, Fraser Valley. XC orientated. Entry Fee \$25 Contact Randy Haney 731 4899
- Sep 1-3** **Clinton/Cache Creek Team Meet.** XC tasks. Fee \$25 Contact Barry Bateman (604) 533 4456.
- Sep 1-3 **Montreal Interclub Invitational.** 3 clubs at the 2 best mountains in the Montreal area. 360 degree takeoff, \$1000 in prizes. \$10 fee. Contact Jean Poupart (514) 984 6753 or Daniel Ouellet (514) 443 0295
- Sep 15-16 **Can-Am Meet.** Black Mt., Washington. U.S. host this year. For more info contact Randy Haney 731 4899
- Sep 10-16 **17th Annual Telluride Hang Gliding Festival.** Aerobatic competition. Entry US\$ 70 Contact: Telluride Air Force, PO Box 456, Telluride, Co. 81435. tel (303) 728 3475, or 728 4472.
- Nov 10-11 **Remembrance Day Fly In.** Trophy and occasional winnings. Contact Vernon HGC or Lumby Air Force, Leo Salvas 547 2422, or Peter Warnes 547 2169
- (Dates in bold indicate sanctioned points meet).

# Hang Gliding Association of Newfoundland

March 9, 1990.

Author: Alan N. Faulkner

Well you're all probably turning blue holding your breath what did Al tree topper/flying fish Faulkner, your intrepid "Birdman of Alcatraz Churchill Falls (oh well, same thing) do in Cow Country Canada. Well, eat your hearts out, I had a ball, met some incredible people, heard great stories, and listened intently to some of the most intelligent, hardworking, devotees of the fraternity of hang gliders and paragliders and paraglidettes.

I must confess my reasons for going on this sojourn were primarily to satiate my curiosity about certain things such as, truck towing and tandem flying. I came away from the A.G.M. with a boundless enthusiasm and a renewed commitment to soldier on in developing truck towing in Churchill Falls. All of the three pilots here in C.F. (me, myself and I) will be working on it. I sincerely believe that the Atol/truck towing (or likedesigns) is the great panacea of hang gliding.

Here is a system where if you basically have a mile or two of straight or relatively straight road (with a clearway on either side), a landing area, and a truck capable of travelling a maximum of 30-40mph, the actual winch system and a self release device, you effectively eliminate the requirement to beg, borrow or steal a four wheel drive vehicle to climb a remote mountain (that is if you can find one with a suitable landing area, takeoff area, etc.) get permission to use it or buy it, build a road to it or hike to it, wait for perfect winds, etc. etc. I'm told that with this truck towing system, you can take off with a crosswind, slight tailwind, in fact, any wind that you would feel perfectly comfortable landing in (as carrier landings haven't been perfected yet). You immediately (on launch), zip up to a safe altitude where you are instantly away from cumulo granite. An airspeed indicator on the hood of the truck lets the driver and yourself

know that you have the main safety ingredient "airspeed". Other towing systems slowly accelerate you to flying speeds so you are close to stall speed close to the ground, a deadly combination. Also the tow rope doesn't touch the ground, so it sustains less wear and can't snag on a bush or rocket etc. From what I could see or find out there is no need for a wire person. You need a nose person unless you have a "Lonestar" or equivalent which is a device that secures the glider and allows the pilot to self release.

I have been told that even people blessed with many mountains use the tow system to get airborne and then fly the ridges etc. thereby eliminating the need for access roads. Another side benefit is that if you haven't done your hang check, you know before you get to take off, because you'll fall on your face when you prepare for take off. You need training for driver and pilot and if you buy the Atol system, included in the price is a training session with Greg Dewolfe, using a tandem glider. Also Barry Morwick from the M.H.G.A. give tandem instruction as do many others, I'm sure. (check) The system ain't cheap but neither is a four wheel drive or a mountain road etc. Convenience is worth a lot too. Similar designs or copies are out there to for all you ambitious folks.

There are a few tow and paragliding videos floating around that you could buy, rent, beg, borrow or steal. Contact the HGAC for contact names and numbers.

I'm sure that Gary Fleming, (thanks for the tape of the Atlantic championship) will be excited, a good deal to take back to his Nova Scotian (a good place to be from) comrades.

Basically, you set up glider, mount it on a truck, hook up your glider, then truck accelerates, at appropriate airspeed you release and zoom up to altitude. Then for all of you that went to the dinner at the AGM will agree a big light comes into the cockpit and God says "YOU ARE ON

YOUR OWN, THIS TIME BUDDY! leaving a perfectly good truck dangled from a rope in expensive and difficult to obtain equipment with the expressed purpose of endangering life and limbs so that all your friends can call you crazy as the birds! And you have no reply, so naa naa nana na, good riddance. [Just joking]

I also got the skinny on Tandem towing which was generally agreed (by all those present at the A.G.M.) to be the future in H.G. instruction - as was aptly stated "the days are gone, of taking a person to the top of the hill and kicking them off with a "good luck and have fun and don't forget what I told you", because if fear holds them back or excitement/adrenaline blocks them mind, the negative possibilities are endless, but with a tandem instructor with you, you can get immediate feedback, not just well it sorta looked like you were SMOKIN DOWNHILL". 2 major leaps in safety, comfort and convenience have been made, tow and tandem training. So there you go, buoys and gulls grab it!

Another item of interest from the meeting was the proposed renaming of the association. Different reasons were given such as the inclusion of paragliding in the association and the French Generic name for hang gliding is VOLLIBRE or literally Free Flight. I suspect that hang gliding will always be called Hang Gliding, just like everyone calls small corporate jets "lear jets" because of the fact that they were pretty much the first popular brand.

One suggestion was for the Flight Association of Canada. Another, the Free Flight Federation of Canada. Also someone suggested we call a "horse a horse" and call it "The Flying Fools Federation of Canada" - the vote was real close! Une autre tite bit - paragliding is now a part of our organization this gives them insurance and an instant association plus the clout, plus the expertise included to bring in standards, etc to help increase safety and decrease government involvement.

We get more members, thus more clout and a warm feeling.

Since these type of organizations take a major output of effort and money by volunteers to set up and perfect, and any accidents with paragliders is bound to have a negative impact on the perception that the public has of dangle flying, we all benefit.

Personally, I believe that paragliding will become very popular and in certain areas, will outstrip H.G. in growth potential, depending on promotion and how training and safety is handled and promoted. It was interesting that 40% of the delegates at the A.G.M. fly Paragliders. A Paraglider weighs 4-8 kilos, folds into a knapsack and is very simple to set up and fly. On the down-side you are afforded a much smaller weather envelope i.e., winds must be gentle. Proper emergency training is essential. Paragliding is very popular in Quebec and is growing in the province of B.C.

A large step was taken towards gaining access to class D airspace at the meeting when Richard Roussin presented his completed air regulation examination. Hatsoff for a herculean task well done! This exam has a study guide and basically covers air regulation and air navigation orders for aircraft operating in visio meteorological (VMC) condition and visual VFR flight rules. Airregs are the basic rules - i.e. "you mustn't fly dangerous" while the air navigation orders are the nuts and bolts - i.e. defining what dangerous means. These are available along with visual navigation charts (VNC) and VFR terminal area charts. VTA and airman's information publication - (AIP).

Maps - Canada Map Office, 615 Booth Street, Ottawa, Ontario K1A0E9  
Books - Canada Government Publishing Centre, Supply and Services Canada, Ottawa, Ontario, K1A0S9

We were treated to a visit from Communication Canada (2 representatives). The first speaker explained the VHF aeronautical Band 108.0 - 138.0 and the situation with the H.G. frequency 123.4 (Flight Training and H.G. Channel) and the importance of transmitting only on assigned frequency 123.4, use of 121.5 international emergency frequency and monitor-

ing (if possible) of 126.7, in uncontrolled airspace. The second speaker explained the requirement for getting a "restricted aeronautical radiotelephone operators license" in order to transmit on this band. This license is a piece of cake to get. Basically, you learn the phonetic alphabet A-alpha, B-Bravo, C-Charlie, etc. and proper language and how to act in an emergency. Then you do a test. Communication Canada will even give examiner status to anyone who passes their exam so you could conceivably test your driver and issue their license right on the spot.

It was also noted that our organization is void of trophies for excellence and a good system for improving safety through awards etc. So, all of you wood-working types out there should consider making up some, and donating them. Think of it - instant notoriety, your own 15 minutes of fame! I can see it now, "The Al Faulkner Award for Flying Excellence" (with the implication that I will be associated with that lofty ideal).

I was pleased to hear of the temporary amalgamation of the two clubs at Mount Yamaska for the Nationals. Sounds like they've got a class set up their. (See Quebec section. Ed) Get this, "A chalet on launch and a swimming pool near the landing".

"Well buoys and gulls", as they say in Newfie. I lost most of my notes from the meeting when Blake Todd, President of the Manitoba H.G.A. had his truck stolen. So I'mt out fini!

Cheers, Your Pal  
Al.

Alan Faulkner

....continued from page 14

Danny Ouellet had the only +100 mile flight in Quebec with 104 miles from Yamaska in April (the first long flight in Canada for the year).

Back in BC, the Clinton site, pioneered by Rick and Real Begin was used for the "Club Cup" in May and the "Team Meet" in September. Randy Haney just missed the 100 mile mark in May, landing short of Falkland for 98.2 miles. In June, J.C. Hauchecorne flew 108 miles from Clinton south past Merritt and together with Martin Henry, 126 miles north past Williams Lake.

The meet she'd in Golden did not produce +100 mile flights however there were many long flights. A list of +100 mile flights by Canadians originating in Canada shows that Golden, Clinton and towing produced the longest flights in 1989.

BC pilots travelled down to Chelan, Wa, for the "XC Classic" once again and many recorded +100 mile flights, some for the first time. The list includes Dan Fabian, Michel Laberg, Guy Reynolds, Gord Murphy, J.C., Mike Harrington and Stu Cameron.

Stewart Midwinter read the new Sporting Code and practiced flying the new speed around a course tasks. Stewart had several out and return and triangle flights from Golden last summer. Hopefully more pilots will submit triangular and out and return courses in 1990.

Rod Regier sent in XC flights from Newfoundland. He said that unlike the prairies where a single mild thermal in a breeze might earn a pilot a 20-30 km flight, Newfoundland XC flights greater than 6 km required the traverse of 4 km of wilderness, above a wild canyon and crossing the mighty Hunter river. Van Sheppard flew all of his 94 km without either a vario or altimeter.

1989 produced 16 flights over 100 miles, more than doubling our previous best years of 1984 and 1987 with seven each. The difference being the 9 tow launched

continued on page 20....

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**cations), Vacant.**

Stewart Midwinter had been acting on this position. No changes are to be reported.

**Certification/Technical Stewart Midwinter.**

No changes are to be reported.

**Competition, Mike Cook.**

Mike reports that we had an active competition schedule in 1989. We also saw the establishment of a points meet in the East: the Montreal Interclub Invitational. Last year competition points have been awarded and forwarded to the committee for approval before publishing. A proposal for a new scoring system has been worked out by a member of B.C. and will be discussed under new business.

**Instruction, Michael Robertson.**

Michael just reminded us that reports from all instructors in Canada are required. Requests have been mailed to the provinces. He would also like to have information on anyone teaching paragliding.

**Insurance, Kevin Thompson.**

In 1989 the province of Alberta has been added to our insurance plan. The province of Ontario had their own insurance plan, this will also be the case in 1990. Kevin urges the province to mail in the insurance dues as soon as possible, do not wait till the end of the year. Names of the pilots are also required. It was also noted that thanks to Kevin, all pilots were entered in the computer individually this year.

**National Newsletter, Barry Bateman.**

Articles are always needed urges Barry. The provinces could save some money, if the HGAC had the newsletter printed in bulk.

**National Parks, Stewart Midwinter.**

A new director is in charge of the National parks and the director is not in favor of flying in National Parks. The direct result is that the program is under review again.

**Paragliding, Pierre Laplante.**

The committee met several times during the year to establish a paragliding rating and instructor ratings systems. A bank of

questions have been proposed to serve as the basis for the exam.

**Ratings, John French.**

John prepared a report, but unfortunately it was in the back of the Blake Todd's truck that was stolen the previous night. A oral report was submitted by Alan Faulkner: The new air-regulation exams will be available shortly as will the new level IV exam.

**X-C Records, Vincene Muller.**

A complete list of FAI Badges requirements for hang glider pilots is now available. Observers are needed all across Canada. Applications for observers and the FAI sporting code can be obtained from Vincene. Please note that a sporting licence is needed for pilots wanting to set records and obtain badges. These applications are also available through Vincene. (\$10.00)

**Safety, Fred Wilson.**

Fred is happy to report that we had no Fatal Incidents in 1989, unlike in previous years. All pilots are encouraged to file a report, when an incident occurs. This will keep all information current and accurate.

**Treasurer, Martin Polach.**

Martin reports that we are still in the black after paying our insurance deposit premium and the membership dues to the Aero Club.

**World Team Fund-Raising, Martin Henry.**

Martin reported that a total of \$12,000 was raised in 1989. The 1989 Canadian Team was sponsored by the largest fund-raising project in the history of the HGAC.

**New Business**

After the committee reports it was time to go on the new business items. About fourteen new business items were to be discussed.

**1991 National Championships.**

No official bid for the championship have been received. The province of Manitoba has been thinking about a town nationals. A trial tow-meet will be organized in June this year. This will serve as a trial run for the Nationals. The tentative dates for the tow-

Nationals will be June 22-July 1, 1991.

**1990 budget:** - no changes in the budget fee structure.

**Student membership:** Every pilot should be made aware that student membership is available in all provinces. This will help boost our membership numbers.

**Ratings:** Richard Roussin has developed a study guide for the new air regulations and level 4 exam. A copy will be mailed to every provincial association. It will be available to all pilots on request AT NO CHARGE.

**Communications:** The dial com network turned out to be more expensive than expected. Mailing computer disks may be a better way to send articles to the National Newsletter. The president will be monitoring the situation.

**Aero Club.** A new sporting code for hang gliding has been processed and new records are now available.

**Newsletter.** The newsletter will be mailed in bulk to all provinces to ensure regular distribution to the members. Direct circulation to members may not be too far in the future.

**Life Insurance:** Benoit Tremblay has put together a life insurance proposal. It will be mailed to the provincial bodies at a later date.

**Competition:** Martin Henry with the help of other competition pilots put together a new meet level requirements and meet scoring system. After a brief introduction to the system and a question and answer period, the proposal was unanimously accepted. It was also accepted that all provinces in Canada follow the example of the province of B.C., where \$5.00 per pilot in a sanctioned competition is collected and donated to the world team. The August long weekend is now designated as a National Fly-In Weekend, to promote the sociability between pilots.

**Safety:** The USHGA safe pilot award is a newly developed program, which recognizes pilots that have a certain amount of

flights without incidents. Fred will be working out the details on a similar program for the Canadian Association. Start counting your safe flights from January 1st, 1990.

**ASQA:** This year again the ASQA made an application to the HGAC, to be recognized as a second Quebec provincial Association. Our constitution and By-laws do not allow the HGAC to have two provincial associations from one province

**Instruction:** It is possible for a province to have more than one senior instructor, if the need is called for.

**Ratings:** Richard Roussin introduced the new level III exam (air-regulation only) and a new level IV exam. A question bank for study material will be available shortly from the provincial association.

**Paragliding ratings.** One license was proposed as a paragliding rating (In hang gliding we have 5) the paragliding committee has put together 100 questions which contain;

1. air regulations
2. meteorology
3. rules of the air
4. flying techniques
5. Paragliding materials

To obtain an interim paragliding rating the pilot has to have:

1. 30 flights from 3 different sites.
2. The written exam has to be passed with a 65% or better score
3. A flight test is required (as the practical portion)

When an active paragliding pilot applies, the flight test will be waived if he/she applies before September 30, 1990.

A \$5.00 examination fee will be charged. The results are to be mailed to John French. Pierre Laplant will extend an invitation to accept nomination of 2 paraglider pilots from each province to his committee.

In the evening we attended the banquet hosted by the Soaring Association of Canada. Stewart accepted the Paul Tissandier award on behalf of Cliff Kakish from Bob Carson (pres. Aeroclub). This is an

international FAI award, presented to a person that has made an exceptional contribution to the flying community. HGAC, FAI and Aero Club of Canada Certificates of "Appreciation for Valuable Contributions" were awarded to; Richard Roussin (for developing the Air-regulation exams and a question bank), Martin Henry (for his fund raising efforts) and Barry Bateman (for keeping us all informed with the help of the National Newsletter).

With excitement we all listened to a presentation by Vera Dowling, a long time pilot and aerobic instructor. During World War II and some time after, she worked as a test pilot for several manufacturers. She told us of some terrifying moments that she encountered in her early flying years. (late 1930-1948).

Day 3

**Level V applications.** Mark Tulloch and Martin Henry were awarded their level V rating. Due to a shortage of time 4 applications were postponed till a later date.

**Venue of the next AGM.** The AGM will take place at the same place and time as the AGM of the Aeroclub of Canada. The particulars will be announced at a later date.

**Elections.** As you may have been aware, Stewart Midwinter resigned as president. He has been the president for a number of years (5 I believe). He felt that it was time for a change and that he could not commit to the time the position requires because of family and work commitments. He will also be out of the country for an extended period this year.

On behalf of the directors of the HGAC and the entire membership, we would like to thank Stewart for all the hard work he

has done, to bring the association up to where it is today.

A directors meeting will take place one day before the Canadian National Championships in Quebec. The exact time and place will be available at a later date. On another note, the Quebec Money Meet that was going to be run by the ASQA has been cancelled and both organizations (ASQA & AVLQ) will be working jointly on the Canadian Nationals.

The afternoon was left open for the director to stop and participate in different areas. Some had to leave early to catch flights and some had a long drive ahead of them. But for the people that had some time on their hands, the Aeroclub was holding their AGM and the Manitoba Hang Gliding Association were going to demonstrate the ATOL towing system.

Fred Wilson attended the Aeroclub AGM and will be reporting on the proceedings at a later date and a group of 10 people drove out over the Manitoba flats to see a demonstration of the ATOL towing system. A few brave souls, Doug Beckingham, Stewart Midwinter, and Martin Henry, were towed up into the cold skies (-8°C and sunny, wind chill factor of -28°C) Barry Morwick took Alan Faulkner, Janet Moschard and Maryse Perron tandem.

We would like to thank Barry Morwick and the MHGA for their time and patience to explain the towing system to us. The pilots not familiar with the system acquired some good first hand knowledge of how it works. If it was not for time running out, a few more people would have taken to the skies, irregardless of the cold weather.

#### List of HGAC Directors:

President: .. Martin Henry	Competitions: . J.C. Hauchecorne
Editor: . . . . Barry Bateman	Safety: . . . . . Fred Wilson
Ratings: . . . . John French	Instruction: . . . Michael Robertson
FAI: . . . . . Michael Robertson	Paragliding: . . Pierre Laplante
Insurance: . Kevin Thompson	Airspace: . . . . Stewart Midwinter
Treasurer: . Martin Polach	X-Crecords: . . Vincene Muller
Vice-Pres: . Mia Schokker	

.....continued from page 17

flights. J.C. logged a total of 2920.5 km in 1989. In Canada he flew 1650.9 with the balance in Brazil and Chelan, Wa. Willi Muller had a total of 2145 km with 1832.5 in Canada, the balance in Switzerland.

Paragliding is growing slowly in Canada. From Para West, Whistler comes word of a visiting Swiss pilot who flew the triangular course there last summer. Two pilots from Quebec sent their XC flights in this year, Richard Noel and Eric Meunier. Richard represented Canada at the World Championships in Austria in 1989, however due to the poor weather conditions the meet was called. Richard flew 4hr:15min on the small ridge at St-Nicolas in Quebec City and two flights over three hours at Mont St-Pierre. (Total air time for the day was 6hr:30min!) Eric had his XC flight at Yamaska.

1990 looks very promising with pilots already talking of their personal goals. Hopefully we will get some longer paragliding flights to report this year.

Graphs produced by Stewart Midwinter

## PRESS RELEASE

### CANADIAN OUT-OF-COUNTRY RECORD

Stuart Cameron of Cochrane, Alberta has filed for the following Canadian record:

#### **SPEED OVER 100km OUT AND RETURN.**

The flight, which averaged 22.5 km/hr, took place during the Flatlands Tow Competition January 22, 1990 in Australia.

Documentation was verified by Official Observer, Steve Blenkinsop and Denis Cummings, FAI Coordinator in Australia. Completed documentation was submitted by the Australian Sport Aviation Confederation.

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Group standing in snow with glider

.....continued from page 7

of Marchand I can publish the results soon. As for the competition schedule, the following dates are not as complete as they could be. Nevertheless with Barry's help we were able to come up with something that should give you some indication of what will be happening and when. I would like to be a more accurate competition information source but that cannot be done without your help. If you are organizing a meet or fly-in send me the particulars on an event ASAP. It should be pointed out, that if an event is to be a sanctioned meet, the competition must be announced (by phone or by a letter on Barry's or my desk) four weeks in advance. I am looking forward to the coming competition season. I know it will be challenging and exciting. I think the aforementioned changes in the competition points formula will reactivate our competition spirit. We all realize that no matter how good a system is because our sport changes constantly we have to adjust our formulas in order to stay current. If you have ideas on how to make competition more fair or exciting please contact me. There is always room for improvement!

The group (of idiots?) at the MHGA towing demonstration

Jean-Claude (JC) Hauchecorne