



# NATIONAL NEWSLETTER

JUNE 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	14	0
→ ALBERTA	14	0
→ SASKATCHEWAN	9	5
→ MANITOBA	9	5
→ ONTARIO	12	2
→ QUEBEC	11	3
→ NEWFOUNDLAND	8	6

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## EDITORIAL

For the pilots living in the west, the most important piece of equipment this year must surely be the "umbrella". I have never known it to be so wet. So far most of the competition have only had 1 valid day

at most and the free flying has not been much better.

Martin Henry is breathing a little easier now that the month of May has past. He has been waiting for the dreaded phone call from Willi Muller to inform him of his 200+ mile flight, but so far he's been spared that agony. Mind you, next year the call might come from Willi's son, Chris. (See article inside Ed)

I have been hearing reports of good flying back in the east with a couple of 100+ mile flights. Looks like we may be in for a good National if it keeps up. Don't forget the dates, June 24 thru July 1st.

Talking of Quebec, it seems that they still haven't sorted out their Provincial problems yet. I know here in the west that we wish they would sort out their differences so that we can work together towards a stronger hang gliding community in Canada. I hear that Martin Henry has been in touch with both groups concerned so let's hope something will be worked out in the near future. (I must apologize to the French speaking pilots about the lack of French in the last

*couple of issues, I've got to track down a translator, maybe J.C. Haunch once when his finished the competition results.)*

Let's keep those articles coming in, there should be lots to write about when the weather gets good. (?)

Safeflying  
Barry Bateman

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Left. Your Editor.



# HGAC

## President's Report

### President's Report:

"There must be some kind of a mistake" I leave the room for five minutes only to return and find I have been named President! The honor, the prestige, the glory, (well maybe) I've have to stop getting into this volunteer stuff, it's starting to affect my flying!

Before I ramble much further, I must give a heart felt commendation to the fine work done by my predecessor Stewart Midwinter.

We should be thankful Stewart has given so much to our sport over the last few years. Very few people appreciate the behind the scenes efforts made by this hard working individual. Stewart's ability to communicate with and understand the government is an asset the HGAC will sorely miss.

As the HGAC's new president I would like to introduce myself by explaining some of my objectives and ideas I bring to the HGAC.

First, my personal commitment. I am here to oversee and help direct "our" organization, it is the responsibility of the membership to make sure things get done. As a volunteer I have just so much time to commit, flying means more to me than pushing paper for the HGAC so from April till September count on the "gone flying" sign to be hung up. After the flying season I will enjoy getting my teeth into the HGAC projects.

### HGAC Projects:

#### AIRSPACE:

Access to "Class" airspace in my opinion is a right not a privilege. This "right" does not come without responsibility. In order

that we may have access to the airspaces so many others enjoy it is necessary we understand and comply with the regulations that govern airspace.

Presently the regulations governing our sports access to certain classes of airspace are found to be unfair. This unfairness stems from the government's lack of understanding of our sport, if we improve this awareness regulations can be changed.

It will be our responsibility to prove to Transport Canada we deserve the right to have class airspace access. The new HGAC airspace exam is the first step we all must take to prove our commitment.

The quality of this exam will also encourage the government's commitment to our self regulated status.

#### PARAGLIDING:

Remember the good old days when life was simple (and gliders didn't have batteries!) Flying was a five minute glide that could produce hours of conversation at the bar at the end of the day.

The problem with Hang Gliding in the last few years has been this tendency to become overly complicating thus reducing the free spirited appeal of the sport. Well Paragliding has sparked that long lost enthusiasm.

The HGAC should and will accept with open arms our new winged brethren. By sparking growth both our sports combined will create the numbers it takes to get recognition from the government.

The HGAC has accepted Paragliding into our organization, it may be time for a name change. How about the Free Flight Association

of Canada (FFAC), Association de Vol Libre du Canada (AVLC, remaining the same). How about some suggestions from the membership.

By the time summer is over I expect to have tried this new way of flying.

#### RATING SYSTEM:

The long awaited level 3 Air regulations exam and the updated level 4 exam should now be available thru your provincial association.

A special word of thanks goes out to Richard Roussin (the author of the new exam) for a job well done.

The HGAC Paragliding exam should by mid summer be available in both a French and English version. (Thanks to Pierre Laplante of the Paragliding Committee)

For further information regarding exams and ratings contact your provincial associations ratings officer or John French HGAC ratings chairman.)

#### SAFETY:

With the long hot summer soon to be upon us, comes the height of the flying season. Everyone should be careful not to let enthusiasm cloud your judgment. I hope we all enjoy a long successful season.

#### COMPETITION:

J.C. Hauchecorne has been working hard to improve the present competition system. A information package has been produced and mailed out to all competition directors informing them on the latest changes.

Reduced entry numbers and a more refined points allocation allows provinces with small numbers of competition pilots

the opportunity to unvalid points meets.

In Closing:

In closing I would like to congratulate Chris Muller (yes related to Willi Muller) for what may be youngest pilot in the world to break the 100 mile mark.

Chris (age 14) flying a Wills Wing 146 HP-AT on May 21st flew 101 miles in Alberta. No word on where dad landed. (Brings new meaning to the saying "chasing after the kids!") Great flight Chris, but do you have to make the rest of us feel so old?

"Gone Flying"  
Martin Henry  
President HGAC

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**\$1000  
for a  
One Mile  
Flight**

Seems like a dream eh!, to earn \$1000 to fly just one mile but that's just what Randy Haney earned when he took first place in the "Not So Great Race".

Day one of the contest, which was put on by the Lumby Airforce, found the 10 pilots entered in the competition standing on top of saddle Mtn which overlooks the town, praying for the wind to abate a little. The competition, which consists of a race to Vernon mtn and back, usually takes about 20 minutes to complete the 23 miles. Contestants could make as many flights as they wished before the Sunday 4 pm deadline with the pilot having the fastest time being the winner. If no-one made the task then the pilot with the longest flight would take the purse.

Although there were thermals around, the strongish westerly wind prevented anyone from getting any more than a straight glide into the wind. The longest flight on day one was in the vicinity of .8 mile.

Day two found blue skies and good cloud development in all directions, except for one large cloud that sat over the town of Lumby all day and effectively shut things down. Pilots tried to work the weak thermals and fight the slightly weaker headwind

## HGAC RATING COMMITTEE

### **ATTENTION ALL CANADIAN PILOTS:**

As of the last AGM, the HGAC has introduced an air regulation exam as part of the level 3 rating requirement, and a new 100 multiple choice exam for level 4. In order for previous rated level 3 and 4 pilots to attain the air space requirement they must write the new air regulation exam which consists of 25 multiple choice concerning Canadian air space and 5 questions regarding your VFR navigational chart of your flying area. The flight tests and written exams for level 1 and 2 remain unchanged.

Temporary rating cards will be issued by the examiners to those successfully completing the requirements for level 1 and 2. Since the level 3 and 4 exams must now be sent to the national rating officer for correction there will no longer be any temporary rating cards issued for those levels. The pilot registration form, to be completed by your examiner, along with the \$5.00 fee, will be mailed by your provincial association to the national rating officer who will send a permanent rating card and level badge direct to the successful pilot. ENSURE YOUR CORRECT ADDRESS IS ON EACH REGISTRATION FORM! If you do not receive either your permanent card or notification that you were not successful within 60 days after receiving your temporary rating card or writing the level 3 or 4 exam, contact your examiner.

Pilots that have moved since they last received a rating card should send a change of address to me at the above address so that the National records can be kept up to date. Also if you notice a mistake in your name or address when looking at a listing of HGAC rated pilots could you please inform me.

Direct any questions to your provincial association president, provincial rating officer, or myself.

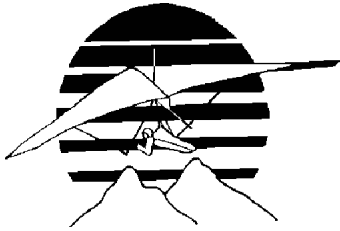
Yourstruly  
John H. French

**#1**

Randy Haney receiving the \$1000 prize money and trophy from the Labatts representative.

but the best that could be done was Randy's 1 mile glide, good enough to win the meet and take the purse. I've got a feeling that maybe next year you may just see a lot more pilots showing up to take crack at the money and indulge in the Lumby Airforce's hospitality.

Barry Bateman



# The Hang Gliding Association of British Columbia

An interview with

## Martin Henry

*President of HGAC*

*Emperor of Canada*

By BARRY BATEMAN

The other day, whilst Martin Henry was making some modifications to my harness, I had the opportunity to talk with him in depth about his early involvement with hang gliding, some of his experiences along the way, and his thoughts about hang gliding, now and in the future. This is what I learned.

### The Early Years:

The first recollection Martin has of hang gliding was seeing a \*'flat kite' being towed in Kelowna, BC in 1972, but what got him into the sport was seeing a picture of a hang glider in 'Popular Mechanics' in '73. Martin was 14 years old at the time and was so impressed with the pictures that he decided to build one. So, with the assistance of another school friend they set about raiding the neighborhood looking for used TV antenna, (to use the aluminum mast tubing for spars) purchased some 4mm plastic sheeting and set about building their "kite".

This first glider (see photo below) was braced with struts, had no

## #2

Martin Henry at age 14 flying his second homebuilt in 1973.

kingpost (what are they?), the tubing was joined with wooden doweling, and the plastic sail was duct taped to the frame. It also had 2" X-bars which Martin claims were the first in the industry,

which is just as well because the glider also had no side struts!!! Strangely enough, the part that kept breaking was not the glider but the canvas harness, sewn together on his mother's sewing machine. (I guess she must still be having trouble with his harness' s because his still making them to this day!)

After a few successful flights from Burnaby mountain (2000 ft mtn with a 20 acre grass slope, halfway up the side) he saw his first custom built glider. What really impressed him was the "wire rigging", so impressed in fact that he set about building his second glider.

This glider was pretty much like the first, (see photo above) apart from the wire rigging and the addition of a kingpost. His building material should also be improved, he was now using fiberglass strapping tape

## #3

Martin's first glider. Note where the side struts are attached to the X-bar.

instead of duct tape to hold the plastic sail on! This glider was flown about 1/2 doz times until 1975 when he set about building his third glider. At this time a new glider cost \$400, which was an outrageous amount to Martin so he opted to purchase a professionally made sail for \$185 and build the airframe himself.

Now lets not overlook things here. When we go out flying we throw the glider on the roof and if we go right, but what do you do when your a 15 year old 'kid' with no drivers licence? No sweat, you build a trailer and tow it behind your bicycle, and when you reach sixteen you buy a car right? Not if you're Martin, you buy a motorcycle and modify the trailer! (Don't ask me how he got away with it).

#### **The Learning Process:**

At this time most pilots (?) involved with hang gliding were mostly doing their own thing and occasionally they would cross paths and exchange information. This is what Martin did as he went around the Fraser Valley flying every 50-100 ft till he could find until, in 1975, he met an instructor and made plans to meet him in Keremeos, in the interior of B.C. for a weeks vacation so that Martin could make his first high flight.

As with most impromptu plans the instructor didn't show up, but while he was there a pilot from Alberta showed up, also looking to do his first high flight. They both decided it was now or never so the Albertan's wife drove them up the mountain (2500ft), dropped them off and immediately drove back down. The Albertan set up and launched right away leaving Martin on top by himself to either walk back down (4 hours) or make his first high flight (5 minutes). He took the high flight... and survived.

After about 6 more high flights some pilots from Alberta showed up with their 'Muller 18/25's, "The greatest glider there ever was" according to Martin. Anyhow, later that evening they took off into a 15 mph breeze and started to ridge soar for the first time. As the flight progressed the wind gradually increased to 20-25 mph and it started getting darker as the sunset. Martin flew down the valley and ended up landing in an orchard, meanwhile one of the other guys, who couldn't see the ground as he approached for landing, flared hard 25 ft up, into a 25 mph wind, climbed 100 ft, cart wheeled and ground looped across the

field and was never seen to fly again! This was called "learning by trial and error"!

In 1976 he bought his first manufactured glider, the "Phoenix 6B", (the greatest glider there ever was, again!) It was around this time that they first started soaring on the west coast at Bridal falls, (Soaring means getting 25 minute + flights) although Keremeos was still the place to go to get long flights, along with places like Swansea in eastern B.C. Martins likes to refer to the type of soaring they were doing those days as "circular ridge lift"!

Then on June 13th 1977 he had his 1st meeting with 'the green' when he landed in a tree at Vedder Mountain in the Fraser Valley. His logbook records a flight of 1 min 32 sec (seconds were counted in those days) and a 5 hour walk out.

It was about this time that the local Fraser Valley Club and the B.C. association were being formed although most pilots still tended to do their own thing. Magazines, like the Kingpost and Flypaper were starting to circulate and competitions/fly-ins were starting to happen. Flying was also being taken more seriously although there still wasn't that much happening on a National level.

In 1978 Martin bought a Phoenix Mariah. (that's right, the worlds greatest glider there ever was!, but I guess we all make some mistakes). Then in 1979 he went on a trip to California to fly Torrey Pines and Lake Elsinore and visit the "Bennett Factory". Then he bought a Seagull 110 meter!

#### **Martin meets his Match:**

In 1979 Martin's life took a turn for the better when he met Mia who was over here on vacation from Holland. He took her for a tandem flight and then started to teach her how to fly. (A decision I think he sometimes regrets when his on the ground

and she flies by overhead). When she returned to Canada in 1980 they got married, and then they started sharing the Seagull 110 meter, Martin driving one day and Mia the next. It wasn't too long before Martin got ticked off with this situation so in '81 they both bought Wills Wing

Harriers. Then as Martin puts it, I got a Duck 180 so Mia had to have a Duck 160, then I got a Comet 2..... and it's been caught up ever

## #4

since.  
(Currently Martin fly's a Wills Wing HP II and Mia a 154 Magic Kiss).

It was around 1983, when they started making XC flights and not long after that before they were attending most of the XC meets. In 1986 Martin started to get serious about competition flying...., but I'm getting ahead of myself here.

#### **Organizational Involvement:**

In the early '80's Martin started getting involved with the organization of hang gliding when he became site director for the Van-Fraser Club. A few years later found him doing the accident reporting for the HGABC which became very successful, for if you didn't file a report Martin would do it for you, only he wouldn't let the "facts cloud the rumors", (his words, not mine). It didn't take too long before pilots started to submit their own reports!

He was so successful at this that they made him President of the HGABC in 1987. (Actually he feels that he was only elected

.....continued on page 17



# The Alberta Hang Glider Association

## WINTER IN OZ

By STU CAMERON

Kevin Caldwell and I arrived in Australia at the beginning of November, 1989. The plan was to fly and participate in as many competitions as possible.

The first two weeks were spent in Sydney waiting for Kevin's Magic Kiss which had been lost for five days, and test flying my Moyes XS 155. We were able to fly five days which helped us to get acclimatized and gradually break the arms and shoulders in. Many thanks to Bill and Molly Moyes for their hospitality which made it a lot easier to get organized and plan an itinerary for travelling in Australia.

We left Sydney for Killarney and the New South Wales State Championships on November 14. The competition started November 19 which gave us four days to drive the 800km (It's a very big country).

Looking at the pilot list reminded me of being at a preliminary heat at the World Championships (Steve Moyes, Rick and Russell Duncan, Drew Cooper, Mark Newland, Danny Scott etc.) All tasks were races ranging from 60km to 125km triangles, out and returns or goals, there were no open distance tasks.

After five rounds Rick Duncan was in 1st place. On the sixth day a 125km goal was called. Mark Newland was the only pilot to finish which won him the meet. 9 of the top 10 places were Moyes XS-155 which started the saying "Oh well, nobody's perfect". I was 16th and Kevin 17th.

After Killarney we headed toward the east coast for some relaxing coastal flying (Southport, Byron Bay, Newcastle) as we drove south. We decided to head inland after this to

visit Len Payton and Jenny Ganderton at Forbes, NSW. Len has only been flying three years and already has an Australian unofficial out and return record, and is much more experienced than a lot of pilots with twice the airtime. Jenny, his wife (formerly from Britain) has some women's world records (100km triangle distance and speed; 50km for speed; 25km for speed and Australian Flight to Goal 100+miles) and is also the Australian Women's Champion.

Jenny and Len were very hospitable. The four of us took turns driving and retrieving which allowed us to fly just about every day. They introduced us to the Skytinting tow system and we set out to attempt some Canadian Out of Country Records. From December 5 to 21st we tried numerous times for different categories (200km out and return; 100km triangle; 100 mile goal). Although we weren't successful in any we did have some very good flying and learned a lot of lessons.

After this we headed to the Mt. Buffalo area, one of the premier sites in Australia (site of the 1988 World Championships), for Xmas and New Year. We competed in the Bogong Cup Victorian Open (December 28-January 6). Another good quality competition with seven rounds flown ranging from 50km to 100km racing tasks. There were more than 70 pilots and I ended up 13th and Kevin 14th. The winner was Grant Heany, with Dave Adams second (two up and coming pilot trying for the Australian A Team).

The next competition was the "Flatlands" back in Forbes (January 16-24). This is a total towing competition with five or six people on each team. Jenny and Len had

organized it so the tow paddock (field) had 18 rows north/south and 21 rows east/west with 50 meters between each row. (See picture on page 12. Ed) There were 86 competitors (18+ tow teams) plus free flyers. We flew 9 out of 10 days with a total of 43,000+ km flown in temperatures ranging from +30°C to 40°C.

This is the largest tow competition in the world in one of the best flying areas in Australia, a must for any visiting pilot if you want to improve your flying and want to see why the Australians are some of the best pilots in the world.

The competition was won by Drew Cooper with Carl Braden second and Russell Duncan third. It was very close at the end with Drew winning by 25 points (out of 7700 points). Carl could easily have won it but had driver and equipment problems on the first day (Kevin finished in the top 30 and I was in the top 40). A poor meet for us but we were improving toward the end of the competition.

Towing competitions should be encouraged on the prairies. With four or five tow systems we could get a valid points competition without being affected by wind direction and crowded launches.

The next competition was the Australian Championships at Corryong (2 hours east of Buffalo) from January 26 to February 2. This area is very similar to the Okanagan in B.C., at least we felt more at home. Rounds 1, 2, and 3 were good rounds ranging from 65km to 115km races. Days 4 & 5 were affected by high cirrus which slowed times but made for challenging rounds. The winner was Tomas Suchanek from Czechoslovakia with Steve Moyes 2nd (Australian Champion) and Drew Cooper 3rd (9 out of the top 10 were flying Moyes XS155, still not perfect). I finished 19th.

One of the reasons the Australian Pilots get such good results in the world Championships is the competition they have at

home. They have a superior scoring system which is used at every major competition, their tasks have no open distance and are selected by 2 or 3 pilots on a committee that has good local knowledge. The two major glider manufacturers are always competing against each other as teams. These teams fully or partially sponsor the best pilots in the country. They use their ground crews for surface weather updates, final glides and pilot information. Their launch system reverses the top 15 to 20 pilots so the best pilots always have markers in front on the early part of the task. A pilot on the team who doesn't have a chance to win will fly ahead marking thermals (e.g. Steve Moyes flew ahead of Drew Cooper on the last day of the Flatlands sacrificing his own position so Drew could win on a Moyes XS). Rarely do you see team pilots flying on their own, therefore increasing the odds of finding a thermal core quicker. They are very efficient in finding the cores of thermals and staying in them especially in gaggles. If a group of team pilots are in a gaggle and the climb rate is slowing down they will leave, spreading out to increase the odds of finding the next thermal.

Winning is everything. For example, on the last day of the NSW State Championships, Mark Newland left thermal early, going low and fast to be the only one to finish the task that day.

Australia has a warm climate and it's easy to get lots of air time. With the air time, the competitions senses get sharper. They have an XC league competition which runs during the summer. It encourages pilots to try triangles, out and return's, flight to goal and open distance cross country with more points being awarded to tasks with a goal than open distance. This competition is eligible for points toward the international points ladder.

The Australian pilots are a very social group. At one point we started thinking the only reason that they had competitions is to have an excuse to drink a few pints and have a party. They are very open with information, helping to elevate the standard of the up and coming competition pilot throughout Australia.

In Canada we don't have the hundreds of pilots Australia has to draw from but we could change the emphasis of competitions from any open distance XC to racing and make the scoring system emphasize getting to goal faster with more of a pen-

alty for being slow to mirror the scoring system of major international competitions. Another area is photographing turn points using the FAI criteria. It takes practice to do it properly and not waste time by going to far past the turn point. All these small things add up and it would be a start to elevating the standards of Canadian pilots on the International scene.

After the competitions were over we were suffering from a bit of burnout from too much flying so Kevin decided to ship his

glider back to Canada and head up to Northern Australia and then the Pacific Islands for relaxation. I headed to South Australia and started to see some more of the country. I ended up spending six months and only saw about half the country but it was well worth it.

**G'day Eh!**

## 14 Year Old Canadian Flies 101 miles! (Worlds youngest 100 mile pilot?)

# #5

Chris Muller on launch at Clinton. Photo by Barry Bateman

On May 21st 1990, Chris Muller, son of Canadian team pilot Willi Muller, launch off tow just south of Calgary and landed at Taber, Alberta, 101 miles away to become the youngest pilot in Canada to fly over 100 miles. At age 14, he is also probably the Worlds youngest pilot to achieve this distinction. At the time of his flight Chris had a grand total of 32 hours air time!!!

Chris launched ahead of a frontal system along with the Canadian team members, Howard Vandell and Stu Cameron, and his father, Willi. They launched at around 3:15pm and after a low save Chris was on his way.

He arrived at Taber (3000ft asl) at 10500ft asl and decided to land as conditions were indicating that it could get ugly. The flight took just 3hrs 15min to complete.

He landing field was the Taber hospital

heli-pad, and with a typical "Muller" sense of humour he informed Vincene, his mother, that he was "at the hospital" when he phoned in his retrieve call!

Stu Cameron also had a good flight but was just shy of Chris with 100 miles. Howard had some bad luck and only made 12 miles and as for Willi? Well Willi, our Canadian team member, the "Oldman" of Canadian hang gliding with thousands of hours under his belt, (he'll be hearing about this one for some time to come) only covered **just 28 miles!!!**

Rumor has it that Chris is now grounded for a month because he flew further than his dad!

Report phoned in by Vincene Muller (When Willi was out of the house)!!!

# THE COMPETITION CORNER

## THE FRASER VALLEY CROSS COUNTRY MEET 1990

### FINAL RESULTS

	Round 1	Round 2	Final
1 George Borradaile	583.65	600.00	1183.65
2 Martin Henry	473.85	544.70	1018.55
3 Dan Keen	445.13	415.40	860.53
4 Mike Harrington	214.36	580.60	794.96 5
5 J.C. Hauchecorne	600.00	183.20	783.20
6 Guy Reynolds	214.36	562.10	776.46
7 Mia Schokker	181.54	391.70	573.24
8 Bob Newbrook	445.13	48.00	493.13
9 Nick Voss	88.21	391.70	479.91
10 Barry Bateman	288.21	183.20	471.41
11 Steve Best	288.21	183.20	471.41
12 Lionel Space	288.21	48.00	336.21
13 Barry Berto	88.21	183.20	271.41
14 Ken Nicholson	0.00	183.20	183.20

The 1990 Fraser Valley Cross Country Meet is over! The winner was George Borradaile, who won it with his legendary consistency. Congratulations George! Out of the 6 competition days there were only 2 valid rounds, but there were 5 exciting days of flying! The 3 days that did not count were, if nothing else, 3 great days of flying in very marginal conditions that made every participant a much better pilot. It is too bad we did not have more pilot staking advantage of a great opportunity to hone their skills. Unfortunately, the 1990 Series did not have the support from our weather god. Nevertheless, during this competition we were flying and soaring in conditions that would normally not be considered soarable. Here's a brief recap of the event.

HGAC Competition director, Jean Claude (J.C.) Hauchecorne.

**DAY ONE:** Task: Woodside Launch - Harrison Bay bridge - Woodside Launch - DeRoche - Woodside Landing Field. Weather: Overcast; occasional brief appearances of the sun through high clouds. Martin was the only who flew the minimum distance, landing in DeRoche. Everyone else landed in the landing field after trying to get back upon Mt. Woodside after the first turn point. Unfortunately the day was invalid but we all had a great time trying!

**DAY TWO:** Task: Woodside Launch - Bridge west side of

Harrison Bay - South Point Mt. Woodside - Woodside landing field. Weather: More or less the same as day one, at times heavy overcast, with a SW wind. Due to the weather conditions, a small but very challenging task. The thermals were very light and difficult to figure out. Despite this, George and J.C. were able to complete the task and make the day valid.

**DAY THREE:** Task: Woodside Launch - Harrison Bay bridge - Woodside Launch - South corner of N-S road - Woodside Launch - Harrison Bay Bridge - Seabird Cafe as goal. Weather: A bit of an improvement in weather. By improvement I mean that the cloud cover was not as heavy and the sun was able to do its work a bit more frequently. This created a bit more thermal activity. The day's task was very challenging. Four pilots completed the task with George having the best time, followed by Mike, Guy and Martin. Dan also completed the task but unfortunately, the landing gate had closed. Today's big upset was that J.C. was nowhere near the goal. He virtually sunk out after barely completing the first pylon. What happened? Can't he get used to that new HP-A? He is flying? The pilots at goal were commenting that it takes more than a new glider to finish in the top spot of the VFV-XC series.

**DAY FOUR:** Guess what! There was bad weather! Everyone flew; some even had a bit of a soaring flight. Unfortunately, not enough to make the day valid.

**DAY FIVE:** Task: Mt Woodside - Hope Air-port as goal. Weather: Overcast, Ceiling 4,000 ft (at times lower). The weather looked so bad, only 9 pilots showed up for the pilot's meeting. Despite the poor weather most of the pilots had over 1 1/2 hours of soaring. Like before, not enough to make the day valid.

**DAY SIX:** Task: Hemlock Valley turn off - Woodside launch

- N-S road - Woodside landing field. Weather: Heavy rain in the morning, some partial clearing up in the afternoon. The real hardcore of the Fraser Valley competition pilots had a 2.30 pm pilot's meeting on top of Mt. Woodside. Despite the unlikely weather, pilots soared for more than an hour; toward the end in the rain. Yes, as everyone has guessed by now, it was not enough to make the day valid.

HGAC Staff Reporter

## #6

## CLUB CUP IN CLINTON BC

### RANKING BY INDIVIDUALS

1. RANDY HANEY	VFVHGC-ALPHA
2. JIM BAMFORD	KAMLOOPS VALLEY RACERS
3. J. C. HAUCHECORNE	VFVHGC-ALPHA
4. GEORGE BORRADAILE	VFVHGC-ALPHA
5. MARTIN HENRY	VFVHGC-ALPHA
6. JOHN MCCLINTOCK	KAMLOOPS VALLEY RACERS
7. BARRY BERTO	VFVHGC-BETA
7. BARRY BATEMAN	KAMLOOPS VALLEY RACERS
8. MIA SCHOKKER	VFVHGC-BETA
8. STEVE BEST	VFVHGC-BETA
8. PAT BOYCHUK	VFVHGC-DELTA
8. BOB NEWBROOK	VFVHGC-DELTA
8. GUY REYNOLDS	VFVHGC-DELTA

### RANKING BY CLUB

1. VFVHGC ALPHA  
George Borradaile, Randy Haney, J.C. Hauchecorne, Martin Henry
2. KAMLOOPS VALLEY RACERS  
Jim Bamford, Barry Bateman, John McClintock,
3. VFVHGC BETA  
Barry Berto, Steve Bes, tMia Schokker, Nick Voss
4. VFVHGC DELTA  
Pat Boychuck, Bob Newbrook, Guy Reynolds, Scott Wagstaff

The 1990 Club Cup was greeted with great enthusiasm. There were 24 paid entries plus half a dozen free flyers. It was the greatest turnout for any competition I am aware of in Canada for this year. Competitors from as far away as Calgary drove 8 to 9 hours to participate in this year's prestigious Club Cup. Here is a brief accounting of the event.

**DAY ONE:** The weather looked OK, there was a tendency for overdevelopment due to the very moist ground. The weather forecast by the Kamloops flight service station predicted light and variable wind conditions with a high probability of local Cu-nimb development. Based on this forecast the day's task was to Cache Creek and back to Clinton. Unfortunately a strong SE wind developed and nobody was able to penetrate against this wind towards Cache Creek. All competitors landed way short of the minimum distance of 10 miles. There was one exception. After one and a half hours of trying to penetrate via different valleys against the south wind J.C. flew downwind to 70 Mile House and scored the longest flight of the day. Some argue those miles were negative miles, but since the day was not valid who's arguing.

**DAY TWO:** Unfortunately the day's weather did not cooperate at all. It was rainy most of the day, with strong winds at times. Actually it was snowing on launch. Some flew, some did not. But once again, who is counting, the day was not valid. Unfortunately due to the not so encouraging weather forecast for Monday, the Alberta pilots decided to leave. Given the long drive back and the fact that we did not have one valid round yet this was completely understandable.

**DAY THREE:** Well, nobody knows what the weather god is trying to tell us but the morning, with no Alberta insight, greeted us with beautiful sunshine. The day's wind aloft forecast called for winds from the SW to WSW at 15 to 20 knots. To avoid

any possible headwind fight the task was called as a race to 100 Mile House.

Three competitors completed the task. Randy Haney in 1 hr 53 min 11 sec, Jim Bamford in 1 hr 54 min 07 sec, and J.C. Hauchecorne in 1 hr 59 min 46 sec. The race was very close, only 6 minutes separated the 3 pilots.

**CLOSING COMMENT:** It was unfortunate that the weather did not play ball with us. There will be many things that we can improve on with respect to the organization, etc, but the weather is one thing we have no control over. Nevertheless it was a successful meet with many competitors trying to challenge the VFVHGC and remove the cup from their stronghold. They were all unsuccessful this year, but there is always next year.

With respect to next year's Club Cup. If no other club is stepping forward and indicates their interest in running the 1991 Club Cup by the beginning of September 1990, the VFVHGC will be running it again in Clinton next year. In closing I like to thank everyone for their participation in the Club Cup. I thank every driver for their efforts, and anyone else who helped me to make this meet a success.

Jean-Claude (JC) Hauchecorne  
HGABC Competitions Director  
Vancouver, May 25, 1990

## SAVONA EASTER MEET 1990

### FINAL RANKING

1. RICK MERCIER	12. BRENT TODD
2. WILLI MULLER	14. ANDRE LAFRENIERE
3. J.C. HAUCHECORNE	14. DAN BAUM
4. BARRY BATEMAN	14. CHRIS MULLER
5. MARK TULLOCK	14. BARRY BERTO
6. MIKE HARRINGTON	14. JIM BAMFORD
7. GLEN DAGENAIS	14. STEVE BEST
8. RICK HINES	20. DAN KEEN
9. MARTIN HENRY	21. LES SAINSBURY
10. JIM HOUGHTON	21. RICH PUMPLE
11. JOHN MCCLINTOCK	23. GREG LESLIE
12. MIA SCHOKKER	24. BOB NEWBROOK

This year's Easter was much later and hence it was expected that the weather might be a bit in our favour. I guess nobody told the weather what was expected. Out of the three day's only one day was valid. One word of consolation is: it is not the quantity that counts, it is the quality! The one day the weather cooperated we had a great flight. The task called for Deadmans - Loon lake turn off - back to Deadmans landing field. Initially the day looked as if it would overdevelop. There were a lot of Cu-Nimb cells on the horizon with visible rain below it. A few pilots launched early, Bob Newbrook, Martin, and J.C. Initially it looked like those would be the only pilot to get away, since there was a rain cell moving down the Deadmans Valley. As the day progressed, the sky cleared up and developed into a picture perfect soaring day. Out of the 24 pilots in this round,

*continued on next page.....*

## The 1990 National Points System

In the previous issue of the National Newsletter I told you about the changes voted on with respect to the new National Points allocation system at the General Meeting in Manitoba. By the time this article is published, all the Provincial meet directors and their local counterparts will have received the new rules and directives. Since I have not received one phone call with questions about the new points policy I can safely assume that every competition director and every sponsor of any meet is truly familiar with the system. If any of you, the competition participants, have any questions on how points can be accumulated I suggest you talk to your provincial competition director. Here is a brief recap of the essential steps to have a competition sanctioned.

- Competitions must be announced in writing to the chairperson **at least 8 weeks in advance**. The **competition must also be advertised** in a provincial, preferably National Newsletter. This ad must be in circulation at least 8 weeks ahead of the competition.

- Only one sanctioned meet may be held in any given province on a given weekend. Where two organizations compete to have a meet sanctioned on the same weekend in the same province, whoever announced the meet first, in writing, to the National Competition Chairperson will have the sanction rights awarded.

- Scoring systems used must be a weighted scoring system such as the 600 point system. If a different point system is used, the type of system and a brief explanation of the formula must accompany the results.

- For each valid day a form (schedule "A") must be completed and signed by the meet director. This form is a basic description of the task for that day, minimum validity factor, general meteorological information.

- For each valid day, the daily results must be recorded. The daily sheet shows time to goal, or distance flown.

- The final results must show the daily results for each valid day, with the final standing.

- Schedule A with the daily results and the final results plus \$5.00 per pilot must be sent to the National Competition Chairperson within 4 weeks of the finish of the competition.

The above simple steps are all that is required to have a competition sanctioned. For international meets the same basic rules apply. The meet must be a recognized and advertised meet, for example in the US Hang Gliding Magazine. A competitor wanting to include this foreign meet in his/hernational points standing must complete a daily report of the task etc. as in schedule A, and submit daily and final results. Here again your provincial competition director will be able to help you out, and provide you with the necessary form etc.

If you have any questions and for what ever reason your local wizard is not available feel free to contact me directly at any time

Jean-Claude (JC) Hauchecorne  
National Competition Chairperson  
Vancouver, May 27, 1990

## Fluid replacement

The following is an excerpt of some information I found in one of my wife's nutrition files: Each day our body loses 2 to 2.5 litres of water in ordinary functions. Eighty percent of this water can be replaced by drinking 6 to 8 glasses per day; the rest comes from food. During exercise the body's fluid loss through sweat can increase from the normal loss of 1/2 litre per day to 1 to 2 litres per hour! Thirst is not a valid indicator of the body's state of hydration. A 4 to 5% drop in body water causes a 20 to 30 percent drop in physical performance. To help prevent dehydration 250 to 350 ml of water should be taken 15 minutes before exercise. If the exercise is sustained drink approximately 125 ml every 15 minutes. To replace lost water at the end of a workout drink 250 ml every 15 minutes until you return to pre-exercise weight. WATER IS YOUR BEST BET FOR FLUID REPLACEMENT. Coffee, tea, and sugar drinks all contribute to dehydration. Dehydration is a common concern in flying. The fact that physical performance might drop by 20 to 30% alone is not worthy. When physical performance drops, mental performance and the will to go that extra mile also decreases. But how much liquid are we losing on a flight? Despite the fact that our physical activity in the air is limited, we have all experienced increased fluid loss during a long flight. In other words, to go that extra mile and to find that next thermal you need to supply your body with enough liquid during a flight, preferably with water.

## AIR REGS EXAMS

These are now in the hands of your provincial ratings officers. They also have a study guide for the air reg and new level IV exams which contain a list of suggested reading and study material. I would suggest that study it, it's tougher than you think.

Don't forget though that you still cannot enter controlled airspace, even if you do pass the exam. Transport Canada has the final word.

.....continued from previous page

9 completed the task. The top three pilots were separated by less than six minutes. It is interesting to note how close those times are, despite the fact, that there was over 1/2 hour difference between J.C.'s launch time and Willi and Rick's launch time. Al Kitchen was the person who made this meet possible. He did an excellent job, despite the weather handicap here a fair and square competition. We, the compet-

ing pilot thank you Al for a job well done. Thank's also to your assistants for their involvement. We are looking forward for next year's Easter Meet.

Jean-Claude (JC) Hauchecorne  
HGABC Competition Director  
Vancouver, May 12, 1990

## 1990 COMPETITION AND EVENTS SCHEDULE

- Jun 9-10 **Salmo Fly In.** Salmo BC.
- Jun 16-24 **"The Longest Day of the Year Meet"**. Clinton BC. Entry fee \$15 Level III-IV. XC training camp. Daily analysis of days flying. Task based on Canadian and FAI world records. Contact Martin Henry 854 5950
- Jun 16-17 **Elkford Fly In.** Elkford BC. Contact John Howard; (604) 865 7632
- Jun 24-Jul 1 1990 Canadian Nationals.** Mount Yamaska near Montreal. Entry fee \$125. Contact Robert Boileau, (514) 695 8420 home or (514) 333 8420 work
- Jun 23-24 18th Annual Cochrane Meet.** Cochrane, Alta. For all levels of pilots, XC, towing and target landing, Entry fee \$35 inc dinner, retrieval. Contact Willi Muller (403) 932 67601
- 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 30-Jul 2 B.C. Provincials.** Youbou, BC, Fee \$25.00 XC tasks. Photo turnpoints (35mm camera required.) Swimming nearby. Camping at Pine Point Campground or the beach area. Contact Les Sainsbury 727 3819
- Jun 30-Jul 2 **USHGA Region IV Championships** (Nationals Warmup) Dinosaur Colorado. Contact; Chris Reynolds Rocky Mtn Glider Company (303) 331 2841
- Jul 7-13 **Chelan Classic.** Chelan, Washington. Open Distance XC. Hang 3 required. July 5-6 practise days. Contact Richard Girard, (206) 788 4029
- July 14-21 2nd Annual Golden XC Open.** Golden BC. Race to Juniper Landing Zone (Invermere) Entry fee \$25. includes \$ 5.00 for World Team Fund (AHGA members \$ 25.00) Categories: Featherweight, Middle weight, Super heavyweight. 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 **Saltspring Fly-In.** Saltspring Island. Fee \$40. Level II-IV. Tandem flights often available for students! Balloon challenge! Fun Triangle tasks. 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
- Aug 26 **Manufacturers League Meet.** Owens Valley, Ca. 3 man teams or individual. Out and return, triangle task of 50-150 miles. World meet scoring system. Entry fee; US\$150 pilot, \$425 team before Aug 1st. \$175 & \$500 after Contact; Mark Gibson, Rt 1 #8 O'nan's, Crowley Lake, Ca 93546. (619) 935 4815
- Sep 1-3 Clinton/Cache Creek Team Meet.** 4 man teams. XC tasks. Possibly using a different site each day, (Clinton, Cornwall and Basil's) Drivers may be available (for a fee) if requested before Aug 14th. Entry 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 Canadian sanctioned points meet).



# Ontario Hang Gliding Association

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## THE AUSTRALIAN COMPETITION SCENE

By KEVIN CALDWELL

Stu Cameron and I spent the 'winter' of '89-'90 in Australia flying and competing. We flew in two State title comps (New South Wales and Victoria), the Australian Nationals and the 'Flatlands Challenge' a huge tow meet.

Before I went I knew the Australians had some excellent pilots, in fact that was one of the objects of the trip, to see why the Australians are so good. I think I found some of the reasons, and also discovered the Australians have an impressive depth in excellent pilots. I'm going to try and outline some of the reasons I think make the Australians such excellent competitive pilots. Perhaps some of the things can be adapted to make Canadians more competitive at World events.

First off, the Aussie pilots fly a awful lot of competition days. The State Title comps (3 in the east) are 8 days long each, the Nationals 9 days, the Flatland Challenge 10, the Lawrence Hargrave comp 9. The top pilots fly 35 or more days of tough world class competitions a year in their own country. Some of the top International pilots come to these comps. Then the Australians, at least the top 15 or so, seem to fly in at least one overseas meet a year, some of them many more.

Much of this is due to their strong domestic hang gliding industry providing support and flexible jobs. There are very few (any) pilots in Canada that can afford the time and money to fly that many competition days, even if there were that many quality comps in North America. It is tough to compete against that amount of experience.

The Aussies have an excellent National set of competition rules. These have presumably been ironed out over the years, and save every meet director from re-discovering the pitfalls. They are used consistently and the pilots know they will be. It prevents a lot of hassles. They consistently get 40 to 70 pilots off single launch sites with very little trouble. The pilots seem much more interested in beating each other in the air than bitching on the ground.

The meet organization was without exception first class. The retrieve phones were answered, messages relayed, the scores were available each morning (despite retrieves coming in at 2:00am) set up areas were kept orderly, there were lots of prizes and recognition was given to more than the top 3 pilots.

The Australians have developed the world's most sophisticated scoring system. It is complicated, but in my experience seems very fair. The Aussie pilots seem to think highly of it also. The scoring system takes into account the number of bomb outs, reflights, pilots making goal and/or the number making at least half the winners distance and automatically devalues the day if necessary. They use this scoring system consistently across the country. The pilots know the system and there is no contention over the scores, both beneficial to the smooth running of the comp. The consistently best pilots win the comp.

Our 600 points system is good, but the Australian system is better. They also seem to have made an effort to make sure it is used and readily available for all meets.

The Australians never call open distance task. They always fly races, which puts a much different set of skills to the test. They will occasionally call a simple goal task, usually on the last day of a comp to avoid using cameras, but dog legs, out and returns and triangles predominate. They also call the tasks that meet FAI requirements for record flights whenever possible. This gives good

### #7

Climbing out from tow paddock at Forbes during the "Flatland challenge"  
Photo by Kevin Caldwell

## A Matter of Safety

By DEREK AUSTEN

*(Following is a safety article that was published in the BHGA "Skywings" magazine and is very appropriate for the terrain we generally fly over. Ed)*

One of our (UK) members flying in Australia is lucky to be alive. He was with a group of pilots and whilst XC was considered no formal plans were made. At the end of the day when our man failed to appear on the field he was thought to have "gone for it".

During the evening there was slight concern by the pilots in the bar, but it was not until the following morning, when there was still no news, that any action was taken. Eventually the police put up a helicopter and, guided by the hang glider pilot that had seen our unfortunate man last, he

was found, some 24 hours after the accident, semi-conscious, hypothermic with broken bones, unable to get out of his harness, in a bush on a mountain top. Apparently he rotated after getting low in the lee. He spent several days in intensive care in hospital recovering from pneumonia brought on by the ordeal and last reports indicate that he is on the road to recovery.

The moral is, if it has not been grasped already, do not wander off on an XC without making proper arrangements in case of emergency, let someone know your plans, arrange a contact phone number and a latest time. I know it's a hassle but not half as much as the hassle if you went missing.

*(Not all of our terrain is mountainous but as Derek points out elsewhere, if you fractured your ankle on a bad landing that one mile walk out to a highway will result in far more serious consequences than originally thought. Take his advice and make prior arrangements. Barry Bateman.)*

The other factor that gives the Australians practice at world type tasks is their cross country league. It is set up to encourage XC flying and pilots can earn points towards their national team by submitting flights. Triangles out and return flights are worth more than open distance. This encourages pilots to fly the more challenging types of tasks and gives them more experience at the upwind/crosswind type of flying. Besides, I'm tired of those long retrieves. (Stu Cameron is interested in setting up a similar league here).

That's about it, except someone should try to run a tow meet along the lines of the 'Flatlands Challenge'. 92 pilots competed and flew somewhere on the order of 43,000 kilometers! Anybody interested in a winter of great flying and tough competitions would do well to try Australia. Be sure to practice your beer drinking first though.

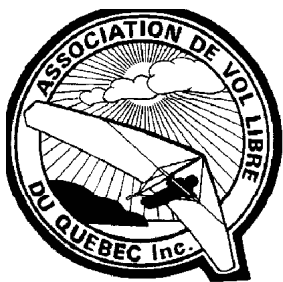
chance to set national and world records, with the advantage of flying with thermal markers.

I think this type of tasks are more representative of the tasks being used at world meets. We flew a lot of upwind and crosswind legs, which requires a lot of practice in a hang glider. They always try to call the tasks so that the legs get increasingly more difficult as you approach goal. This gives everybody a chance at part of the task, but separates the 'guns' (Aussies lang for hot pilots) from the rest of us. Canadian pilots need a lot of practice (at least I do) at this kind of tasks since this is seen to be the way the sport is going. The Australian pilots also team fly a lot. The two factories sponsor teams and they are both eager to make sure their sponsors glider win the comp. This team flying experience is a big advantage at the level of competition at world meets now.

The Australians have 'A' and 'B' group pilots. The 'A' group is comprised of the top 25 ranked pilots. These pilots are given a slight advantage in that they get placed at the top of the launch order the first day, in

reverse order of their National ranking. This arrangement also gives recognition to the up and coming pilots, since awards are given to both 'A' and 'B' groups.

It was in here last time I looked!



# ASSOCIATION DE VOL LIBRE DU QUÉBEC Inc

C.P. 332 Succ. St-Laurent / Montreal, Quebec / H4L 4V6

Our flying season started early in April; that is pretty late if I can trust my logbook. But for us pilots that have to earn a living by working all week, the important thing is that the weekend brings along booming conditions. I can remember some years that proved right the old saying "that the day that follows two rainy days is called Monday". This year, except for two weekends, things have been different.

The A.V.L.Q. competition circuit, which will be the dominant element in choosing the Quebec team, was planned on past experience and therefore provides for alternate dates in case the weather is uncooperative.

The first competition was hosted by the Club De Vol Libre Yamaska and was scheduled for May 5 and 6; only to be postponed to the following weekend (May 12 & 13). Despite a layer of Cirrus, the first day of competition gave us some decent results:

1st	Jules Beaudry	170km	Magic III
2nd	Guy Aubin	130km	Sport 150
3rd	Victor Noel	48.5km	Sensor

On that day, at least two other pilots made noteworthy flights, Daniel Ouellet (208km) and Serge Salami (108km). Unfortunately for them they had chosen not to participate in the competition.

The second competition, was to be jointly hosted by the Club De Vol Libre Yamaska and the Yamasky Club. Unfortunately the competition had to be cancelled (one flying day with no XC).

The third competition of the circuit is scheduled at the Thetford mine on June 2nd and 3rd, with June 9 & 10 being the alternative dates.

Many other pilots have logged noteworthy XC, but the weekends are indeed the time

to fly because Hugues Gosselin, the beloved President of the A.V.L.Q., successfully negotiated a NOTAM to enable pilots to train before the Nationals. Another NOTAM has been granted for the Nationals, enabling legal flights in almost all directions.

We, in Quebec have developed a sure-fire way to guarantee a super-duper weekend at your favorite flying site. The trick is to be

"invited" (The traditional offer that you cannot refuse) to a family gathering, preferably a 5 to 6 hour drive from the site. This is what happened to Guy Aubin and myself this weekend. We came back home to comments like;

- Norman Cat aford reached 9500ft.
- I only climbed to 8000ft....I was too cold to get any higher.
- John went to Rougemont and back, never getting below 3000ft. His first out and return
- I'm ashamed of myself. I only went to 6000ft....my varioc didn't work.

Guy and myself have done our part. We now ask all pi-

lots to visit their family one weekend each, so as to guarantee the rest of us great flying weather for the balance of the season.

All kidding aside, this season is well under way and everything looks good for the Nationals.

Hope to see you then!

By Maryse Perron

Translated by André L. Guindon

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#### Compétition:

# Hang Gliding Association of Newfoundland

Okay Mister HGAN President, I will get you for this. Here I sit, writing, when the winds outside are blowing directly on the Hughes Brook launch. It is sunny and the temperature is 20+°C warmer than it has been for the last seven months. In fact today is probably the second day of the year that we have cross country potential. Oh man, what a way to spend it. I guess a flunkies work is never done.

Let's see if I can remember what has been going on way out here in the Far East. We just completed a beginners course where I think there will be a fresh crop of Hang Gliding pilots springing up. With the number of inquiries we have been receiving, this first course should not be the only one of the summer. We had an interesting beginning to the hang gliding season, with some fresher hops onto a frozen lake one day and with one advanced pilot landing on an ice pan at one of our coastal sites the

next. Luckily there was a dory available to rescue our "sealing" pilot. From now on he is known as "ICEMAN".

There are a few events planned for the summer. The Atlantics which are normally held on the July 1st weekend has been postponed until the Labour day weekend. We may try to get this to be a sanctioned meet. We have moved the date so pilots can participate at the Nationals if they so desire. As of this date there are 3 HGAN pilots that are definitely attending; Chris Walters, Van Sheppard, and ICEMAN. We are unsure about the Nova Scotia and New Brunswick contingent. There is also a competition planned at a new cross country site in Nova Scotia and a "fun" fly\_in at Hughes Brook. The dates for these are not finalized as of yet.

The HGAN has also stocked up on the air regulation manuals, and VFR navigation charts so pilots now have no excuse for not

updating their level 3 and 4 ratings.

Our lone Labradorian pilot, Alan Faulkner has been "chomping the bit" to get towing on the go. Since he came back from the AGM in Winnipeg, where he went for a tandem tow flight, you can not have a conversation with him without the subject of towing coming up. There has been some discussion of having a tow competition in Labrador when Alan gets the tow system in place. I think the cross country potential is there but upon landing you may have a 3 day hike to get to civilization. Should make for an interesting competition!

That is it for now. Besides I hear the themals outside crying "Flyme! Flyme!" Take care out there in H.G. land.

John French  
(*alias* ICEMAN)

## HANG GLIDING ASSOCIATION OF NEWFOUNDLAND EXECUTIVE AS OF AGM JULY 89

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### SECRETARY

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because nobody else wanted the job). He will openly admit that he would rather be out flying than doing Association work but he feels that someone needs to be around when there is a crisis, like losing a flying site because of lack of insurance. Luckily for him Mia was there to take on some of the burden when she became the Treasurer of the HGABC. He often jokes about doing what he wants because the President and the Treasurer are sleeping together, but he gets really p . . . ed off when pilots don't know or care just how much work is being done. Mia is now doing just about all of the paperwork which helps a lot but he feels that more pilots should help out and show some enthusiasm and care about their associations. He admits that there are a few pilots, people like Jim Bamford and Mike Cook who, although they live in small populated areas, do a lot to bring in members. Because of people like them the actual flying membership in the HGABC has grown from around 50 to around 150 pilots and, if you include student and paragliding membership, to over 400.

He feels that most directors are voted in because no one else will take the position. It would be really nice if just once, there were a couple of pilots wanting to become a director for the same position and there actually had to be a vote!.

#### **HGAC :**

From being President of the HGABC it was automatic that Martin became involved with the HGAC. (Maybe Mia becoming HGAC Vice President, West was giving him an inferiority complex!). This was in 1988 in the form of the "Fund Raising Chairman". We all know the results of that little endeavor, the most money ever raised to send a Canadian team to the Worlds

#### **Fund Raising:**

The reason Martin started the drive stemmed from the problems encountered at "The Worlds" in Australia. He felt that the Canadian team was poor because we didn't have a team that worked together, or that was well backed. Some of those pilots may be should not have been on that team, but they could afford to go, so they went. The problem as Martin saw it was, basically, if you have pilots who have paid their own way they are not going to be told what to do. (ie; If you didn't make the cut and you've spent over \$5000 of your own

money going there, why should you become a retrieved driver when you can go sit seeing and fly elsewhere?)

The only way around that problem as Martin saw it was to send a well supported team that was financed by the HGAC. Only then would they become accountable

The man himself, Martin Henry.  
Photo by Mia Schokker

to the National body and act accordingly. The 1987-88 fundraising drive didn't supply 100% financing but it was a large step in the right direction. Martin found he had to be quite merciless in raising the money. Strangely enough over half the money raised came from the members. The \$5 per pilot is a good scheme, especially now that it's National, but what he feels we really need is corporate sponsorship.

There were a few pilots who put a lot of effort in this direction and got very little recognition for it. There were maybe 1/2 doz projects on the go but none came through. Martin feels that to succeed here we need to find someone on the inside of a big corporation who understands hang gliding. (Do you know of anyone?) This is the only way we will be able to send our best pilot to world meets.

#### **Competition:**

The 1988 World team was an

improvement but it still has lots of room for improvement. Pilots in Canada have got to start taking competitions, and the system, more seriously. (Randy Haney almost wasn't on the '88 team because of this). They have got to realize that being on the team is NOT a vacation, ie no wives/girlfriends, sit seeing etc.

You're there to represent and win for Canada and have got to give 100% to that aim. He feels that Canada has some very excellent pilots and these are the pilots that should be on the team. He also sees an authoritative, professional team manager being responsible for the distribution of the funds, as well as the management of the team, as being a very real asset to a Canadian team

#### **Airspace:**

As for the main projects coming up for the HGAC Martin sees our right to controlled airspace as being one of the foremost. Although he feels that we have a right to that airspace, he also feels that we have to earn that right by showing that we (the HGAC and individual pilots) are responsible, and prove to Transport Canada that we are capable of flying in controlled airspace. The new air regs exams and flying with aircraft radios will be part of this.

He feels that at the moment a lot of hang/paragliding pilots do not see T/C as a concern of theirs. (Except for those pilots who are currently experiencing problems with them like the pilots at Mount Yamaska for example). This feeling is reflected in the attitude of some pilots that get their insurance from the States, or who can't be bothered with our ratings system. We need these pilots to **support** the HGAC, not hang on our coat tails. If they buy US insurance then the only people they are helping is the US HGAW with their air regs and programs.

He knows that pilots can be turned around. Here latest to a couple of dinosaurs we have in the VFVHGAC who refused to take their level 4 exam. Everyone has a price and theirs was a six pack. Maybe it's not a responsible way but it worked. They were responsible enough to write the exam, and . . . . . continued on page 18

**For Sale**

**Demo Magic Kiss 154.**  
Very low hours. Excellent condition. Fluorescent pink and magenta. Great visibility. Offers around \$3200  
Call Barry; (604) 533 4456

**Comet II 165**  
Excellent condition. Very well looked after. Brand new glider bag. A good buy at \$1000  
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**ANYBODY CAN**  
send in articles to be published in the National Newsletter. Just send it in, don't worry about deadlines. It's **YOUR** magazine, so without your help it won't exist.

**Wanted**

Looking for the owner of a Raven 209 (blue with rainbow cloth) Been stored at the Matsquetrain-ing hill for the last two years. Contact Martin Henry. 854 5950

**Stolen**

**Paraglider::**  
**Hilite 1 - 23** (by Ap[co])  
All green (not fluorescent) with pink stripes on each tip. The seat was **not** in the bag. The bag was an Apco backpack, blue and yellow.  
**Instruments:**  
**Aircotec Alibi 1** (Serial # 1019)  
This instrument was stolen in the Mount Pleasant area of Calgary from a locked car.  
Contact: Sean Dougherty  
(403) 288 9485 or 220 5398  
or Muller Hang Gliding Ltd  
Phone or Fax (403) 932 6760

**Provincial**

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**HGAC**

**ADVERTISING RATES**  
Classified adds are free to all HGAC members for personal adds only. Please keep to a max of 5 lines.  
  
Business rates are as follows;  
**Classifieds:** .25 cents per word, min \$4. Photo's and special layout, \$10 per column inch.  
**Quarter page:** \$25  
**Half page:** \$40  
**Full page:** \$75  
These rates are for camera ready adds. If any special layout is required call the editor for quote.  
  
Payment required in advance.  
**Make check payable to HGAC.**

*continued from page 18.....*

now both of them have even bought aircraft radios and are studying for their air regs and radio exams!

**Radios:**  
Taking of radios, Martin feels that aircraft radios are the only way to go. It's something to have two way communication, but it's not going to help you when you need to communicate with other aircraft or a control tower. Here latest to last year when the FSS were informed (via aircraft radio) of a hang gliding meet that was taking place. Later, we were contacted by the water bomber that were active that day to find out exactly where we were flying so that they could avoid us. This added greatly to everybody's safety.

**Air Regs:**  
Getting pilot to write their air reg exams is probably #1 on Martin's priority list. (This is the one sure fire way we can prove to TC our commitment to be responsible). At the moment he sees coaxing pilot to take it but later on it may require a more firmer stance, like having to have an air reg endorsement to enter competitions.

**Paragliders:**  
He also foresees potential future problems for the paragliders with TC, for they will be under stress even less than us. But along with this problem he sees hope, for paragliding, not only being the simplest form of aviation, contains a spirit, energy and a strong driving force that the hang gliding community seems to have lost. This drive, along with the experience that the HGAC has gained over the years, will save the paragliding community much anguish and will only result in mutual benefits for both groups.

**Membership:**  
What he feels the HGAC needs in the future is a strong membership base. We need large numbers, and that has to come through the provincial associations. He feels that the "Hang Gliding Association of Canada" name should die and be replaced by one that truly reflects both Hang Gliding and Paragliding. The "Free Flight Association of Canada" is his suggestion, or looking even further, he feels that maybe we should even join up with SAC, the sailplane association. One of the reasons being that they have same

present problems as us, ie; lack of members, no official Sport Canada recognition, and yet we have a lot in common with them.

Well that's it for your new HGAC president. Maybe you agree with some of his views, maybe not, whatever the case, one thing's for sure, he'll be doing the best he can for Hang Gliding in Canada.

Barry Bateman

\* (A flat kite for some of our newer pilots was a flat 6 (?) sided aluminum frame with material stretched over it and was towed behind a speedboat with the pilot (?) hanging on by his hands underneath. Micheal Robertson in Ontario was in fact a "flat kite champion" way back when. Maybe we might be able to get him to write an article about it sometime.)