



NATIONAL NEWSLETTER

SEPT 1992

THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA

VOLUME 6 ISSUE 3

Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	23	0
→ ALBERTA	23	0
SASKATCHEWAN	12	11
→ MANITOBA	14	9
ONTARIO	17	6
QUEBEC	14	9
NEWFOUNDLAND	14	9

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 of Canada, its director 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 an IBM compatible computer using Microsoft Word and Aldus Pagemaker. Contributions may be sent on a 5.25" or 3.5" 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
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Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior.



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Saskatchewan S6H 4V8

Manitoba Hang Gliding Association

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Manitoba R3C 4M2

Ontario Hang Gliding Association

1220 Sheppard Avenue East, Willowdale,
Ontario M2K 2X1

L'Association Québécoise De Vol Libre

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

Hang Gliding Association of Newfoundland

Box 122, Churchill Falls
Labrador A0R 1A0

WILLS WING FALL SALE!

All I want for Xmas is my new Wills Wing Glider? It's time for our annual Wills Wing gliders sale!

Order your new Wills Wing glider NOW for Xmas delivery!

HP AT 145 & 158

The HPAT is currently the top selling high performance glider on the market. The choice is not whether to purchase a HP AT BUT do you need a 145 or 158! The unique VG system allows pilots to optimize the glider tuning configuration for climbing flight or gliding flight. With the VG in the loose setting, the HPAT provides exceptional light and responsive handling for situations in which immediate and reliable response is imperative. In the VG tight adjustment, the HPAT still provides positive control; authority, along with an extra measure of glider ratio performance for penetrating through sink or headwinds. The two position system insures that the pilot will always find the gliders handling to be consistent and predictable. This innovative VG system is backed up by a bridle adjustment compensator system, which connects the bridles directly to the crossbar center through an internal system of cables and pulleys inside the kingpost. This system maintains precisely the correct bridle lead adjustment regardless of crossbar setting, without excessive slack in the front to rear wire loop found on other compensator systems. The result is positive bridle compensation and a more connected feel to the handling. Also unique on the HPAT is a revolutionary new leading edge construction, in which a light weight, extremely strong and highly rigid leading edge telescopes down to a more flexible rear leading edge, providing for unprecedented control of the distribution of strength and flexibility along the leading edge with extraordinary light weight structure.

THE SUPER SPORT 143; 153 & 163

The Super Sport series was designed for the recreational pilot who enjoys XC flight. The sink rates are nearly identical to the HPAT series until you are flying in the mid to upper speed ranges. The Super Sport series are easier to land, lighter weight, quick to assemble, less expensive and less tiring to fly than other gliders of similar performance.

SPECTRUM 144 & 164

The Spectrum series was designed for the entry level pilot. A double surface glider that will take new pilots from the training hill to ridges soaring and XC flight. This series is light weight, has good handling but allows for the slower reaction time of the new pilot. The Spectrum also features the same easy to land characteristics and quick assembly as the Super Sports.

HP AT 145 & 158	reg. price	\$4,780.00	SALE PRICE	\$4,300.00
SUPER SPORT 143; 153 & 163	reg. price	\$4,320.00	SALE PRICE	\$3,900.00
SPECTRUM 143 & 164	reg. price	\$4,200.00	SALE PRICE	\$3,600.00

Order to be received together with \$500.00 deposit by OCTOBER 15, 1992

Delivered by Santa

NEW FOLDING BASE TUBE OPTION \$90.00 with glider order.

The folding base tube is a slick new design innovation! The control bar corner fittings remain attached during breakdown. The base tube folds in the center with a quick push of a button. It removes the possibility of improper assembly at the control bar corner during setup.

Muller Hang Gliding Ltd, RR#2 Cochrane, Alberta. T0L 0W0 Canada.

phone or fax (403) 932 6760

HGAC/AVL Directors Reports & Updates

1992 3rd Quarter Safety Report

BY STEWART MIDWINTER

Another 3 months, another crop of accidents. We are now embarked on the worst year since 1976, back in the dark days of the sport. So far this year, there have been four, no, make that five, fatalities in Canada, all of which involved pilots flying in high winds or strong weather. Two of these pilots were HGAC rated, three were not. A technical analysis back in the mid-70s by aerodynamicist Paul MacCready pointed to the dangers of turbulence in high winds; 20 years later we're still learning the same lesson.

The latest fatality occurred in Québec at Mont St-Pierre, where Stéphane Cliché hit the cliffs. More details later.

The second-latest fatal accident took place in Ontario, where pilots were flying on a day that saw high winds clear across the province. John Popp tried to self-launch at the Kimberleys site, which has a sheer or even undercut cliff for a launch site. He started back several meters and took a run at the edge; when he hit the wall of air, his nose pitched up, the glider stalled and spun, and he ended up at the bottom of the cliff, fatally injured. There is only one way to launch on a cliff in wind, and that is with a nose-wire meant to hold the nose as far out as possible into the air flow, and with the nose low. Better yet, just don't do this type of launch: there's no margin for error.

In Québec, a wuffob bought an old hang glider out of a newspaper and took it to a training hill upon which a thunderstorm descended. He died.

Earlier in the year, a Québec pilot soared a ski hill on a day when winds were up to 60 km/h. He had trouble penetrating then tried to land in a tiny parking lot surrounded by tall trees. He was rotored in and died.

In February, several paraglider pilots flew off a mountain in BC when it was too windy at the top to take off. They launched from lower down, then tried to penetrate across a lake. Several landed in the water, and one died of hypothermia within minutes.

Perhaps all that reading about fatalities is too depressing. Perhaps you'd prefer accidents where the pilots lived. Read on.

An intermediate pilot with a Flight Designs

Demon decided to test-fly a newer Airwave Magic 4 at a ridge-soaring site near Kamloops. He got into severe yaw-rolloscillations (the "watusi") and struck the ground out of control; he spent a week in hospital. Here is a strong argument for trying new gliders at the training hill in calm conditions before going off a taller site in windy conditions. Also, many pilots used to gliders with strong bar pressure have had problems when switching to gliders with light bar pressure.

An intermediate pilot in Alberta popped off the tow truck and his wink link failed. He prepared to land in a field beside the road, but fell down on landing, broke two down tubes, took a strong blow to the head and cut his scalp open. He had bought small safety wheels a few months earlier but didn't bother to install them. Weak-link failures can happen any time and pilots should be prepared to enter landing mode immediately after lifting off the truck. In some places, the pilots actually practice this skill by releasing from the truck with no tow rope attached to the glider.

A paraglider pilot had enjoyed a first-ever soaring flight and top-landing earlier in the day, and re-launched later as wind spiked back up. But soon the lift and the wind grew stronger and the pilot was getting higher but not penetrating. The pilot may have wanted to try a circle to lose altitude, but for whatever reason turned downwind and flew into the ground in a 35 km/h tailwind, narrowly missing a house; although taken to hospital overnight for observation, the pilot suffered no serious injury. PG pilots need to learn or be taught high-wind and high-lift escape techniques (such as bigears, B-line stall, spirals) before their first soaring flight.

An intermediate PG pilot scratching at Cochrane in light crossing winds made a downwind pass and crashed into a fence, slashing his harness and cutting his leg. Pilots should expect to sink when flying across the gullies and not scratch so close on the downwind leg, when the ground speed is high and so is the risk of injury if a mistake is made.

A PG pilot tried launching off the ramp launch at Golden and had a major wing-fold just as he lifted off, resulting in a spin into the rocks and

major sail damage. PG pilots are advised not to use this launch, especially in S winds. Instead, use the slope to the right of the ramp if the wind is NW, or use the newslope-launch through the trees below the cabin.

An intermediate PG pilot tried the new NW slope launch at Golden. Circling just above launch, he experienced a major wing fold on his Class 2 glider, could not maintain heading, and turned back into the hill, breaking his leg as he fell between logs. The trees below the new launch act as a thermal trigger. The air between the trees and the launch is frequently turbulent; avoid lingering there.

An BCHG pilot with 50 hours decided to do some wingovers at 400' AGL. However, due to a combination of stalling his Magic Kiss too hard and pulling in too hard while the glider was rotating downward it caused his glider to tuck. He then fell into the sail and so he threw his chute, which opened below tree-top height. The glider was destroyed but he was unhurt. Two points here: any aerobatics at low altitude is a bad idea, and don't pull in **hard** when your glider is already rotating nose-downward. Modern gliders are not tuck-proof!

An intermediate PG pilot was flying a Class 3 glider at Cochrane and experienced a wing fold, turning him toward the hill. He overreacted in braking to recover, the glider stalled, then recovered and surged forward. He did not brake quickly enough to stop the surge and the canopy hit the hill before he did. He broke both ankles and a heel and compressed his lower spine. Should low-time pilots fly advanced gliders?

An inexperienced PG pilot was scratching at Cochrane in a crosswind and while flying downwind hit first lysink and secondly the hill, slamming his seat into a rock. He severely injured his spine. In downwind flight, things go wrong very quickly with severe results. If you must scratch, do it only the upwind leg, and be aware that each gully produces rotors which can upset your glider.

A visiting PG pilot was scratching at Cochrane and realised too late that there was barbed wire between those fence posts. To

HGAC/AVLCDirectors Reports & Updates

avoid damaging his canopy, he hit the strands with his body-- while wearing shorts. Ouch! Check the local hazards before you fly.

An intermediate pilot on a recently purchased older glider was ridge-soaring a mountain in Kananaskis Country and when the wind picked up he blew over the back, damaging his tail bone on impact. Ridge-soaring a paraglider in the mountains, especially in older, slower gliders, is probably a form of Russian roulette. It's only a question of time until you get hurt. Don't fly anywhere in wind unless you can safely blow over the back.

A visiting HG pilot from Washington was flying down the range at Golden on a typical day where west winds increased above the peak-tops. He drifted too far back in a thermal, then couldn't penetrate back in the headwind and sink, and landed on the backside of the peaks near Parson. He spent the entire next day with two helpers retrieving his glider. Another day, a BCPG pilot on his 1st xc flight did the same thing, but landed above tree-line. He hiked up to the summit and took off on the Columbia Riverside, landing safely at Harrogate.

A Calgary HG pilot at the xc camp in Golden tried to land in a small field and hit a fence-post, breaking his arm. Another Calgary-area HG pilot at the National tried to land in a small clearing in a forest and hit a tree with his wing-tip, then yawed sideways and slashed his sail. A Vancouver Island pilot at the National tried to land in a small field and slammed the ground hard, knocking himself out. Looks like pilots are pushing too hard for a little extra distance.

Two BC pilots had a mid-air collision at 10500' ASL above Mt. Seven and came down under canopy onto the eastern slopes of the mountain. Two PG ran several km across the mountain to offer assistance but the pilots were uninjured, although the gliders were destroyed. One of the two parachutes' line were 25% wound up: a para-swivel would have been prevented this. The accident happened when a pilot joined a thermal below another who was already circling. He climbed up and after 5-6 turns was struck by the top pilot, who said he did not see the lower until seconds before impact. You may be saying the higher pilot was to blame, but the lower pilot could have prevented this accident as well by not circling directly below the upper pilot, so as to always keep the other pilot in

view. Another good idea would be to blow a whistle any time you near another pilot: don't assume he can see you, or has seen you.

An beginner PG pilot was sold a Class 3 glider and, after flying in on small hills for a year, flew it at Golden in strong thermals. While 1000' higher than Mt. Seven and over the Horse Creek canyon, he hit some turbulence and lost control of the canopy. In the ensuing series of stall, spins and other assorted collapses, he lost 1800'. Here's an occasion to repeat the words of Mike Meier of Wills Wing: "a pilot is not ready to fly a Class 2 glider (let alone a Class 3 model) unless he not only has done every type of maneuver (stalls, spins, etc) on a Class 1 glider, but is comfortable doing them". In very blunt terms, dealers who sell advanced paragliders to pilots who have not done all the maneuvers on a Class 1 glider are signing a death warrant for their customers.

PG pilots who want to move on to advanced gliders should get instruction in all maneuvers, and take an advanced maneuvers course, like the one offered by Kelowna's Wayne Bertrand in July at Sicamous. At that course, at least one pilot had to deploy his chute after entering an uncontrollable spin during mild wingovers; he landed safely in the water.

A PG pilot was on the back range at Spillimacheen and wanted to cross to the front. He hit heavy sink and descended at a 2:1 glide until he hit trees in a canyon. When some locals arrived with a chainsaw and cut the tree down, the glider was shredded. Many, many pilots have had scares from turbulence or sink behind the front ranges between Spillimacheen and Brisco. Do yourself a favour and stay on the front!

Our final story is one I actually got a report on, from Adam Hunt at the Cold Lake Condors (is that an oxymoron?). A pilot took off on tow in a light NW, so he landed the same direction. However the wind was light SE so he broke a down tube. Winds do change direction frequently, so always check the windsock several times.

1992 CANADIAN XC LOG

HANG GLIDING AND PARAGLIDING FLIGHTS

Don't forget to log all your XC flights for 1992 and send them in at the end of the season.

DEADLINE IS NOVEMBER 1, 1992 DON'T BE LATE!

All flight over 1 mile (as long as the landing is 1 mile further than the regular LZ).

The advantages of the XC list is that you can look at the previous year's flights and you can judge your progress each year. Stewart Midwinter does graphs each year to accompany the list and from these graphs you can see which are the best months to fly particular sites. This can help pilots plan holidays or days off. Pilots can decide whether to attend competitions or possibly just free-fly to get the best mileage.

PLEASE LIST FLIGHTS AS FOLLOWS:

Hang Gliding

Open Distance - measure in a straight line.
Out and Return
Triangle
Feminine (as above)
Tandem (as above) (name passenger.)

Paragliding

Open Distance - measure in a straight line
Out and Return
Triangle
Feminine (as above)
Tandem (as above) (name passenger)

Include month of flights and site of launch (including province).
Out of Country flights are on a different list.
(Name of country of launch site)

The list for *Open Distance*, hang gliding and paragliding will be published in the Spring 1993 Muller Hang Gliding Newsletter. The lists for the following: *Out and Return*, *Triangle*, *Tandem*, and *Out of Country Flights*, - will be published in the March 1993 issue of the National Newsletter.

Attention Meet Directors

Please send distances, miles or km (complete results not required) of any meets that you have run this year. Send to:

Vincene Muller

RR#2, Cochrane, Alberta, T0L 0W0
fax (403) 932-6760

HGAC/AVLCDirectors Reports & Updates

Paragliding Update

Below is a list of **ALL** current HGAC officially rated Paraglider pilots. If anyone believes that they should be on this list and is not, please contact your local examiner or Provincial ratings officer.

For those pilots who do not yet have a HGAC paragliding rating, please support your National Association by finding the time to get rated.

Janet Moschard
HGAC Paragliding Committee Chair-
woman

Richard	Auer	HGABC	P
Rosco B.	Barker	HGABC	P
Ronald	Blanrue	HGABC	P
Steve	Cousins	HGABC	P
Anthony	Detering	HGABC	P
Tom	Duguid	HGABC	P
Chris	England	HGABC	P
Thomas	Erler	HGABC	P
Jayson	Faulkner	HGABC	P
Paul	Feeley	HGABC	P
Russell	Fretenburg	HGABC	P
Alan	Gelfand	HGABC	P
D.R.	Groves	HGABC	P
Roger	Hollingsworth	HGABC	P
Paul	Karlsen	HGABC	P
Cameron	Mackenzie	HGABC	P
Peter	Macloren	HGABC	P
Brent	Martin	HGABC	P
Janet	Moschard	HGABC	P

Joris	Moschard	HGABC	P
Gary	Nesbit	HGABC	P
Simon	Pascal	HGABC	P
Mike	Roberts	HGABC	P
Mike	Sadan	HGABC	P
Patricia	Sadan	HGABC	P
Elke	Socher	HGABC	P
Mark	Tulloch	HGABC	P5A
Kevin	Zucht	HGABC	P
Alex	Bahlsen	AHGA	P
Stu	Cameron	AHGA	P4
Glenn	Comfort	AHGA	P
Glenn	Derouin	AHGA	P
Garth	Henderson	AHGA	P
Adam	Hunt	AHGA	PA
Darcy	Lalor	AHGA	P4A
Chris	Muller	AHGA	P1
Willi	Muller	AHGA	P5A
Mary-Ann	Podgorski	AHGA	P
Jacek	Chodanoski	OHGA	P
Anton	Tyukodi	OHGA	P3A
Rene	Armet	AQVL	PA
Robert	Bergeron	AQVL	P
Clude	Chauvin	AQVL	P
Sylvie	Cote	AQVL	P
Jerome	Daoust	AQVL	P
Marie	Desavbliaux	AQVL	P
Claude	Fiset	AQVL	P
Isabella	Goudreau	AQVL	PA
Guy	Goupil	AQVL	P
Gilbert	Grenier	AQVL	P
Eric	Meunier	AQVL	P3A
Richard	Roussin	AVLQ	P4A
Charles	Turootte	AQVL	P

Rating: P=Paragliding
= H.G. Rating
A = Air reg exam

HGAC RECOGNIZED PARAGLIDING SCHOOLS & EXAMINERS

British Columbia

Aerial Sensations Paragliding
Wayne Bertrand
Box 2039, Stn R, Kelowna, BC V1X 4K5
phone: (604) 765 2FLY
fax: (604) 765 8200

First Flight Paragliding

Cameron Mackenzie
4470 Prospect Road
North Vancouver, BC V7N 3L7
phone (604) 988 1111

Parawest Paragliding

Janet & Joris Moschard
Box 1097, Whistler, BC V0N 1B0
phone: (604) 932 7052
fax: (604) 932 8750

ALBERTA

Muller Hang Gliding & Paragliding

Willi Muller
RR #2, Cochrane, Alberta T0L 0W0
phone or fax: (403) 932 6760

Paragliding Canada

Alex Bahlsen
RR #2, Cochrane Alberta, T0L 0W0
phone: (403) 932 4603
fax: (403) 932 4656

Rocky Mountain Paragliding

Glen Derouin
P O Box 2660, Canmore Alberta, T0L 0M0
phone: (403) 678 4973

RECORDS

Jim Houghton has been awarded his **Delta Silver Badge** for a flight made in Chelan, plus he has also been awarded a **Canadian Out-of-Country Open Distance Record**.

HANG GLIDING

World and Canadian Record Notification
- 100km Our & Return Speed Record
Martin Henry - Golden, B.C.

Canadian Out-Of-Country Record Notification

Feminine; Open distance 146km
Feminine; Declared Goal 44km
Mia Schokker, "L" Road to site - Creston, Washington

PARAGLIDING

Canadian Record Notification
Open Distance
Peter MacLaren - 120km
Flight June 25, 1992

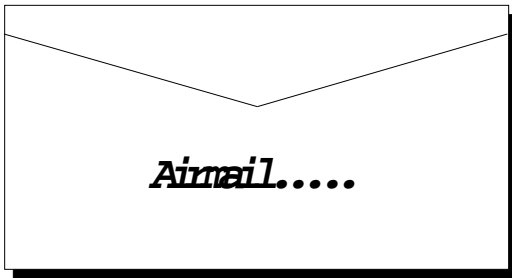
Canadian Record Notification

Open Distance
Chris Muller - 146km
Flight July 11, 92

World & Canadian Record Notification

Flight to a Declared Goal
Chris Muller - 146km
Flight July 11, 92

Vincene Muller
Records and Badges



What 's in a name !

I am writing with regard to your request for submissions for a new name for the "National Newsletter".

I agree with you that calling our national newsletter "The National Newsletter" is a bit dull, not to mention obvious! Therefore, I would like to submit the following suggestion to the HGAC/AVLQ for your consideration:

"Silent Skies / Ciel Silencieux"

I hope that your search for an acceptable new name is successful!

Adam Hunt
Medley, Alta.

Regarding the official name of the HGAC/AVLQ National Newsletter, please find my attached submission.

- Change the name of the HGAC/AVLQ to the "Gliding Association of Canada" The French version can remain the same, "Vol Libre".
- Redesign the HGAC/AVLQ graphics (logo) to include paragliding.
- Rename the National Newsletter;

"The Glider / "Vol Plané"

I believe that the redesign is very appropriate for both wings of the sport and in both French and English.

Mike Siska
Victoria, BC

We tried coming up with a new name for the National Newsletter out here on the east coast. After 6 beers around the campfire at 1 o'clock in the morning all we could come up with was ;

"Flatlands & Cliffs"

Not a real winner but at least we're retrying.

Chris Walters
Corner Brook, Nfld.

OK guys 'n girls, out of all you Canadians, this is the total submissions for a new name for this rag. Does this mean that nobody read this mag, or if you do, couldn't care a hoot?

Come on folks, spend 5 minutes to jot down your suggestion or pick up the phone and give me a call, right now, number is:

(604) 888 5658

You have until the end of December this year to get your suggestion in to me, hell, I'll even pay the HGAC membership fee to the winner myself. If no other thoughts on a new name reaches me by the deadline, I'll choose the winner or pick one myself, and you'll be sorry every time you receive this mag and have to look at it!!

You have been warned.....
Barry Bateman
Your humble editor

Dear Barry:

This newsletter needs a name! Apparently you haven't received too many suggestions in response to your call. So I humbly put forth the following name. It is intended to reflect the rich Canadian heritage and linguistic duality we have in this country:

"Take Off, Eh!" / "Décollez, by gar!"

Bob and Doug Mackenzie would be proud.

Yours sincerely,
Stewart Midwinter (alias, Midtoad)
Calgary, Alta

(Nice suggestion Stewart, I wonder what gave you your inspiration, it almost seems like a name I would come up with.....eh!!!! ed.)

When I told Willi Muller what I will call this newsletter if I don't get any response, he fell off his chair laughing and broke his leg. You think I'm kidding?
photo by Barry Bateman



The 1992 U.S. REGIONALS REGION 1

BY DAN KEEN

The United States is divided into twelve gliding regions, with Region 1 being comprised of Washington, Oregon and Alaska. Although there were no pilots from Alaska, two pilots were from Canada, Mike Harrington and myself. The regionals were held in Chelan, located in central Washington, along the Columbia River gorge, 100 miles south of the border. It is the presence of this gorge which makes flying here real interesting! On the west side of the gorge are the Cascade Mountains, with launch from the Chelan Butte at 3800 ft. Six miles across and 3000 ft down is the Columbia River gorge with very limited landing zones. Back up at 3000 ft, on the east side of the gorge, is the start of the "flats", prairie and dust devils as far as the eye can see. To reach it is a seven mile glide with only a 800 ft drop through a sinkhole!

Day 1

After handing out free film at the pilots meeting, Meet Director, Davis Straub, called a 45 mile triangle task with the towns of Withrow and Mansfield as turnpoints. Because we were using an aerial start gate, most pilots had launched before the tarp was rolled out at 1:00 pm. I must say, it was a unique experience to be in a 35 plus gaggle in strong lift, knowing every pilot around had only one hand on the control bar as he peered through a hole smaller than a dime! Fumbling with two cameras, I was finally off to the races in the first gaggle of about 10 gliders. After crossing these seven mile gorge in 600 ft sink, we arrived at the lip of the flats with under 1000 feet to play with. I spent a few minutes of bobbing thermals, until I hooked the big apple and headed out into the flats. I was the first pilot at the Withrow turnpoint, climbing to 8000 ft before blazing the trail to Mansfield. Mike was about 5 minutes behind; the only two Canucks entered are in front, one and two. We were first again to round the corner at Mansfield and were heading down the home stretch. The westerly flow had developed in the afternoon and so did the headwinds sink. I

was at McNeil Canyon turnoff and goal was in sight! "Oh, Baby! One more thermal and daddy's coming home!" I said to my wife who was still at the Chelan beach with the kids while monitoring the radio along the course. But, down, down, down, I went. I found what seem to be a dead spot between the lip of the gorge and 2 miles back at the power lines on top. Never count your eaglets before they hatch! About half an hour later I saw some triangles floating overhead. One pilot had to push out to clear the barbed wire fence on the

that we had done everything right except for the finish. If we were to have had some markers in front of us, our chances would have increased. So, tomorrow a bit more conservative. maybe in front is not the safest place to be. A Chinese food feast for our driver and go-car tracing for the kids wrapped up a full day.

Day 2

Happy Birthday to me! What every pilot sooner or later needs, socks and a spare downtube! Today is HOT. 105°F HOT!

In the launch line-up, I feel like a dry roasted peanut. Task today is an out and return to Simms Corner - distance 64 miles. The cycles were coming in few and far between. The one o'clock start gate is rolled out beside me, so I took my photo from 5 feet up. I finally got in the air but could only get up to 7000 ft before I crossed. On the rim of the flats I caught a broken piece of garbage and drifted through the dead zone until I finally found a nice 600 up which took me to 7000 ft. I could see lots of markers and dust devils ahead, and used them like stepping stones all the way to the turnpoint at 9000 ft. The westerly flow has really set in today and gliders are falling out

Dust Devil ripping through launch at Chelan. Photo by Barry Bateman

edge of the canyon, then fall into the gorge only to climb out and head for goal. I saw my potential 1st dwindled down to 10th with my 38 miler. Four pilots made goal that day. Davis Straub (author of the technical article in the USHGA magazine, "The Final Climb and Glide") landed 500 ft short of goal! Maybe he forgot to calculate in the square root of the "oops" factor.

Back at the motel, Mike and I discussed the day's strategy in the hot tub and concluded

of the sky. I was down to 4000 ft when I catch a good one, but the drift is so strong I end up back at turnpoint 1/2 hour later at 9000 ft again. Still more gliders fall from the sky. It is one step forward, and two steps back. Bob Summers entered a dust devil at 600 ft, did a couple of high banked turns but became inverted. Both of his top wires failed and then both leading edges snapped like stale bread sticks. He quickly threw his chute but found he was still coming down too fast, so he let off

his ballistic chute also. Amazingly, he walked away unhurt and flew the next day.

I fought on to Mansfield, but was down below 4000 ft when I locked onto a beauty that took me over 11,000 ft! At 6:00 pm, a 7000 ft gain sure feels fine! My kids at the beach began to sing happy birthday to me over the radio. That 11,000 ft turned into a final glide which put me at the bump in the road, west of Mansfield, for a 50 mile run in 5 hours. Good for 3rd place, just 4 miles shy of 1st. Mike got a 46, er for 5th. Back in the hot tub, the jets were on at warp speed, until my muscle turned to butter. A nice long walk in the warm night breeze along Chelan's boardwalk added a special glow to the day.

Day Three

Task this day was an out and return to the bump in the road with a goal at Chelan Airport, for a total distance of 24 miles. Kevin Bye was in first place after the first two rounds and I was sitting in fourth. My strategy for today was to set up beside Kevin so that I can keep a close eye on him. At the last minute, I remembered to photo the task board and when I returned he was already gone! I quickly got into the launch lineup but it was not moving. Six gliders were really high over launch but everyone else was real low. One pilot top lands yelling "Down cycle!", which froze the lineup. The start gate was rolled out and the first gaggle took off. Another ground photo start for me. Launch cycles were strong but switching 90° both ways. Some pilots won't launch until all 14 streamers are straight in.

One hour after the start gate opens I finally got to launch and hooked the first thermal I could find up to 8,500 ft and crossed the gorge. As I crossed I could see a few gliders crossing also, the other way! Great! My time is shot, so, my strategy now is just to make sure I get to goal and hope my points don't drop too much. I photo turnpoint at 8000 ft and hear that Mike is still stuck on launch. The glider in front of him munched off launch and snapped his keel. I made it back to the edge of the gorge and remembering Kevin's map, which I had peeked at, saying you need 5200 ft to make goal. I thermaled back up to 6000 ft to be on the safe side. Mike is now in McNeil Canyon and scratching for his life. I head across to the airport, getting unwanted lift all the way, and arrive with about 3000 ft too much. Making lots of noise for the goal timer, I dropped a smoke bomb for a glorious orange plume. Mike Daily won the day and my own was good for tenth place. After one and a half hours of scratching in the gorge, Mike finally got up and headed for the turnpoint. Goal closed at 6:00 pm, Mike was last to cross the line at 5:37 pm.

CANADIAN PARAGLIDING RECORD

By PETER MACLAREN

Finally a wind still day. The previous three had tested my nerves with strong north winds resulting in shredded thermals, rotor scares and time spent hitchhiking from well down range. The task for June 25th would be different with a 100 km speed out and return.

I had been cycling up for the past half hour on the Mt. 7 launch in Golden, B.C. but I was still completing documentation. Once launched it took minutes to go from 1800m to 3500m and soon thereafter the first valley crossing was complete. Down range a large cloud was blocking out my future thermal points. I pushed through this shady area finally receiving some lift from a sunny forested patch on the valley floor.

Arriving at my intended turnpoint of Mt. Spillimacheen I noticed that in fact a north drift was prevalent. I chose to abort

my task and go for open distance. The flying wasn't difficult up until Mt. Swansea (105 km) where I dropped below 2000m. I decided to head out in the valley as the mountains were some distance from the road. I managed to gain 500m in very light lift in the valley, but that was it. I followed the highway looking for landing fields knowing that I also needed a landing witness. Nobody around except for vehicles on the highway so that was my best bet. I worked for a clear stretch and put it down on the shoulder. I flagged the next motor home which thankfully stopped. The occupants agreed to be my landing witnesses and took pictures of me with my Edel Racer 25 on the side of the highway.

The flight took 4 hours 20 mins and covered a distance of 120 km. It also took me another 3 hours to hitchhike back to Golden. (I hope we get some out and return type of weather soon!).

The only two Canucks to enter the U.S. Region 1 Regional ended up in the top ten. Mike placed seventh and I placed fourth. Chelan has got to be one of my favorite places to fly. You can fly north or south and mountain fly, or you can cross the gorge and prairie fly. Just don't enter the dust devil stoolow.

Final Standings.

- 1 Kevin Bye
- 2 Dave Little
- 3 Davis Straub
- 4 Dan Keen
- 5 Paul Gallagher
- 6 Don Wanlin
- 7 Mike Harrington
- 8 Mike Daily
- 9 Terry Taggart
- 10 Lionel Space

OWENS VALLEY '92

(Fasten Your Seat Belts!)

BY RANDY HANEY

Neil Young and his band Crazy Horse were wailing out about the Cinnamon Girl and Cowgirl in the sand over and over again as we were driving through the desert and on past the infamous China Lake Military Airbase. I thought I was going to go nuts! Looking out over the dry lake bed I remembered back to when I had read "The Right Stuff" and "Chuck Yeager's Excesses", about all the wild flight testing he had done there, then wondered how guys like that ever lived to be so old.

We were on our way to Mecca - "The Owens Valley" and around China Lake is just where things start to get interesting. I was looking at my map and recalling all the names of the mountains and places which were sparsely distributed along the Owens. It was for me a great excuse to get "Caddy" (my buddy Tomas Geissel) to turn the blaring stereo down while I explained to him about a few of the towns and launch sites we were driving through on our way to our final destination of Bishop, Look Cad!, there's Horseshoe Meadows! That's where both Larry Tudor and Kari Castle had set their respective men and women's World record flights of well over 200 miles. "Yah gut, cool!" says Caddy, looking up at the awesome peaks. My reprieve is short, five minutes out of Lone Pine the stereo volume is back up and Neil Young is relentlessly wailing out something about, "knocking on a cellardoor".

Especially for those not ever having had the experience of the Owens Valley, I can easily understand that it could be hard to imagine the power of the impression the Owens imprints on a person's memory. The size-scale and magnitude of this sprawling desert, the huge sheer gray and distant granite peaks and the frequent, "Big Weather" is stunning. The clear and dry desert air allows you to see incredibly far down lonely roads and across many empty miles of sand, where not even a heartbeat exists. In fact, judging both scale and distance is incredibly hard in the Owens and it is something to watch out for, the best thing is to refer constantly to maps for the first while.

Clouds were forming and I guessed them to be at least 18,000 feet - much like every day the previous year. Upon arrival in Bishop it was

obvious, "this was the place". Dusty Hang glider vehicles of all types were parked in front of stores or roaming the few streets in town. Getting a bed to sleep in proved to be tough as we were among the last to arrive and had not bothered with the formality of reservations. Wandering through town and visiting a number of over-booked Motels we met a lot of pilots just laying around their rooms. Having arrived early, they were taking a break from all the sun and dust. They had already flown some days and needed time to relax before the meet. We began to hear a lot of wild stories about dust devils, upside down gliders, Military jets and flat tires as we passed from Motel to Motel. It was looking like things were going to be interesting.

Finally we found our place at the Piute Lodge where we unloaded and began to work on our gear. Oxygen bottles, regulator systems, Camel Backs (water container). Camera's secured - working? Ballast containers, radios - extra batteries - check, first aid kits, hook knives, Granola bars, Gah!, where does a guy find the space! Our harnesses were soon transformed into something which more closely resembled an astronaut's spacesuit! We would only have a few days of rest before the meet, after a treating ourselves to great Mexican food at "La Casita" we crashed out for the night.

Day One

Basalt - Coaldale - Mina Junction

Dust devils on launch and good going on the Whites! One could see that there was a real race on and from this pilot's perspective it was exciting - that is at least, until halfway to Coaldale, where in the flats the lift was broken and drifting toward the north - and away from our precious last turnpoint. Basalt was easy and everybody snapped their photo's pretty high, but after that, talk about 'Bump and Grind!' Being one of the first few pilots out on the flats I ended up with a few others - including Pendry, low, turning climbing and drifting in weak, small and punchy thermals. The trick here seemed to be leaving the thermal before the wind drift began to become too much than the rate of climb - which then put you in the awkward position of actually losing ground. About every 5 minutes a few gliders would break and sprint towards the

turnpoint with many others following in hot pursuit desperately trying not to be left behind. While the majority of pilots lost a lot of time in the flats, some of the later arrivals were in luck and able to make up some because conditions had improved immensely by the time they arrived. After making the Coaldale turnpoint the run to goal was downwind and plain easy.

At the goal line it was hectic, with most of the 40 finishers arriving within 10 or 15 minutes of each other. Shortly after the last pilot landed at goal, a large gust front (pushing a several kilometer wide band of dust up into the air), came ripping through and blew some gliders around. The wind was so strong that it was not possible to put a glider on the roof racks without at least two or three people. Fortunately because of all the dust, everybody could see the front coming and were (for the most part) prepared for the wind, which felt more like a big sand blaster than anything.

Day Two

White Mountain Ranch - Darwin

A long one! The task was 12.5 miles north to White Mountain then a turn south back past launch across Westguard Pass and onto the Inyo Range. Getting to the goal of "Darwin" involved flying completely off the end of the Inyos and 15 km east into a headwind which surprised most pilots. Getting upon the south side of Westguard Pass was not always so easy either, in fact, some pilots didn't. Several people landed high on the Plateau - at 7000 or 8000 ft and there were some others who landed far from the highway (or any road for that matter). Tulio Gervasoni (the only competing Italian pilot) landed "offroad" and spent the night out in the desert floor "admittedly" a bit restless thinking about all the snakes out there. Yet another pilot landing out 'high and far' in the back range, walked out but on the eastern, Death Valley side of the Inyos. After running out of water he was more than lucky to have been found and picked up by an old miner who gave him a ride out the next day. Having spent the night out he didn't make it back to Bishop until 1:30 pm the following afternoon.

Later, on the Inyo mountains, before Lone Pine, I watched first hand as Bruce Goldsmith entered a thermal about 100 meters in front of

me. Suddenly his glider pitched straight over and tumbled forward violently. Thrown hard into the sail Bruce lost the control bar and the glider stabilized momentarily upside down. As he was still in the sail the glider made yet another turbulence related maneuver and rotated hard into an inverted, backward tail sliding and oscillating position. All the while I was waiting to see a parachute come flying out but it was not to be. Still full in the sail the glider rotated again hard, yawing and tumbling again but it appeared "amazingly enough" that Bruce caught the top of the control bar on the way past and came out in a screaming dive 100 meters over the mountain. Later Bruce flew to goal. First in was John Pendry, then Tomas Suchenek, Chris Arai and myself. Pilots were coming in until 7:45 pm finishing this 116 mile task. Interesting point here was that 5 German pilots were among the 20 who made goal, Bob Baier being the first of them. On the long drive home one could see the majority of pilots, (many of whom who had worked hard and flown until dusk) were lined up in the dark all along the last twenty miles to goal. No vehicle with a conscience found its way home without a full complement of gliders this night.

Day Three

100 mile race to Gabbs

Forecast - Moderate southwest winds to 20 knots with turbulence down low. Again a long task at one mile less than one hundred from the start gate to goal. Many pilots complained about turbulence over the White Mountains this day. Thermaling to over 16,000 feet at launch things were looking good and we were able to cross the start gate high despite the strong southwest winds. It was on return to the Whites that things were less impressive - more turbulence and wind. Down low it was unusual - not offering any saves and several pilots were washed out before Montgomery Pass. Up on the Range it was a big race but things immediately thinned out upon leaving

Boundary Peak. For those who found the right line the going was not so bad and for the first time somebody beat the Swifts!!!! (a ridged wing hang glider) - Rich Pfeiffer and myself streaked in - first and second across the line in front of the Swifts with times of around 2 1/2 hours. Ten minutes later Bob Baier flew across the line with Pendry and a small gaggle of gliders. On course clouds were overdeveloping and there was virga, rain and gust fronts etc. On the ground the whole Gabbs local police force (all two officers) had caught site of the first pilots coming to goal and must have been pretty entertained because they stayed out there parked in the sand until the last pilot came to goal, carefully surveying everything. All in all, 73 pilots made it in, arriving at all altitudes from the incredibly high to the extremely low. "Desert Dog" Drew Cooper flew in only just finishing the task, 1 meter over the goal line, making a controlled cross-downwind crash landing which fanned a few resident sagebrush out by the roots, but looked absolutely spectacular!

One of the Canadian pilots - Mark Tullock, had an interesting experience on this day while landing out at an old ghost town in the hills before Mina, a gold mining community. On his final approach Mark noticed that the black sand he was about to land on was rippling in the wind just like water. Hey! that is water! Mark had just enough altitude and time to re-setup his approach for a landing by the black pond. Later he discovered to his horror that if he had actually landed down in the black water that is would have been his last one. The grimy liquid was a settling pond of concentrated cyanide fluid - which is used by mines to wash out and separate the gold from the other minerals. A definite close one there!

A rest day

Too much wind. Chance of overdevelopment. In fact only about half of the days were flyable this year and on those days pilots were able to exploit the freedom to entertain themselves

with all what the area had to offer. Hikertypes went up into the Sierras where there are endless high altitude trails which sport all kinds of nature and offer incredible views. Others went to Yosemite, Mammoth Ski area or played golf in Bishop etc. Hot springs and swimming holes saw action on these days as well. About 50% of the pilots were too tired from all the action of the previous days to do much of anything and just lay around their Motels staying cool and getting some rest.

Day four

Bishop Airport - Basalt - Tonopah Rest Area (Dry Lake Bed)

It was a strange day on the Whites today. Some wind shears seemed to be working and the lift seemed to come out of some pretty unconventional places. After a bit of a slow start everybody climbed easily to 16,000 feet over launch, the only difficult thing about it is that the southwest wind and the thermal drift was strong which made getting to the start gate either high or fast, impossible. Upon return to the Whites many pilots were at nearly half their original climb out level or "just above launch" but once actually on the mountain there were frequent thermals (although they were coming from almost unpredictable points on the mountain). By the time most pilots had made the first turn point and returned past launch even the thick "Start gate gaggles" had for the most part dispersed.

Flying off the end of Boundary Peak one could see that there was again a noticeable change in condition with a lower cloud base and wider thermal spacing. Visibility in the flats was so good (especially to the north) that it appeared as though you could see to the ends of the earth. A few people, surprised by the "fickle" conditions, were too busy to notice the great views. Willi Muller got so low at Basalt that you could almost read the road signs in his "Basalt" turn point photo. Luckily, just

.... continues

continues....

after he opened his harness to land he caught a thermal - got up and flew to goal. Once in the mountains past Coaldale everything was cooking, even cycling to the point of over-development. Pulling on speed from here, Pendry, Arai and myself were the first pilots to make it across the line with over 70 others following on the final 25 km to goal.

Notable on this day were all the hard landings pilots were making on the dry white lake-bed of Tonopah. Robin Hamilton and another British pilot made a spectacular finish when they both streaked across goal dumping their sand ballast which dispersed itself in a spectacular flash. It reminded me of the Canadian water bombers I used to watch back home when they would come roaring in low over the forest fires and dump their colored water ballast which then crashed heavily into the flames. On the way home we stopped to help Glen Dagenais break his glider down in a raging gust front. While there a USF-15 fighter aircraft came by and made what was the "best show of the day", absolutely howling past at 100 meters over the ground "contour flying" and looking absolutely wild.

Day Five Race to Darwin

Lot of excitement today, pilots had the extra feature of watching two gliders coming down under canopy, - unfortunately, one of them was me! Initially the climbs out of launch were slow, but by 1:30 pm they had picked up, by 2:30 pm things were booming. Lying there watching everybody skying out under healthy looking clouds, I felt lousy, it was nearly as painful as the steady throbbing of my broken foot. After being mid-aired (thrown into a completely head down position) I had observed that the ground was very close and

went directly for my chute. Mountains being mountains (composed largely of granite) I landed directly on some unfriendly rocks at about 8000 ftmsl - therefore the broken foot.

For the others it was fast flying on the range, many times glides were easily 20 km long with no turns necessary. However, if you keep flying long enough the Owens Valley always has an unexpected change in the hand and again today most pilots were washed out in the strong east winds at the end of the Inyo's. Only 12 pilots made goal, Robbie Whittle was first and Tomas Rauch (D) was a surprise with a well deserved second. Until this time Robbie had been flying only every second day because of a previously injured wrist, which made it impossible to fly for extended lengths of time.

Back at headquarters the map was a sea of pins, with an unbelievable number of gliders (pins) within a 1 cm square. The following morning when the results were passed around on launch there was some grumbling about "traveling pins", it seemed there were some little kids who had found the way to the map and thought it was good fun to pull the pins out and move them around some! Eventually things were straightened out.

Unfortunately for some pilots like Chris Muller, Glen Dagenais and Dr Mark Moscovitz, there was not even the chance to make goal. To my good fortune they had come to my rescue, but of course in doing this they had committed themselves to hopelessly late start times, having run down the mountain nearly a kilometer to where I was. Getting back out to the nearest road took nearly three hours.

Day Six Basalt - Coaldale - Goldfield

No sunshine on start but all the pilots started anyway. Tom Kreyche was thrilled at the choice by the task committee. A completely new task. Conditions were easy enough until the Coaldale VOR, 25 km west winds to Basalt then turnings southeast from there. Towards Coaldale were mostly blue thermals. Most pilots were densely "littered" along the VOR. Larry Tudor showed his extreme brilliance today and was the only hang glider to make goal which astounded everybody and moved him directly into 5th place. Pendry was not so lucky on this day, losing ground, placing between 30th and 40th place for the day which made things begin to get interesting. The only other things which made it to goal today were the two Swifts. Because of the previous days "traveling pins" problem several teams drove up and down the Coaldale VOR road writing the numbers of gliders down in order. These were handed in to the meet headquarters that night.

Day Seven Race to Luning

At the pilots meeting Larry Tudor was congratulated on his outstanding flight of the day before, "the only pilot to make goal", lots of applause. Grumbling and complaints from the Swift pilots who had arrived at goal two hours before Larry.

The day was not looking great with very strong winds forecast, therefore the short 70 mile task to Luning. Many pilots did not get out of the valley due to conditions. Eric Beckman and his Swift spent several hours below launch finally landing at Chalfont. Other pilots had exciting experiences trying to stay out of the rotor of the White mountains. One pilot landing by the highway below literally backed up into the field amazing some tourist who had stopped to see him come in.

Above: The goal at Tonopah dry lake bed; Previous page: Henry Hauck (producer of "Themik" does some filming on launch while the Canadian Team wait for the pilots briefing before setting up their gliders.

SPEEDS to FLY (To the Wrong Goal!)

There we were on August 3rd, the final day of the twin competitions at Golden, the Western Canadian Hang Gliding & Paragliding Championships. The ten parapenters at goal and several others all watched a distant speck on the range. Was it another paraglider? No, it was a hang glider, circling up higher and higher above the peaks.

Suddenly the glider turned and flew toward us. Even at a distance of 10 km, it was apparent to us that the pilot intended to fly directly to our location. As she approached we were impressed by his blazing speed, for he seemed to be judging his sink and glide precisely to arrive at our position at the maximum speed to fly. As the pilot grew closer, we recognised the glider as that of Davis Straub. Now there was no mistaking the masterful brain at work, reading numbers off chart on his basetube, mentally factoring in tailwinds, elevation and air humidity to reach the goal field as quickly as possible.

But wait! At a height of less than 1000 ft. AGL, Mr. Straub seemed to suddenly change his mind, for he slowed and began to weave around the sky, with an air of apparent desperation, as though perhaps he wanted to climb back up. For whatever reason, he soon stopped weaving, passed over the goal field at 500 feet, turned on final, then... turned downwind and went to land in an adjacent logging yard. But why?

In a flash of insight, suddenly the mystery was revealed, comprehensible to even "no frame, no brain" paraglider pilots like ourselves: Davis Straub was actually researching material for a new 'Hang Gliding' article to be entitled "Best Speed to Fly to the Wrong Goal". You see, the goal field for the hang gliding meet was another 25 km down the valley!

Stewart Midwinter
Meethead, Western Canadian Paragliding Championship

Sailplane flying in Golden

The Rocky Mountain
Soaring Center

Few Canadian soaring pilots have yet taken advantage of the excellent possibilities for record flying offered by the opening of the Rocky Mountain Soaring Center in Golden. Operator Uwe Kleinempel has mapped out all of the house thermals for 100 km in every direction, from the Rogers Pass to the Howse Pass, from Lake Louise to Lake Windermere and other points along the Columbia River, the Beaverfoot and the Kicking Horse. A few cross-over pilots from hang gliding seem to be having the sky over Golden largely to themselves, with one or two preparing for an attack on the SAC record books next spring. Can this challenge go unanswered?

Most pilots who got out over Montgomery Pass made goal (only three didn't) and landed at luning in 30-40 mph winds. Due to the high wind conditions at goal there was no socializing - it took two people to safely break a glider down and tie it to the retrieve car. Back at headquarters Tom Kreyche asked some of the pilots if they thought it would have been possible to have had Gabbs as a goal that day - it seems he likes those 100 mile tasks!

Day Eight

At the pilots meeting Tom announces that he neglected to congratulate the Swift pilots for making goal on day 6 - (big applause).

Weather conditions were stronger than they were on day 7 however a task was called to Gabbs anyway. A few wind dummies launched but they were not able to get up or go anywhere. A better day to play golf or be a tourist.

Due to weather there was not to be any more days flying in this meet. The American Team, who for the first time in many years placed first, ahead of the British and the Aussies, went crazy and had a big party which went

right into the next day. In the individual class, John Pendry, who had flown an excellent meet, being extremely consistent placed first, followed by Tomas Suchanek, Carl Braden and Chris Arai - who had for the better part of the meet been flying extremely well and in second place. Even though many days had not been flyable this year I think that most pilots would agree that after 7 days and over 1000 km in completed task, that this was indeed a valid meet.

As for me, I am working towards getting back on my feet and back in shape because you can bet your last dollar I want to be back in the Owens and flying next year. It's a rare chance to fly in some of the biggest conditions in the World, in competition with the best pilots in the World, and I love it.

J.C. Hauchecorne between rotors at
the Pre-Worlds in the Owens Valley.
Photo by Donna

The 1992 CANADIAN CHAMPIONSHIPS

July 18 - 25, 1992, Golden BC

BY STEVE BEST

Golden, B.C. is the Mecca of hang gliding in Canada. The Columbia Valley, and the awesome ranges of the Rocky Mountains which flank it, are the place to go if you want to put some miles on your hang glider in the mountains. Launch is at 6300' ASL on the shoulder of 8000' Mt. Seven (the valley floor is about 2600'), and a string of 8000' peaks stretches south as far as they can see.

For several years now, Ron Bennet has been running the Golden Open, a loosely-structured week-long meet in mid-July, designed to encourage participation by pilots with varying levels of experience. Ron agreed to host the Nationals at the '92 Open, provided he could run them according to "Ron's Rules". As it turned out, Ron put on an excellent meet, with pretty good cooperation from the weather gods.

Forty-seven competitors and several free-fliers gathered to try their luck in the Rockies. There was a seven-pilot team from Quebec, several pilots from Ontario, several from Edmonton, and four Americans. The remainder were Calgary-area and B.C. pilots.

The town of Golden put on a warm welcome for the pilots, with special coupons for local establishments, a pancake breakfast, a steak barbecue, and articles in the local papers. Golden's citizens are excited by their popularity as a flying site, and it is nice to fly a place where hang glider pilots are so welcome.

Day 1. Round 1.

Race to Edgewater. 81.5km.

The meet started off with a "Golden Day", the kind of cross-country conditions Golden is famous for. Reigning B.C. Champ "Sparky" Hines punched off first at 2:37, a pattern which would continue as the week went on. After scratching below launch for about 15 minutes, Sparky climbed out and the rush to launch was on.

Cloud base was at 12,500' ASL over the range, and the lift was good as pilots raced south. The only glitch in the meet organization turned up today, when it turned out that the field selected for goal was being cut and baled, and the farmer didn't want us to land there that day. Those pilots on Roger Nelson's fre-

quency got to hear the exchange with his son Sean, the landing timer, as a nearby alternate field was selected as goal. It was eventually decided that time to both fields would count, and that co-meet director J.C. Hauchecorne would attempt to land in the original goal field and take time there. As it turned out, J.C. got shot down 7.5km short of goal, but it didn't matter, as everyone who made it to Edgewater managed to find the new goal.

Sixteen-year-old Chris Muller is hot! The Cochrane Kid was the top Canadian at this year's Pre-Worlds, and a week before the Nationals, Chris set a paragliding world record to a declared goal, 145km from Golden to Canal Flats. Golden is Chris' s backyard, and he smoked to goal with a time of 1hr 41min. New Hampshire pilot Randy Adams was second with 2hr 3min, and your faithful scribe found himself in an out-of-character third place with 2hr 12min.

A total of thirteen pilots made goal, with

nately, everyone walked away relatively unscathed.

Day 2. Round 2. Out and return.

Golden - Harrogate Store - Nicholson L.Z. 86.8km.

Day 2 had a lower cloud base of 10,500', and an easterly flow aloft, pushing the clouds out toward the valley. Sparky Hines repeated his performance of the previous day, launching at 2:48pm and scratching for half an hour before getting up. Then the pack was off, climbing out, and running down the range.

Lift was good at the start, with a cloud street running south from Kapristo (the next peak south of Mt. Seven) toward Parson. Mark Tulloch was working the thermals farther out in the valley than the other pilots nearby, and I joined him for several thermals near Parson. Mark would climb very efficiently in each thermal until the lift would begin to slacken, and then shoot off to the next thermal. I got

Socializing on launch before the window open

Mark Tulloch in eighth. The last pilot to make goal, Darryl Ross, overshot goal by 12km before his driver got him turned around at Radium and headed back toward goal. High surface winds and a small, turbulent L.Z. made landing at goal entertaining. Fortu-

cold feet when I saw two gliders down really low ahead, and worked some light lift back toward the ridge. Meanwhile, Mark rocketed off, confident of finding the next thermal.

The meet directors used a 180 degree line

coming off the store as a turnpoint, which meant that pilots did not have to leave the lift on the range to get a photo of a turnpoint in the valley. Thirty-eight pilots made the turnpoint, and thirty-two of them made it back to goal.

Chris Muller again showed his speed, winning the day with a time of 2hr 24min. Kevin Caldwell was second with a time of 2hr 30min, and J.C. Hauchecorne was third with 2hr 35min. Mark Tulloch was in a three-way tie for seventh for the day. The last pilot to make goal, Hardy Hall, straggled in at 8:22 pm, after a 4hr 42min flight. Dead calm conditions in the L.Z. led to a mixture of crisp landings and whacks, as tired pilots wrestled their gliders to the ground.

At the end of the day, Chris Muller was firmly in first place overall, with two wins. Randy Adams was second overall, and Sparky Hines was third, despite all his time spent scratching below launch. Mark Tulloch was fifth overall.

Day 3. Round 3. Golden - Brisco - return to Harrogate. 91.5km.

Again, cloud base was at 10,500', but conditions on launch were trickier, due to a south wind (you have to watch out for the kite eating trees to the left). Martin Henry had just shown up from Chelan, and he took over 'first-to-launch' honors from Sparky, launching at

and Stewart Midwinter started climbing out on the next ridge south, and the pack started launching. The tricky conditions slowed down the launch sequence, and those pilots who were toward the back of the line-up found themselves out of luck, the good lift was gone.

The ridge at launch was not working, and pilots headed straight across to the next ridge south, then mulling up the main face of Mt. Seven. A large section of the range ended up in shade, and a number of pilots got stuck at various locations down the range, until it turned on again. Chris Muller fell victim to the shade, sinking out and landing at goal, but only having completed half the course.

The range divides at Spillimacheen, and the Brisco turnpoint was the last rocky peak on the lower front range. The first several pilots to reach the front range found cummies overhead and workable lift. Twelve pilots managed to get the turnpoint and make it back to goal. The last couple of pilots who got to the front range found the cummies gone, and only the occasional bubble of zero sink. They got their turnpoint photos level with or below the 6500' turnpoint peak, and glided back north about halfway to goal.

J.C. Hauchecorne had the fastest time for the day, with a winning time of 3hr 16min. Kevin Caldwell was only one minute slower for second place. Lionel Space was third with a

Kevin Caldwell was third.

Meanwhile, back at the Nicholson L.Z. (this is the regular landing field for Golden), there was a little excitement with a chute deployment. A relatively low air time pilot decided to do some wingovers about 400' over the landing field. He initiated things with an aggressive stall (described by witnesses as a whipstall), and the glider responded by tucking, stabilizing upside-down, and folding a wing. The pilot threw his chute, totalled his glider, and walked away with a sore arm. I will leave it to Stewart to pontificate on the wisdom of whipstalls and low level aerobatics.

Day 4. Round 4. Out and Return. Golden - Spillimacheen - Nicholson L.Z. 107.5km.

Another sunny day with good development over the range. Again, lift was spotty around launch, and the pack headed to the next ridge south to thermal up the face of Mt. Seven. Cloud base was about 12,000', but the thermal stended to get ratty and hard to follow above 10,500'. A large thunderstorm built over the next range east, but never quite reached the cu's above our range.

As the pilots headed south they were treated to the sight of a single-place glass sailplane working his way north through the pack from Invermere. Once again, a 180 degree turnpoint line was used, coming off the bridge at Spillimacheen. Your author chooses to stay on the back range to get his turnpoint photo (probably a mistake - lift was good in front and it was shorter), and I found myself circling 1,500' above a herd of fourteen mountain goats. As I climbed out in my best thermal of the day I watched them kicking up dust, clambering over rocks, and doing mountain goat-type stuff. Not a sight you get to see every day at your local flying site.

Thirteen pilots made goal. As the day wore on, overdevelopment to the west shut out the sun and the lift, and the rest of the pack got flushed along the course.

Chris Muller was back in form, winning the day with a time of 3hr 8min. Mark Tulloch was second with a time of 3hr 20min, and Kevin Caldwell was one minute behind for third. Mark's second place kept him in first overall, Chris had climbed back up to second, and Kevin was holding steady in third overall.

Looking south down the Columbia Range

1:37. The meet director's response to Martin's ludicrously early launch was to extend the launch timing window to two hours from its normal hour-and-a-half. ("Ron's Rules!") We all got to watch the Emperor scratching real low for about an hour before he, Sparky,

time of 3hr 22min, and Mark Tulloch was one minute behind Lionel for fourth.

Chris Muller's bad day dropped him to fifth place overall. Mark Tulloch took over first place overall, J.C. moved up to second, and

....continues

continues....

Days 5 & 6.

After four "Golden Days" in a row with 50+ mile tasks, most pilots were ready for a break, and they got it when a weather system moved in bringing rain. Martin Henry ran towing clinics both mornings at the airport, doing both single and tandem tows from his trailer-mounted tow rig. By the end of the second day, the other airport users were very favorably impressed with the professionalism and safety of the Emperor 'stowing operation. There was also a tandem discussion session, where tandem pilots discussed proposed standards for tandem ratings.

Day 7.

Race to Juniper Heights. 101km.

After two days of rain pilots were pretty horny to go flying again. Day 7 had low cloud in the valley and some spectacular higher level convective cloud. The meet directors optimistically called the longest task of the meet, a race 100km down the range.

Earlier in the week it had overdeveloped to the east of us or to the west of us. Today our number came up and it overdeveloped right on top of us. Most pilots sank out fairly close to launch afterscratching for 45 minutes, and several got rained on as they packed up their gliders.

Despite the marginal conditions, Roger Nelson actually managed to make goal after a tenacious 5hr 20min flight. Unfortunately for Roger, five pilots had to make it past Parson (30km from launch) to make the day valid, and only two other pilots made it past Parson, so his wind didn't count.

One of the three to get past Parson was Chris Muller. Chris landed in

a field where he had previously landed a paraglider, but it proved a bit small for Chris' Foil Combat. A broken leading edge resulted in the sail having to be sent back to Australia for repairs. Fortunately, Chris' dad showed up that evening with a new HP AT 145 on top of his truck, and Chris was back in the race. (Willi had broken his leg paragliding a week before the Nationals, and had to sit the series out.)

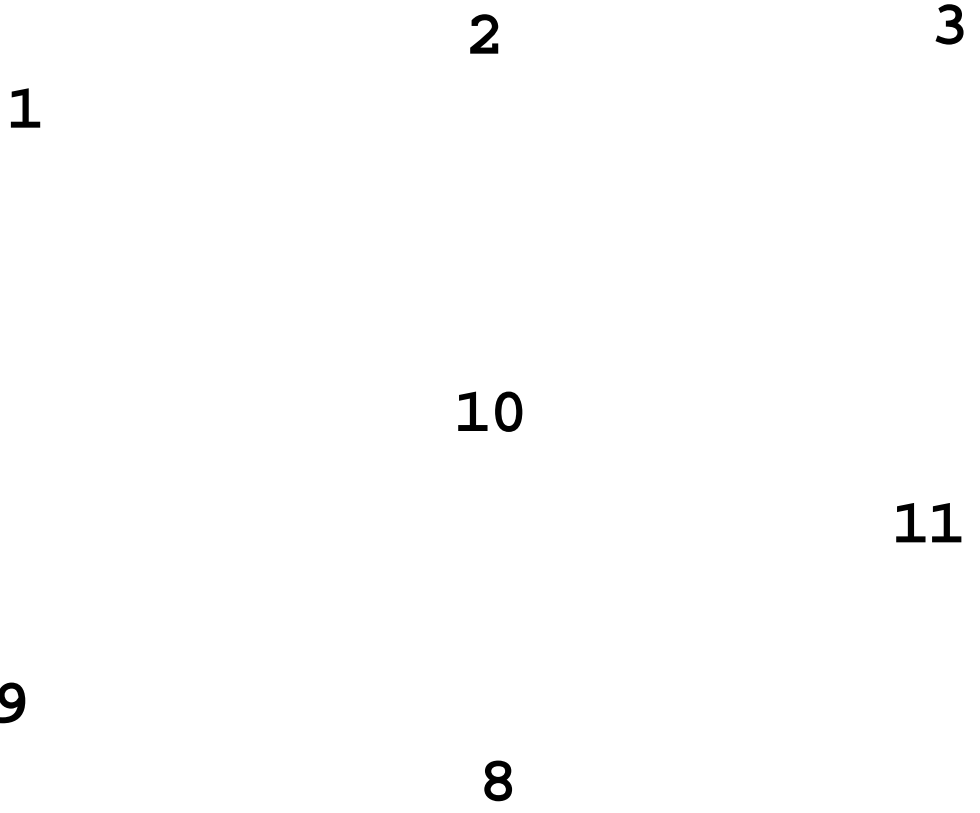
Day 8. Round 5.

Race to Spillimacheen. 50.8km.

Weather conditions for the last day of the meet looked like a carbon copy of the morning before. The meet directors called a short task for the final day, a 50km race.

High cloud cover in the afternoon made the lift light and hard to find. The marginal conditions were marginally better than the day before - six pilots made it past Parson and the day was valid. Four of those six made goal. A total of eighteen pilots managed to land somewhere other than the regular landing field, outnumbered by the twenty-three pilots in the Nicholson L.Z.

Mark Tulloch had an 80 point lead going into the final round, and had to do reasonably well to hang on to first place. Mark did better than that, winning the day with a time to goal of 1hr 47min. 19 minutes behind him was J.C. Hauchecorne in second place, and Darryl Ross was 12 minutes farther back in third place. Stewart Midwinter was the last pilot to



Clockwise from top left: Kevin Caldwell & J.C. Hauchecorne prepare for record attempt Gliders collecting UV's; Greguiore Guillemette; Fresh food on launch courtesy of the Q Tullock receiving his winning trophy from Meet Director, Ron Bennett; "Dangerous I

make goal, with a time of 3hr 44min. Stewart had launched late, and spent a lot of time scratching, arriving at goal at 7:00pm. Word that Stewart had made goal and needed a ride back reached the rest of the pilots as they were enjoying a steak dinner back in Golden. Stewart's retrieval was, needless to say, put on hold.

Mark's win cinched his position as Canadian Champion, the only pilot to make goal every day. J.C.'s second for the day moved him back up to second place for the series, having made goal in four of the five rounds. Making goal on the last day moved Stewart Midwinter up to third overall. Chris Muller had a bad day on the last day, with a tenth place finish (13.5km) which dropped him to fourth overall, despite

winning three of the five rounds.

Wrapping Up.

The town of Golden put on an excellent steak barbecue for the pilots in the town park on Saturday evening. The following morning the pilots gathered for breakfast in the Turning Point Restaurant for the awards ceremony. Stained glass trophies were given out for Lightweight (under 100 hours airtime), Middleweight (under 400 hours), and Heavyweight (400+ hours) categories.

The Lightweight category was won by Edmonton pilot Ken Holman. Ken had his first 50 mile flight during the meet, and finished thirtieth overall. Second place in the Middleweight category was taken by Ottawa pilot

Ian Ewens, who was twentieth. First place in the Middleweight was taken by your author, thirteenth overall (I never really thought of 300+ hours as "middleweight"). The Heavyweight winners were as noted above: first - Mark Tulloch, second - J.C. Hauchecorne, and third - Stewart Midwinter.

A special award for perseverance was given to Roger Nelson, for his long flight to goal on the non-valid seventh day. Another special award was presented to a pilot who had the misfortune of losing his driver's keys down the outhouse at launch. The "Dangerous Dave Fishing Trophy" was presented to the persistent pilot, who retrieved the keys with the aid of a long batten, some wire, and a miner's headlamp. His acceptance speech was very brief and to the point - "Shit happens."

The 1992 Canadian Nationals was an excellent well-run meet, at Canada's premiere cross-country site. There were four "Golden Days" of fabulous cross-country weather, and the meet organization was low-key but effective. Thanks go out to meet directors Ron Bennett and J.C. Hauchecorne, to landing timer Sean Nelson, to Jacques Fontaine and Gregoire Guillemette who designed, ordered and sold the T-shirts and to the cute lady with the Quebec contingent who kept the pilots happy by supplying them with good fresh food every day on launch. And congratulations to Mark Tulloch, the new Canadian Champion!

(The daily and total scores appear on the following page.)

4

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up in front of the north ramp; Guy Aubin & Maryse Perron, 2 of the 6 pilots from Quebec; nt; The "infamous outhouse"; Hang waiting; Your author, Steve Best; Chris Muller; Mark sented with his "fishing trophy"; Alan Faulkner, Nfld, getting dressed for flight.

1992 Canadian Championships

Organized by Current Standings

Scoring Totals as of Day 5

Pilot Name	Prov	Glider	Total Points	Rank	Day 1	Day 2	Day 3	Day 4	Day 5
Mark Tulloch	BC	XS 142	4439.3	1	701.4	832.4	965.5	940.0	1000.0
JC Hauchercorne	BC	AT 158	4137.1	2	504.4	929.0	1000.0	854.5	849.2
Stewart Midwinter	Alta	AT 145	578.7	3	564.2	867.5	762.6	638.4	746.0
Chris Muller	Alta	Foil 152	3557.3	4	1000.0	1000.0	358.9	1000.0	198.4
Darryl Ross	Alta	AT 158	3472.5	5	555.5	738.5	813.3	611.7	753.5
George Borradaile	BC	AT 158	3391.4	6	711.3	742.3	928.9	725.9	283.0
Kevin Caldwell	Ont	AT 158	3365.0	7	460.1	960.0	994.9	935.3	14.7
Roger Nelson	Alta	AT 145	3096.3	8	561.1	778.4	762.6	773.7	220.5
Sparky Hines	BC	Magic	43015.3	9	748.1	857.1	429.1	789.9	191.1
Randy Adams	N.H.	AT 158	2872.5	10	821.1	847.1	206.3	806.9	191.1
Dan Keen	BC	AT 158	2862.1	11	453.3	782.6	796.7	638.4	191.1
John McClintock	BC	K2	22775.9	12	716.3	709.4	738.5	611.7	0.0
Steve Best	BC	AT 158	2703.5	13	765.2	672.9	635.4	574.9	55.1
Jacques Fontaine	Que	Kiss 154	2701.8	14	721.4	818.2	806.6	340.9	14.7
Lionel Space	Wa.	AT 158	2687.5	15	6.8	268.6	970.3	912.6	529.2
Serge Lamarche	Alta	Sport	2266.2	16	631.2	742.3	107.3	638.4	147.0
Barry Bateman	BC	Kiss 154	2169.1	17	134.6	809.0	185.7	874.4	165.4
Davis Straub	Wa	AT 158	2073.3	18	276.0	822.9	255.8	718.6	0.0
Glenn Dagenais	Alta	Foil	1970.2	19	159.2	809.0	210.4	776.9	14.7
Ian Ewens	Ont	Kiss 154	1950.7	20	660.1	241.9	499.2	534.8	14.7
Martin Henry	BC	AT 158	1916.3	21	0.0	0.0	790.3	843.0	283.0
Peter Warnes	BC	AT 158	1841.1	22	114.5	692.3	148.5	367.7	518.1
Barb Kramer	N.H.	AT 145	1757.1	23	240.3	782.6	8.3	534.8	191.1
Maryse Perron	Que	K2	1671.9	24	182.7	832.4	107.3	534.8	14.7
Bob Newbrook	BC	TRX	1662.4	25	214.7	672.9	225.3	534.8	14.7
Guy Aubin	Que	AT 145	1577.5	26	146.5	774.2	107.3	534.8	14.7
Chris Florkow	BC	Magic 4	1481.8	27	95.4	832.4	165.0	374.3	14.7
Borge Host	BC	Kiss 154	1474.6	28	146.5	666.7	8.3	638.4	14.7
Ken Nicholson	BC	HP-1	1408.1	29	0.0	0.0	755.0	638.4	14.7
Ken Holman	Alta	Formula	1312.4	30	95.4	587.8	8.3	429.8	191.1
François Belair	Que	K2	1236.3	31	6.8	757.9	107.3	349.6	14.7
Rick Miller	Alta	Kiss 154	1148.6	32	6.8	689.0	8.3	429.8	14.7
Rick Pumble	BC	Kiss 154	1091.8	33	0.0	441.7	635.4	0.0	14.7
Richard Ouellet	Alta	AT 145	1067.6	34	95.4	541.4	8.3	407.8	14.7
Ron Bennett	Alta	K2	1067.3	35	214.7	822.9	8.3	6.7	14.7
Darcy Lalor	Alta	K2	1043.5	36	276.0	519.9	8.3	239.3	0.0
Pierre Marsolais	Que	K2	899.5	37	95.4	296.5	8.3	484.6	14.7
Greg Guillemette	Que	Sensor	618.8	38	276.0	313.1	8.3	6.7	14.7
Randy Galisky	Alta	Ace	574.9	39	0.0	0.0	0.0	574.9	0.0
Tom Swift	BC	XS 155	558.2	40	6.8	5.9	144.4	386.4	14.7
Hardy Hall	BC	Kiss 154	544.5	41	6.8	514.7	8.3	0.0	14.7
Les Sainsbury	BC	Kiss 154	514.5	42	0.0	260.9	8.3	230.6	14.7
George Mackenzie	Alta	HP-2	497.8	43	0.0	260.9	8.3	213.9	14.7

An Interview with CANADIAN NATIONAL CHAMPION MARK TULLOCH

Given by Steve Best

S.B.: *Congratulations on winning the Nationals, Mark. How long have you been flying hanggliders, and how did you get your start?*

Mark: I started training in June 1983. I worked with Jim Houghton at the Parrot House Restaurant, the only rooftop restaurant in Victoria. We could see the guys flying Dallas Road in the evenings. It looked like something we really wanted to do.

The only schools available were in Vancouver, and we worked evenings and weekends, so that wasn't going to work into our schedules. We eventually found an unemployed hangglider pilot, a good pilot, who taught us the basics, plus things I wouldn't teach people now. So we went out and somehow managed to not kill ourselves. I went through a lot of aluminum because he taught us that training wheels taught bad landing habits. Jim started high-flying that fall, and I had my first high flight in March of '84.

S.B.: *You've been competing pretty heavily for the past few seasons. How much air time do you get a year, and how many competitions do you get to?*

Mark: I sort of go in spurts, compete a bit and then don't as much. I probably go to 4-5 competitions a year, from fly-in to real serious competitions. At this point I probably average around 100 to 140 hours a year.

S.B.: *How many hours do you have in total?*

Mark: A little over 700.

S.B.: *You went down to the Owens this year. How did the '92 Pre-Worlds go for you?*

Mark: I went this year and last year. I flew a lot better last year than I did this year down there. The conditions are every, very different. Most of the Canadian Team seemed to get off to a bit of a bad start, and then just tried to improve on what we were doing. There's a noticeable difference in caliber of pilots, with all the best in the world being there. It's really interesting to learn what could be done on certain days.

I wasn't really happy with how I flew down there. I flew pretty well when I was in Sandia, which was my warm-up for the Owens.

S.B.: *How did you do at the Sandia Classic?*

Mark: I was thirteen out of a field of fifty-seven pretty hot pilots. I missed goal by about 1/2 mile on a couple of days, which dropped me down a bit.

S.B.: *You flew the Chelan Classic after the Owens. How did Chelan go for you?*

Mark: I flew really well three of the four days. I had driven all through the night to get there from the Owens, so I was really tired the first day. But I flew really well three other days. I flew a personal best 136 mile

flight one of the days, I won two of the other days. I was happy with the way I was flying, I just wasn't as consistent as I could have been.

S.B.: *You and your partner, Jim Houghton, run a hanggliding school and sell Moyes gliders. . . .*

Mark: We also sell Wills Wing, UP, Apco. . . . we sell about six different manufacturers' equipment. I fly the Moyes in competition, and my tandem glider is a Pacific Airwaves.

S.B.: *How much time do you spend teaching and doing tandems?*

Mark: Right now I'm doing 40 - 60 tandems a year. Teaching varies with the time of year. As an example, over the last month I spent three to four days a week on the training hill with classes.

S.B.: *Do you find living on Vancouver Island limits your flying at all?*

Mark: Actually, no, quite the opposite. Southern Vancouver Island has more sites than Vancouver does. Within an hour and a half of downtown Victoria we have tens of sites. We have excellent inland sites, we've been over 11,000', we have excellent coastal sites. We have excellent sites for beginner pilots right up to experienced pilots.

S.B.: *You were 4th that last year's Nationals, and finished just out of the money in a few competitions. . . .*

Mark: I was tired of being 4th.

S.B.: *What was different about this year?*

Mark: I wanted it a lot more. I went to the Nationals with the idea that I really wanted to do well. I had a lot of warm-up by going down to Sandia, the Owens, and Chelan. I tried to relax a lot before the meet. The three days I was able to fly before the meet I did a couple of days of tandems, and then I went paragliding the day before the meet, took a break from flying fast down the range.

Once the Nationals

started I just sort of got better each day: I was 8th the first day, then 5th, then 4th, then 2nd, then I won the last day.

S.B.: *You won the last day of this year's Nationals in very marginal conditions, when most pilots sank out. I remember seeing you at last year's Nationals, about 500' off the deck, 5 miles from goal, and you managed to scrape it in to goal that day. It would seem that one of your strong points is being able to tough it out and still get to goal when it's real scratchy. How would you describe your approach to flying, and your flying style?*

Mark: I think living on the Island has actually helped me a lot in flying in really weak conditions. Quite often we're reworking really light lift,

. . . . continued on next page

Mark Tulloch with his Moyes XS at the Canadian Nationals.

Photo by Steve Best

1992 Canadian Nats

A Brief Overview

By STEWART MIDWINTER

This year Golden, BC, was the site of the Canadian hanggliding championship, and a good choice it was, for the meet offered five excellent rounds of cross-country racing for the 43 competitors. Making use of the terrain, meet heads Ron Bennett and JC Hauchecorne called out - return races three of the five days, with race to goal on the first and last days. Victoriapilot Mark Tulloch edged out Vancouver's JCHauchecorne for 1st place, while Calgaryan Stewart Midwinter placed 3rd.

The tasks and results were as follows:

Day 1: Race to Edgewater, 82km, 13 finishers, fastest time 1:41, slowest 3:38, fastest average speed 48.4km/h. Strong winds at the tiny, tree-ringed goal field created dangerous turbulence for the finishers.

Day 2: O/R to Harrogate, 88km, 32 finishers. This was possibly the best day of the meet. Lift up 1900ft/min and cloud base at 13000' ASL allowed inter-thermal speeds up to 90 km/h on the return leg. Fastest time was 2:24 (36.1km/h) and slowest was 4:42.

Day 3: race to Brisco and back to Harrogate, 91.5km, 12 finishers. Slow going - knocked a few pilots out, but there were many smiling faces at the cold beer store after more than 4 hours in the air for some. Fastest time was 3:16 (28km/h) and slowest 4:31.

Day 4: O/R to Spillimacheen, 101.5km, 12 finishers. Another long task, and slow going as thermals were weak. In late afternoon a thunderstorm over the Bugaboos arrived and the cloud decks spread over the course, flushing the slow pokes out of the sky. Fastest time was 3:08 (34.3km/h) and slowest was 4:27.

Day 5: race to Spillimacheen, 50km, 4 finishers. A big down-cycle (a combination of shade and thermal-sweeping south winds) soon after most of the field launched flushed over twenty to the impact zone, including several big guns. Other field leaders raced themselves to the ground under cloud patches. Your correspondent spent 1 1/2 hours scratching up to the summit of Mt. Seven after a low save and then spent another hour stuck

in shade on a low treetop ridge half-way to goal until the sun returned to fire up the thermals again. Fastest time was 1:47 (28.4km/h) and slowest was 4:00.

There were no serious accidents, though one pilot had to switch gliders after dragging his wing tip across barbed wire on a tiny clearing in a forest near Edgewater. Also an intermediate pilot had to deploy his parachute after learning the hard way not to pull in hard (i.e. stick full forward) after whip-stalling a tail-less flying wing; he tucked the glider at 400' AGL and his parachute opened at tree-top height!

A week after the meet, two pilot mid-airs at 10 500' ASL over Mt. Seven and both deployed their parachutes, landing uninjured on the eastern slopes of the mountain. A good lesson for all soaring pilots here: the lower pilot assumed that the upper pilot saw him coming up (hang gliders have excellent downward visibility) and would get out of the way. . . . Defensive flying technique here would have involved remaining on the other side of the thermal, and even radioing his approach. Never assume anything.

continued from previous page. . . .

flying the mallift at coastal sites, and I think that has given me an advantage over the last few years in sticking it out in light stuff.

Too many times I've forged ahead in weak stuff, or not forged ahead and stayed with the weak stuff. This year 's been a good learning year for me, learning to fly a little faster, a lot faster in some cases, realizing what gliders really can do. I had always gone by "fly best glide between thermals", and I learned that that 's really not the best way to get any place quickly. You can fly a lot faster than your manufacturer 's stated best-glide speed, and do a lot better.

S.B.: *You do a fair bit of paragliding. How much paragliding do you do, and how has it affected the way you fly?*

Mark: I don't really do a lot of paragliding. In the winter, when we're in really calm conditions I often fly the paraglider, knowing that I'm not going to soar anyway with the hang glider.

I don't think I've had the opportunity some of the other pilots have to learn to fly better because I fly a paraglider. As an example, Chris Muller has had numerous flights down the Golden range with a paraglider, and he feels that has really helped him get to know every nook and cranny along the way.

I can't really say paragliding has helped me a lot. It has made me realize how stable a hang glider really is. Is that helping me? Maybe it is. I'm a lot more confident in the structural integrity of hang gliding equipment now.

S.B.: *Now that you've won the Canadian Nationals, what is your next goal?*

Mark: The next goal is to go to the World Championships next year and do well, and learn more. I really enjoy the competitions, but right now I'm focusing less on competitions for the rest of the fall, and concentrating on building the school up. This is the first year where we've tried to increase the school into a full time business, so that is taking a lot of work and effort. We'll see how that goes.

S.B.: *Do you have any suggestions for other pilots who are trying to do better at competition or cross-country flying?*

Mark: If you learn something from every flight, that's the real key. If you go for a sled run in stable conditions, there's things you can learn, about turning your glider, about speed and sink rate of your glider. Even if it's not the greatest day, always try to learn something every flight, try something different.

I was flying up a Lake Cowichan a week or two ago with several pilots. One pilot just stayed in the house thermal for two hours and was really thrilled about his flight. I tended to try and explore more, because I'm trying to learn to fly cross-country. I try to cruise off in different areas, go in the back, cross the lake and go on the other side. I'm always trying to learn something about flying in the area, or about flying in general. There's so much that you learn from one site that you can apply to another site. I always try to sit down after a flight when I write my logbook, and think about what I've learned.

S.B.: *Thanks, Mark, and congratulations again on winning the Nationals. Good luck with your school.*

A New Club in ALBERTA

By Adam Hunt

Some people say that hang gliding is dying out in North America, but it certainly isn't in the northeastern part of Alberta.

The first hang gliding enthusiast in the Cold Lake area, 300 km northeast of Edmonton, was hang glider pioneer Gus Larson. A hang glider instructor and test pilot, Gus started flying in Edmonton, some twenty years ago. When work took Gus to the Cold Lake area he found no one else hang gliding and very few useful hills. Undaunted he collected up a few potential students and began training them on the small hills that he could find. Gus left the area to retire to the town of Belmont, Alberta, near Edmonton, in 1991. Gus's students Gil Longden, Gerald Fehr and Chris Hayman kept on flying their hang gliders. Gus now manages his photography business and flies with the Northern Lights Hang Gliding Club at their Torfield tow site and bridges it near Camrose.

The fall of 1991 saw the three remaining students that Gus taught, plus one paragliding pilot, join Neil Smith, newly arrived from Europe. He brought foot launch and tow experience, along with his glider to Cold Lake. The area's sole paragliding pilot, Adam Hunt, realized that without towing the future wasn't too bright for flying in the area. There seemed to be just enough people to make towing viable and so he arranged to buy a tow system.

The story of finding an economical tow system and the trailer to mount it on is a long and complex one. Anyone who has done it will know the work involved. The system selected was the Larry Keegan designed TBT payout winch system. It was chosen because it was the best system at the right price.

The next stage was to get a club organized. The club would act as a gathering point for the exchange of information, recruiting new members to the sport and publicity, not to mention organizing social gathering. All available enthusiasm was rounded up and a meeting was called for a cold January evening in early 1992. Six people showed up and voted the club into existence. Neil Smith was voted president and Adam Hunt was voted as secretary. The club continued to meet monthly to deal with the usual issues - writing a club constitution, towing procedures, site availability, airspace, liability insurance, etc. Video tapes were shown while winter dragged on. A competition was held to choose a name for the

club. The members wanted to include both hang gliding and paragliding while avoiding something as cumbersome as "The Cold Lake Hang Gliding and Paragliding Club" (too many initials!) At the March meeting the name "Cold Lake Condors" was selected.

A newsletter, "Condor Quips" was started in March 1992 and proved very popular. Currently it goes out to many more individuals and clubs outside the Cold Lake area than Club members.

The club's first event was to send four members to the "Rob Kells Reserve Parachute Packing Seminar" held at "Muller Hang Gliding and Paragliding" in Cochrane, Alberta. The new club received a lot of support and advice from the other clubs and pilots there, as well as from the Mullers.

Finally in April, 1992 the TBT payout winch system was delivered and the trailer completed. The weather abated and the club members set out to learn how to use the equipment. Hang glider training was done first, on May 2nd. The members packed up all their gear and drove the 400 km to the well known Torfield tow site to fly with the Northern Lights Hang Gliding Club and instructor Rick Miller. Two members of the club had towed with the NLHGC during the previous season and so it remained to brush up on techniques and finish learning all the details. Rick Miller kindly consented to test out the new tow trailer for the first time. He had three good tows and pronounced the system safe to use.

Paragliding tow training was conducted on May 10th near Calgary with Alex Bahlsen of Paragliding Canada. A lot of miles were put on the tow trailer during May - most of them getting to where the training could be done. Finally, by the end of May the club was towing at its own site near Cold Lake, with its own equipment. On May 30th Neil Smith soared his hang glider for 14 minutes to

record the first hang gliding soaring flight in the area.

The Cold Lake area holds promise for good soaring conditions. The local sailplane flyers, The Cold Lake Soaring Club, have logged many good cross country flights. Summer winds aloft often produce seemingly endless cloud streets that inspire dreams of cross country flying.

Towing rules in effect at the tow site require liability insurance and so all club members are also members of the Alberta Hang Gliding Association and the Hang Gliding Association of Canada.

The future of the new club seems bright. There may be quite a number of members of the Baden Hang Gliding Club (a Canadian club located at CFBBaden in Germany) moving to Cold Lake in the next year or two, when that military base closes. The condors currently lack an instructor, so new recruits to the sport are referred to clubs and schools on the Edmonton and Calgary. It is hoped that as experience and ratings are regained some of our members will qualify as instructors.

The Cold Lake Condors towing rig set to go

If readers plan to be in the Cold Lake area, please get in touch with the club. We are always happy to have Quest come out and fly!
Contact:

Club President; Neil Smith,
2008 3rd Ave, Cold Lake,
Alta. T0A 0V1
(403) 639 2397

Club Secretary; Adam Hunt,
Box 1768, Medley,
Alberta, T0A 2M0
(403) 594 5258



The Alberta Hang Glider Association

The OKOTOKES AIR EXTRAVAGANZA

By RICHARD GIBSON

The atmosphere was friendly and casual. The weather was hot and sunny. There were lots of small aircraft to see and pilots to talk to.

It was the 1992 Okotokes
Air EXTRAVAGANZA.

This annual event which is about 20 kms south of Calgary was held on June 7th, and attracts lots of people who take advantage of this country type air fair to see up close many small aircraft and talk to the people who fly them.

Admission is free and for a few dollars breakfast and lunch is served outside in front of the control tower.

The entertainment was; Ultralights, homebuilts, helicopters, a crop duster, a Harvard trainer, hot air balloons, sailplanes, a gyrocopter, shy divers, R.C. model aircraft and of course, Hang Gliders.

They would all take their turn at flight demonstrations then taxi back by the spectators where the pilots would answer questions. There was even a \$10,000 orbitron (a machine with a series of hoops which allow the person who is strapped in the center to rotate in every possible direction) for those interested in testing their limits of spinning before throwing up.

The Rocky Mountain Hang Gliding League rented a tow truck system and demonstrated hang glider towing along the runway. This

system of launching never fails to attract lots of interest as people try to figure out how a truck with a hang glider on it can possibly work.

Fourteen tows averaging 700 ft from the small runway were demonstrated throughout the day, including a very competitive spot landing contest which resulted in Rod Porteous taking home the prize money after a tape measure decision. Doug Keller had a 30 minute flight with an altitude gain of 3700 ft. When asked why he did not leave, he said he wanted to stay around for the fun. Jeff Runci-man also pooped around in the air above the crowd for about half an hour in buoyant air taking pictures.

The league, through pilot Mitch Nixon, had T-shirts printed for the occasion, they proved so popular with the spectators that it resulted in back orders.

It was a funday and an opportunity to demonstrate out type of aviation to other pilots and the general public.

My thanks go to Ken, our energetic Pres., Rod, who lucked out with his best landing this year, Jeff, who managed to stay up, even without a Rumour, Wayne, who came all the way from Edmonton, Mitch, T-shirt hustler, Karen, League motivator, Doug, who makes it look so easy and the many League members and their women who helped make a great day.

2nd WESTERN CANADIAN PARAGLIDING CHAMPIONSHIP

By STEWART MIDWINTER

Arguably the best day of the year arrived on the first day of this contest (August 1st), to the delight of the 34 competitors from across Canada, the USA, Britain, France and Switzerland. A planned short race was dropped to allow pilots to go for open distance--and distance is what they got. At day's end, there were six pilots over 100 km (never before achieved in a competition), with Alberta's Chris Muller leading the way at 119 km. Bill Gordon from Oregon was second with 108.5 km and Sean "In Search of Cold Beer" Dougherty was 3rd at 107 km. Several pilots were in the air over 6 hours, and John Bouchard appeared a little hypoxic after a stay at 12,999' ASL. More than half the field logged their longest, highest, farthest flight ever.

Day two brought thunder storms with it, so pilots rested and tried to recover their strength. Day three had a similar forecast but stayed sunny longer, so a 25 km race to Parson was called. Meet head Stewart Midwinter used a mass start, so most of the field was in the air at the same time, which added to the excitement for the competitors. With the aid of a north wind, Chris Muller smoked across the finish line after a little more than an hour, with Peter MacLaren just 45 seconds behind and newcomer Eric Oddy third.

The argument over the best day of the year arises because a week before the meet, Chris Muller declared and flew a new (claimed) FAI paraglider Flight to Goal distance: 146.5 km from Mt. Seven to Canal Flats. Though this was a great flight, Chris had to cross under the edge of a cumulus congestus which dumped hail on a pilot who followed soon after. The cloud then drifted down the range, blocking all others for an hour while Chris made good his escape.

Western Canadian Paragliding Championships; Overall standings:

Pos	Pilot	Town	Prov	Glider	Points
1st:	Chris Muller,	Cochrane,	Alta,	Apco Astra,	1200
2nd:	Peter MacLaren,	Vancouver,	BC,	Edel Racer,	1129
3rd:	Bill Gordon,	Oregon,	USA	Nova Phantom,	1115
4th:	Sean Dougherty,	Calgary,	Alta,	Apco Astra,	1091
5th:	John Bouchard,	E. Coast	USA,	ITVAIcor,	1036

1992 WESTERN CANADIAN HANG GLIDING CHAMPIONSHIPS

By KEN SHACKLETON

The 4th Annual Western Canadian Championships, hosted by the Rocky Mtn. Hang Gliding League at Golden, BC this past August long weekend was a great success. It also proved to be quite a learning experience for me as well since this was the first meet that I have organized.

The turnout this year was outstanding, with 32 registered pilots, many from the United States, including among others, Mike Daily, Davis Straub, and Roger (I'd rather eat worms than fly Wills Wing) Hoyt.

For those of you that have not had the pleasure of flying Golden, here is a brief description.

The launch is located on Mt. Seven at an altitude of 6250' MSL. The landing area below (flat and huge), at Nicholson is 2600' MSL. Mt. Seven is part of the Beaverfoot range that runs south along the Columbia Valley. The peaks on this range average about 9000' MSL. Cloud base on an average good day being at 12-14,000' MSL. There are two ramps as well as a dirt path to launch from, one ramp faces north, the dirt path faces NW, and the other ramp faces west through to SSW. Plans are in the works to extend this ramp NW as well.

The set-up area is not very large, 40 set-up gliders is about the practical limit, although there have been over 60 (very crowded!). The drive up to launch takes about 25 minutes, with some 4-wheeling required near the top. There is also a paraglider launch farther up the mountain, just above the treeline. This allows the hang gliders and paragliders to stay out each other's way, and the paraglider pilots enjoy about a 1200' advantage over the hang glider pilots.

Flying XC from this site is fantastic, the highway runs all the way down the valley, making for easy retrievals, and there are plenty of safe fields along the way if you happen to sink out. The mountains in this range are tree-covered up to about 7500-8000' MSL. Above that the peaks are jagged granite. Golden Eagles and hawks are plentiful as well, you will probably see one or two as you travel south along the range. Big lift and big sink go hand in hand as well. Thermals can be 1600' /min or more, and sink can be easily as strong, which makes for interesting flying. Pilots routinely pass through lift that is less

than 500' /min up on good days, because a 1000' boomer will probably be nearby.

It is easy to navigate on this range. After launching and working your way above Mt. Seven, you hop a short gap south to Mt. Kapristo. Once you are high over Kapristo, you are on your way. The first distinct landmark is the sawmill at Parson (28 Km), then there is the Harrogate store (green roof, 44 Km). The range splits a little while later at Spillimacheen (53 Km). Out front, the range is tree-covered to the top, the back-range is higher, but is more intimidating, because now there is a small range between you and a safe field. Pilots flying the back-range are advised to maintain plenty of altitude to get back out front.

The next landmark is the sawmill at Brisco, after which comes Spur Valley, then Edgewater. There is a gap from Edgewater to the next area at Radium. Pilots are advised to get plenty of altitude at Edgewater before attempting Radium. There are several forbidden fields between Edgewater and Radium. The owners of these fields do not like hang glider pilots, and will assault those who land on their property.

After Radium is the field at Juniper Heights near Invermere (over 100 km). This location is a typical race to goal task on a good day, it can be completed in as little as 2.5 hours, although typical times are well over 3 hours. This valley is a beautiful place to fly, and supplemental oxygen is usually not required.

In the Western Canadian pilots competed for trophies in First, Second, and Third place categories. The trophies were supplied by Rick Lecoupe. The First Place trophy was a hand-made wooden model of a glider perched on a pedestal. The Second and Third place trophies were plaques.

Three-man teams were formed for team standings. The purpose of the team event is to put one lower level pilot on a team with two level IV/V pilots, so that the lower level pilot might gain from the knowledge and experience of his teammates. The League team meet trophy is a perpetual trophy with the names of past winning teams engraved on it.

DAY 1: Saturday, August 1

At the registration meeting a task committee

was formed of myself, Ron Bennett, George Borradaile, and Jeff Runciman.

The task decided on for the day was an out/return race with Harrogate store being the turnpoint, total distance 87.5 km.

I was first off the ramp, and paid for my impatience by scratching around below launch and in front of Mt. Seven for 48 minutes before sinking out to the Nicholson LZ. Others who launched later fared much better, with fifteen pilots completing the task. Roger Nelson, J. C. Hauchecorne, and Mike Daily were the top three for day one.

Roger Hoyt was too high to see the turnpoint clearly when he arrived at Harrogate, so he decided to forget the task and continued down the range. He ended up 5 km past Windermere (125 km total distance), and reached a max. altitude of 15,560' during his five hour flight. Although this feat did not do him well for the competition, he did tell me that it was his personal best.

Kevin Caldwell and Ken Hill won the heart-break award for racing each other into the ground on final glide. Both pilots landed in the same field 0.5 km short of Goal.

Another heart break award goes to Mia Schokker, who was attempting to set the woman's world record for out/return distance, flying with Martin Henry. Mia did make her turnpoint at Spillimacheen and flew back to Nicholson, but was unable to first make it back to launch to validate the task.

DAY 2: Sunday, August 2

This day was marginal. The cloud cover was developing very quickly and it soon became apparent that pilots should soon get off the mountain. The task called was out/return with the bridge at Parson being the turnpoint.

Conditions began to OD soon after pilots started to launch, and rain was working its way up the valley from the south. No pilots completed the task and only 9 were even able to get away, 16 ended up in Nicholson as conditions deteriorated, and 7 pilots were unable to launch as the rain closed in on them.

Luckily enough for the ones that got away, the day was valid. The minimum number of pilots did go XC for at least 15 km, and the launch

.....cont. in next page

continued from previous page.....

window was open for the required time before conditions shut it down.

I think that I may have set a record for a race to Nicholson with a time of 6 min 44 secs. I launched, felt the rain shortly after, and stuffed the bar to the LZ. Only 2 or 3 pilots were able to launch behind me as conditions closed in. The standings for Day 2 were Mike Daily, George Borradaile, and Howard Vandall in the top three.

That evening the League put on a fire-side beer bash for the competition pilots. Most attended, told flying stories, discussed technique, and had a great time until the party shut down at around 3 AM.

DAY 3: Monday, August 3

The weather prediction for day three was a copy of what was experienced the day before. Although some pilots decided not to fly this day, the rest were willing to at least go up to launch to give it a try.

Once up on launch things were looking much better than expected, there was some cumulus development, but nothing like the day before.

The task called was a race to Spillimacheen, with 7 pilots completing the task, 6 pilots ended up at various fields down range, and 9 ended up in Nicholson field. 10 pilots chosen not to fly this day.

The top three for this task were Mike Daily, J.C. Hauchecorne, and Doug Keller. The time separating Mike and J.C. was only 1 min 2 secs.

Davis Straub would have fared much better had he raced to the correct field. The sight of all those on paragliders at Parson proved to be irresistible for Davis as he zoomed into his mistakengoal, realizing only too late that this was not the placetobe. Maybe a new set of rose-coloured glasses would help.

The final results were Mike Daily, J.C. Hauchecorne, and Ron Bennett, taking First, Second, and Third places respectively. The first placeteam was the Dirty Wombats; consisting of J.C. Hauchecorne, Kevin Caldwell, and Ken Hill.

This event was a great experience for me. I plan to organize it again next year, and hope to see as good a turnout as this year.

1992 WESTERN CANADIANS LEAGUE TEAM MEET			
1.	DIRTY WOMBATS	KEVIN CALDWELL J.C. HAUCHECORNE KEN HILL	1197.69 1736.07 <u>926.70</u>
	TOTAL PTS.		3860.46
2.	THE MONUH WAS	MIKE HALEY DAVIS STRAUB BRYAN STEUBS	1752.80 1012.18 <u>543.83</u>
	TOTAL PTS.		3308.81
3.	CANNON FODDER	RON BENNETT ROGER NELSON GEOF SCHNEIDER	1508.25 1195.33 <u>368.61</u>
	TOTAL PTS.		3072.19
4.	THREE AMIGOS	GUY BEAUDOIN BORGE HOST DARRELL ROSS	364.69 770.86 <u>1219.45</u>
	TOTAL PTS.		2355.00
5.	FRANGLAIS CONNECTION	HOWARD VANDALL RICHARD OUELLETT SERGE LAMARCHE	1197.69 310.25 <u>814.05</u>
	TOTAL PTS.		2321.99
6.	PIG EATING DOGS	DOUG KELLER KEN SHACKLETON ROB SIVELL	1495.11 310.25 <u>404.92</u>
	TOTAL PTS.		2210.28
7.	SCUM-SUCKING PIGS II	GEORGE BORRADAILE WAYNE BLUMSTENGEL HARRY GRIFFIN-BEALE	943.06 691.29 <u>259.72</u>
	TOTAL PTS.		1894.07
8.	TEAM SMUT	MARTIN HENRY MIA SCHOKKER RODGER HOYT	577.11 589.32 <u>387.94</u>
	TOTAL PTS.		1554.37
9.	TEAM KETCHUP	ROD PORTEOUS JEFF RUNCIMAN RICHARD GIBSON	725.13 251.04 <u>310.25</u>
	TOTAL PTS.		1286.42
10.	SKY-PIGS	CHRIS BEEBE HANK BUTZEL DON LEPINSKY	375.89 227.59 <u>481.97</u>
	TOTAL PTS.		1085.45

PARAGLIDING TANDEM INSTRUCTORS CLINIC
Sept 26 - 27, 1992 in Kelowna, B.C.

This is for those presently offering tandem paragliding flights who would like to share information, discuss a National Tandem ratings system and perhaps even fly!
 For more information and to register contact;
 Joris Moschard, Box 1097, Whistler, BC, V0N 1B0 (604) 932 7052

RECORD UPDATE

Word has just been received that Chris Mullers FAI Paragliding World Record, Race to a Declared Goal has now been officially accepted. Ed.

INEXPENSIVE HELI HANG GLIDING in and around BLUE RIVER, BC

By BOB HANLON

In August some local Kamloops pilots and I embarked upon a scouting project to look at suitable Hang Gliding areas from Clearwater, B.C. to Valmont. Several helicopter accessible launch sites have great potential; there are a few driveable sites as well. On August 16th, several pilots were helicoptered up to a 7000 ft launch site on Mt Cook, S aspect. (NW of Blue River in the Caribou Mountain Range). Rob Palmer launched first and had an hour long flight reaching 10,000 ft ASL. Everyone who flew that day had a great time. They landed at the Blue River Airport. (Note: Prior notification is required for notams, advising local air traffic of Hang Gliding activities.

On August 23rd, Rob Palmer, Terry Palmer and I were helicoptered up to Ptarmigan Mountain's 7500 ft launch site in the Monashee site just SE of Blue River, SW aspect. This is an excellent thermals site, three steps and we were all airborne. We all had great flights and I got up to 12,200 ft ASL, and flew for an hour and a half!

The best part about these flights was that they were first flights for this area; and the local residents & businesses were very supportive of our sport. Mike Wiegler, who owns a Heli Skiing Resort, is offering a great rate on accommodation in his luxurious guest lodges for approximately \$65 per couple, or \$35 per person with lots of extra features. The heli-

copter rate is approximately \$35 per person from the highest logging cut block to the summit of your choice. It is a very worthwhile and rewarding experience. These rates are incredibly reasonable! The area is magnificent and even has cross country potential (Note: One day John McClintock flew 150 miles from Savona to Blue River).

We also discovered that Canoe Mountain, just south of Valmont is an easy drive up to the

8700 ft summit with good cross country potential and with limited landing areas.

If you're interested in Heli Hang Gliding at sunny, "thermally", Blue River, BC, contact:

Brent Vollweitter in Kamloops
at (604) 376 7093
or, Bob Hanlon in North Vancouver
at (604) 980 3207

Left: Transporting the gliders up to launch. Above: Rob Palmer launches from Ptarmigan Mountain at 7500 ft asl.

AHGA Hang Gliding Championship

Sept 26-27 at Beiseker, Alta

(Rescheduled from rained-out May meet)

\$20.00 Entry Fee

Meet at the Red Lotus Restaurant, 9:00 am Sat

HGAC/ACVL Insurance and Provincial

Membership required

Bring a tow bridle

Send entry fee to: Stewart Midwinter

444, 23 Ave NW, Calgary, T2M 1S4

(403) 230 7769

Report on GPS trails in New Zealand

JOHN ROAKE

from *NEW ZEALAND GLIDING KIWI*

The trails of the Cambridge prototype recording GPS (Global Positioning System) were carried out in New Zealand on 8-12 February, in time to present a report to the International Gliding Commission in Paris in March. The aim of the exercise was to evaluate its viability with the long term view of introducing them for use at the 1995 World Championships at Oamaru. It is envisaged that they will eliminate the necessity of photography for turnpoint verification. Cameras at Oamaru are expected to be used in a backup mode only.

The unit was brought to New Zealand by Cambridge engineer, John Good and was tested in a Schiecher ASW-15, flown by Dennis Crequer of Hamilton. The unit weighs one kilogram without battery and measures 16x10x6 cm (6.3"x3.9"x2.35"), (one cm = .3937"), with the battery (on this particular trail) weighing an additional 0.5 kilograms. It is expected that the production unit will have batteries built in or attached.

We were impressed with the results the prototype produced. 3D position was recorded at all intervals between two and ten seconds, with accuracies consistently better than 50 meters. The memory capacity of the unit will record a minimum of 20 hours, but more likely to be nearer double this length of time.

Small antenna

The antenna was a cylinder 10 cm long by 3 cm in diameter. However, the production antenna will likely be disk shaped, approximately 8 cm in diameter and 1 cm thick. Test

showed that the antenna can be successfully mounted inside the fuselage of the ASW-15. A metal or carbon fibre sailplane will require a different mounting position but the antenna is so small and of insignificant weight, that its mounting above the instrument panel or attached to the canopy would present no problems.

Power consumption

The battery power consumption of the prototype is around 400 ma (12 volts) but has had no engineering/research on the problem of power consumption and the designers expect to be able to make improvements.

More satellites yet to be launched

Because the constellation of satellites is not yet complete, there were questions as to how much of the days sufficient satellite coverage would be available. The coverage proved to be no problem for these trails and in fact with further satellites to be launched, coverage can only improve. However, the test showed that as a sole means of monitoring competition flights, satellite coverage will not be sufficient until approximately the end of 1993. There is no reason why the units cannot be satisfactory used as of now, but with a camera backup.

In the test, there were two occasions when the traces showed a flight gap of two kilometers, which is insignificant, but the designers are insisting on the cautions outlined above. They are also insisting on thorough flight and competition trails before releasing the concept to production.

Overview of the features

- Continuous recording of latitude, longitude and altitude. (Typical accuracy 50 meters)
- Post-flight downloading and analysis of position fix data.

This produces:

- start and finish times
- task speed
- in the event of a landout, precise distance
- the ability to analyze and confirm the correct rounding of turnpoints
- available is a plot of the actual flight path (which can be sectioned and exploded on the screen to any desired scale). You can actually step by step show the turn-

1992/3 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
Sept 5-12	USA	US NATIONALS Telluride, Colorado. Entry fee us\$295 Contact ; Nick Kennedy, (030) 728 3905
Oct 3-11	USA	USHGA NATIONAL FLY-IN Lookout Mtn Flight Park, Near Chattanooga, Tn. Mountain and thermal soaring. (novice and above) Aerotowing to 3000 ft. Demodays and clinics. Swimming pool, volleyball and camping in the LZ. Contact Lookout Mtn. Flight park (706) 398 3541
Oct 8-14	Aust	VICTORIA PARAGLIDING OPEN Bright Victoria, Australia. Contact Heinz Bobner phone 03-8192717 fax 03-5791839
Nov 8-14 <u>1993</u>	Brazil	BRAZILIAN HANG GLIDING NATIONALS Itamontes, RJ Brazil. Contact ; Phil Heagler fax 55-21 242 27 67
Dec 28- Jan 5	Aust	VICTORIA OPEN/BOGONG CUP Mt Beauty, Victoria, Australia. Contact North East Victoria H.G. Club. 2 Drummondst, Tawonga, Victoria, Australia. 3697
Jan 19-27	Aust	AUSTRALIAN HANG GLIDING OPEN Mt Buffalo, Australia. Contact ; HGFA tel & fax 069-472 888
Jan 30-	Aust	AUSTRALIAN PARAGLIDING OPEN Mt Cole, Victoria, Australia. Contact ; HGFA, tel & fax 069-472 888
Feb 5-14	Aust	AMERICAN CUP Tulmut, NSW, Australia. Invited International teams. Contact ; Ian Jarman, 143 Wynyard St, P.O. Box 558, Tumut, NSW, 2720 Australia. tel & fax 069-472 888
Apr 17	BC	4th ANNUAL BLACKCOMB PARAGLIDING MEET (On skies) April 18 rain day. All licenced pilots welcome. Contact ; Parawest Paragliding, (Janet & Joris Moschard) (604) 932 7052
June 6-28	USA	WORLD HANG GLIDING CHAMPIONSHIPS Owens Valley, California, USA. Contact ; Tom Kreyche, 355 Mariposa Ave, Mountain View, California, USA>. tel (415) 965 8608

- point rounding on the screen which positively eliminates any possible dispute
- a barograph style trace of height/time
- the task turnpoint shown on the printout (optinal)
- the flight can be analyzed and start/finish times can be fed to the contest scoring program

Additional features

.....continued on page 30

Some test results from the trails

The diagram on the far left on the opposite page is a plot of altitudes verses time similar to the sort of plot produced by a barograph. The diagram on the right on the opposite page is an overview of the Matamata task area. The task of February 11 is depicted, a flat triangle starting at point 1 (Matamata), north to point 66 (Tirohia), south to point 18 (Atiamuri), then home. The plot represents the actual flight path of the ASW-15. It lies generally east of the course line because the pilot favored the better thermal conditions to be found over the high ground there. The diagram above left depicts detail at a turnpoint. The circles are in kilometers to indicate scale. The incoming and outgoing course lines are shown along with an FAI observation zone. The flight path near turnpoint 66 was relatively simple, though a few turns in a thermal are plotted at the lower right. The bottom left diagram shows the flight path near the home field. It is complicated because takeoff, pre-start, start, and landing are shown. The nearly vertical straight lines are the course lines.

The GROUSE Mtn PARAGLIDING LAUNCH

CONSTRUCTED BY CAMERON MACKENZIE
ARTICLE BY BARRY BATEMAN

For many years now (15?) the Grouse Mountain Flying Team has been putting up the Hang Gliding launch ramp every spring and taking it down every fall. This is because Grouse Mountain Resorts are frightened about being sued by some idiot deciding to ski of the end of it during the skiing season and injuring him/herself. (Being a man made object, the resort could be liable).

covered with large protruding bedrock, big clumps of bushes, old tree trunks and general debris scattered about the hillside.

Along came Cam Mackenzie to the rescue. He figured it would be an ideal place to conduct tandem launches if only there was a decent launch area. After talking to Grouse Mountain Resorts, and discussing his idea with

them he got the green light and started to put his plan into action. His plan, to make a natural grassy alpine meadow type launch, no more, no less!

The first thing required was dirt and fill, followed by topsoil, all 36 truck loads of it! OK if you're on a average building site but we're talking about the top of a 4,000 ft mountain! Luckily for Cam, Grouse Resorts have an access road that runs up to the 3600 ft level and so was able to get this soil delivered there, at great expense I might add, but that still left 400 ft to go, and all of it up. With the help of a backhoe, plastic buckets, some willing assistants, the peak chair lift and some large drain pipe, Cam was able to fill the buckets, transport them up on the chair lift, and on top empty the contents into the drain pipe to slide (sort of) down the 50 vertical ft to where the proposed launch was going to be.

This effort took many many long hours to complete but in the end it was ready for the final stage, the laying of 600 rolls of turf! Have you ever tried laying turf? Those little critters weigh about 20 lb each and require you to bend over to pick them up and to place them. Pretty hard on the 'ole back I can tell you. Anyhow, one and a half work parties later they were in place and with the help of some landscaping ties for steps and to tidy up the edges the launch was complete.

This year many safe paragliding flights have been made from this launch and Cam has also conducted almost as many successful tandem launches.

The Hang glider pilots continued to use the

The ramp has gone through many changes during the years, the last being in 1985 when your 'struly, redesigned and rebuilt the existing one to facilitate easy assembly/dis-assembly so that only 4 pilots could maneuver it instead of the previous 12+ that were required. This also had an added advantage that there would also be fewer pilots to share the beer within the Grouse bar after the work party was finished.

This happy state of affairs continued until along came the paragliders. Although the paraglider pilots loved to fly at Grouse, it was offset by the mean they had available to get airborne. They tried launching off the ramp, and although plausible, it was a bit of a strain on the nerves to say the least. Other tried launching off the ground with mixed success as the terrain, although steep enough, was

Top left: Steve Best launching from the paraglider launch area. Photo by Sarah Best. Above: The Grouse Mtn launch ramp. Note the vegetation that Cam had to contend with. Photo by Barry Bateman

From Across the Country.....

Vincene Muller reports that Randy Haney is now back at work in Austria, still with stitches and cast. His first week back at work was demotripto Spain and France. (Life's sabitch eh!)

If any pilots are travelling to the US they should make sure that they carry extra medical coverage. Randy had Austrian medicare but they would pay very little least the accident happened in North America. Kevin Caldwell, Ont. also had a problem. He had lots of insurance coverage but they wouldn't pay because it was a hang gliding accident. The best thing to do is when you buy travel insurance, check with the company (Blue Cross etc) and make sure that they note that hang gliding and/or paragliding is covered.

In Golden the road up Mt Seven has been upgraded to two wheel drive due to the logging that has been going on, but the top half is still a 4 wheel drive. The forestry donated 30 hours of Cat work to the section of road that leads on up to the upper paragliding launch just before the Western Canadian Paragliding Championships but there is still a 40 minute hike to get to launch. During the Canadian Nationals a hang glider pilot hiked his glider through to the paragliding launch which took 2 hours, ouch!

In July a group of Japanese pilots spent 10 days in Golden trying to set paragliding records. On July 11th a Japanese pilot flew 105Km, landing at the base of Mt Swansen in Invermere, to set a new Japanese out of country record.

A week later Japanese pilot, Yoko Tsuchiya flew to Kindersly Creek for a flight of 75Km. She had declared a goal at Mt Spillimachee (55Km), took a photo with her data back camera and then continued on for an open distance flight. This was good enough for 2 Woman's World records (not to mention Canadian and Japanese-out-of-Country records) but unfortunately, even though her entire flight was documented by a Japanese camera crew, her electronic barograph failed to work correctly and she was therefore unable to file for these records. That must have been very frustrating for her to put it mildly.

From the Wednesday (now called the Windsday) Club News comes reports of Roberto and his son Alex having a great flight with Roberto getting to 12,500ft. Only trouble was his son got 1000ft higher, and this without a vario! Talking of great flights, on Monday 17th August Peter MacCleran, Eric Oddy and Peter B-E spent 3 1/2 hours on their paragliders at Mt Seven in the evening glass-

off. They had to fight to get down and landed at 10:00pm! During this flight Peter had two first, top landing twice on the paragliding launch and then on the south side of the summit of Mt Seven.

Off to the Owens for a weeks flying were André, Roberto, Alex, Jamie, Ron Dougherty and Sean. All were equipped with oxygen systems and reported good flying. Sean had a 3675m altitude gain on his paraglider, reaching 20,000ft asl. This is good enough for a Canadian out of country record, an FAI paragliding Diamond, and a shot at the World Record. (Two other pending claims haven't been approved yet).

George Mackenzie has just transferred his teaching job from Airdrie to Cochrane. The good part is that he can stop by Cochrane hill on the way home from work; the bad part is having to teach Chris Muller!

In B.C., this past Labour Day Weekend the Cache Creek Team Meet recorded a first in it's 10 year history, a non-valid meet due to rain. Only once before has it been declared non-valid and that was due to too much sunshine (ie; stable). Pilots who entered this year can expect to receive a discount on their entry fee next year. Hopefully the weather will be back to normal.

Your scribe here also managed to record another first there in the Fraser Valley. Whilst 4-5000ft asl is the normal altitude reached, with 8-9000ft asl being exceptional, yours truly, after being flushed from take-off at 4500ft down to 2400ft managed to claw his way back up to 11,000ft. Meanwhile up in Pemberton, Ken Nicholson was setting a similar record by reaching 12,200ft asl. Thermals in both places were reported as strong, smooth and large.

Lastly, Alan Faulkner from Nfld was spotted honeing his XC skills down in Chelan, Washington, and later was seen at the Canadian Nationals on his new UP TRX. Now if only he would brush up on his NewFonese so that we could understand what he is talking about.....

That's all the gossip for now. Haven't heard nary a peep out of Saskatchewan, Ontario or Quebec so there's snought I can report on.

Got any news, send it in, my address is on the front cover.
Barry Bateman.

continues.....

ramp but were very thankful to Cam for giving them a nice grassy setup area, (if only those guys wouldn't use it to layout their paraglider on it!). It was only a matter of time before a hang glider was to launch from there and Steve Best was the first to do so just before the Grouse Mountain fly-in. He launched in zero wind and had a perfect takeoff

Since then a few other pilots have launched from Cam's natural grassy slope (myself included) and now there's stalk among the hang glider pilots of extending the paragliding launch sideways and to do away with the launch ramp. Unfortunately, unlike the paragliding pilots whose aim to have lots of drive and enthusiasm, the hang glider pilots need vast quantities of dynamite placed where the sun don't shine to get them motivated so who knows if this will ever come about. My hat goes off to Cameron Mackenzie for taking on such a mega project all by himself

and in completing it in such a relatively short period of time, and also to Grouse Mountain Resorts for giving him the go-ahead to undertake the project.

If you are a Level IV pilot visiting Vancouver, and wish to fly Grouse Mtn, you are more than welcome to fly here but you must be checked out first by a member of the Grouse Mountain Flying Team. For more information contact:

Hang Gliding

Steve Best

#5-251 West 14th St

North Vancouver, BC V7M 1P4

(604) 985 8521

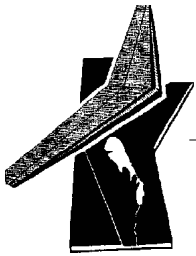
or Paragliding

Cam Mackenzie

4470 Prospect Road

North Vancouver BC V7M 3L7

(604) 980 7479



To Drink or Not to Drink

BY CHRISTINE KLASSEN

(Christine is the wife of Manitoba pilot Hans Klassen, and upon overhearing some hang glider pilots discussing the pro's and con's of her husband's conversion from a cacoon to a pod harness, was prompted to write this article. Ed).

To drink or not to drink, that is the question. At least that's what some hang glider pilots fret about up in the air. Will this be a boomer thermal? Do I want to be dragged down by an insatiable need to pee? Or is this all bush-wah, and is it as easy as they say from a pod? I won't comment on the feelings of those below.

What wind drag factor do you allow for an attached, one liter bottle of water? How much more drag is there if attached to the down tubes compared to an attachment to the harness?

Hans Klassen flying from Fliegers, Sask. in his old cacoon harness.

These are truly weighty decisions for a pilot in hopes of a long distance flight. It's all fine and dandy to have a cool intake of liquid while in flight but what happens to the outlet, especially for a female variety of pilot?

One silly solution is not to imbibe so freely while in the air, but to reserve the liquid for a more suitable location (groundside). Mind you, an extra volume of water does provide an excellent source of ballast that is certainly less intent than dropping rocks.

Just one final word from those down below. If you pilots do plan on using water for disposable ballast, at least dispose of it before processing it.

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The data on the prototype is stored on a data card (PCMCIA - industry standard) but the designer is not yet convinced that this will be used on a removable basis on production models.

The downloading to the IBM-compatible computer took no more than 10 seconds including connecting the cable. Data analysis took only a matter of seconds. If 120 competitors presented their GPS for downloading at the same time, the estimate is that it would only take 45 minutes to provide a complete analysis of all flights and an official score sheet for all classes, using only two persons. With all the turnpoints pre-loaded into the

GPS before the contest, the unit can provide conformation of start including altitude control, rounding of all turnpoints, and finishes. It also has the ability to flag any airspace violations.

If the start height for a task is set at a predetermined height the unit will provide an indication of a good start or an indication that the pilot exceeded the height limit. The unit will also indicate to the pilot when he has rounded the turnpoint.

The design engineer confirmed that Cambridge will soon be able to demonstrate an "addon" feature to the package. Position reporting to an electronic scoreboard back at the contest site is not only possible but is now a reality and so gliding will become a spectator sport,

possible by 1993, but certainly by 1995 - something many of us have dreamed about for 20 or more years.

Personal observations

The prototype does everything and more than what was specified in the original overview and is a major breakthrough for the regulation of gliding championships. The speed with which Cambridge Aero Instruments have produced the unit is indeed creditable, and as they are the only manufacturer to present a unit for testing, they must at this stage be regarded as the preferred suppliers for the competition test. Units were to be tested at Swe-glide (Sweden, June 29, following which a decision will have to be made as to the next step).

AIRCOTEC FALL SALE

ALIBI, the precision flight instrument developed by Aircotec in Switzerland. The altimeter with its various adjustable references informs the pilot of the current altitude in one meter increments, up to 8,000 meters (26,000 ft). The display on a large liquid crystal panel is switchable between meters and feet. An integrated barometer displays the air pressure in millibars.

The variometer provides visual and audible signals. The actual climb or sink rate is shown numerically in the clearly arranged liquid crystal display. The novel signal variometer acoustic by Aircotec is an attractive alternative to the conventional variable pitch interval tone. Either one can be selected by a push button switch.

All this contained in a sturdy, hard to destruct case makes Aircotec the most reliable instrument for hang gliding and paragliding.

ALIBI I **\$523.00**

Single digital display includes: absolute altitude, differential altitude, temporary altitude, switchable between meters and feet, increments of one meter, temporary in-flight altitude zeroing up to 6,000 meters. Sink alarm, audio signals by steps, battery check.

ALIBI II+ **\$607.00**

Comes with all the features of the ALIBI I; Single digital display includes: absolute altitude, differential altitude, temporary altitude, switchable be-

tween meters and feet, increments of one meter, temporary in-flight altitude zeroing up to 6,000 meters. Sink alarm, audio signals by steps, battery check,

Plus it comes with an efficient on-board computer which numerically displays all pertinent flight data; Stopwatch, flight time storage up to 100 hours, flight log up to 10,000 flights, peak values, stores the maximum altitude and highest rate of climb and the last flight and all previous flights, stores longest flight duration:

PRIMUS **\$870.00**

Features: Temperature; Fixed altitudes; Dual Batteries; stopwatch; Carrying case; Mounting bracket for hang gliders or paragliders.

Peak Values (include)
Maximum climb rate; Maximum sink rate; Take off time; Take off date; Take off year; number of flights; Total flight time; Can be shown in meters or feet; Airspeed can be measured in MPH or Km/h or knots.

PRIMUS with BAROGRAPH **\$1147.00**

Includes printout attachment. Also includes all the same functions as **PRIMUS**

Option for Primus:

Airspeed indicator **\$139.00**

Muller Hang Gliding Ltd. RR #2 Cochrane, Alberta, T0L 0W0, Canada
phone or fax (403) 932 6760

For Sale

1987 Euro Sport 167
Very good condition with only 30 hours; \$1750
Keller Pod Harness (red)
With chute. Good condition; \$650
Sentek Vario/Altimeter
LCD digital readout plus audio.
Great instrument; \$300
Call Drake, Surrey, BC
(604) 599 4893

Wills Wing HP 1.5
White in good condition; \$475
Wills Wing HP 2
White in rainbow underside in very good condition; \$975
Kim Jenner, Cache Creek, BC.
(604) 564 9915

Trilair 24 Paraglider
70-100kg. Advanced pilots only.
Includes reserve chute; \$2500
Janet Moschard, Whistler, BC.
(604) 932 7052

Provincial

WESTERN CANADIAN SITE GUIDE

If you are planning on flying in British Columbia the "Western Canadian Site Guide" published by the HGABC is a must.
Contains over 75 sites, with complete information including; height, type of flying, xc potential, maps, contact names, even locations of house thermals.
This site guide comes in a stiff, loose leaf plastic binder that stands up to hang gliding abuse and allows sites to be added, deleted as required.
Only \$15 + \$2.50 p&h from;
HGABC
c/o Martin Henry
3595 Old Clayburn Road
Abbotsford
B.C. V2S 6B7
(604) 954 5950

Stolen

Wills Wing Skyhawk 168 #9258
Dark blue leading edge and double surface (Skyhawk shave a little bit of double surface)
This glider was stolen from the Si-camous launch (B.C.) on Sunday August 4th 1991 from Dan Heighes of Calgary. The glider was stolen without the basket, so has only the two down tubes. The glider was in the usual Wills Wing bag.
Anyone spotting this glider please contact the RCMP and/or Vincene Muller (403) 932 2759

Dealers

"NEW!!!"
Skywatch "FUN" Anemometer.
Swiss precision for just; \$80
Understanding the Sky
by Dennis Pagan; \$25
Reserve Parachutes
German quality, Sigma Minitex 110 \$595
Parawest Paragliding
Box 1097 Whistler, BC
V0N 1B0
(604) 932 7052

HGAC

ADVERTISING RATES
Classified ads are free to all HGAC members for personal ads only. Please try to keep to a max of 5 lines.

Business rates:
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 checks payable to HGAC.

HGAC FORMS

The HGAC currently has approx 40 forms covering everything from a form listing the forms (!) to competition committee policies to rating of fatalities. If you require any information about any HGAC committee and it's standards, ie badge and records claim form etc, contact:
Mia Schokker
3595 Old Clayburn Road
Abbotsford
B.C. V2S 6B7
tel (604) 854 5950

SPECIAL ANNOUNCEMENT

The Cold Lake Condor's club secretary would like to mention that there are still a quantity of Alberta Hang Gliding Association loom embroidered crest available. This is a project to raise money for the AHGA. These are top quality reproductions of the AHGA badge in four colors, 3 1/4" inches in diameter. Perfect for sewing on jackets, hats, glider bags, harness' setc. Cost is \$4.00 per crest plus \$1.00 P&H per order

If you would like one please contact;

Adam Hunt
Box 1768
Medley, Alta
T0A 2M0
(403) 594 5258

AHGA Tandem Instructor Course

October 3 -4 1992, 9:00 am - 5:00 pm
at the: Calgary Outdoor Council
1111 Memorial Drive NW
Registration Fee \$20
Candidates must be rated HGAC/ACVL Level IV
Must have 100 hours total
Plus 50 hrs/50 flights this year
Course Instructor: Mark Tulloch
Registration Deadline: Sept 27th
Send entry to:
Stewart Midwinter
444, 23 Ave NW, Calgary, T2M 1S4
(403) 230 7769
Bring a tow bridle (or purchase one at the course).
Course content meets proposed HGAC/ACVL Standards