



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

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CONTENTS

President's Report <i>by Martin Henry</i>	3
HPAC/ACVL AGM Minutes <i>by Barry Bateman</i>	4
HPAC/ACVL Directors Reports <i>by HGAC Directors</i>	5
Editorial Comment <i>by Barry Bateman</i>	5
Golden Flying Site <i>by Peter Bowle-Evans</i>	8
Decent Descent <i>by Irwin Jehu</i>	11
News From Argentina <i>by Stewart Midwinter</i>	12
1993 Cache Creek Team Meet <i>by Steve Best</i>	14
The Big Muddy <i>by Vivian Hooper</i>	16
Happy Hallowed Eve <i>by Michael Robertson</i>	17
(Vox) Radio Transmission <i>by Lazzlo Hemmert</i>	19
"Woody's Workshop" <i>by Craig Janes</i>	20
How Much Water is There in a Cloud <i>by Barry Bateman</i>	21
Chelan Revisited <i>by Al Faulkner</i>	24
Did Y'ever? <i>by Al Faulkner</i>	25
1993 COMPETITION POINTS <i>by J.C. Hauchecorne</i>	27
Competition Schedule <i>by JC Hauchecorne</i>	30

Front Cover: I've heard of 'couch potatoes' but this is ridiculous. Chris Muller doin' some "laid back" flying at Cochrane, Alta. photo by Vincene Muller

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HPAC/ACVL President's Report

Hi there!
Guess what?
I'm back!

For those who don't know me I'm your new HPAC/ACVL president! I was also your old HPAC/ACVL president, and for those who don't follow your National politics, I'm the same president that tried to step down three months ago (the translation of "step down" is: "quit, resign, or if you wish, get the hell out of here.") The explanation as to why I'm back will come later, for now let me explain why I tried to step down in the first place.

Back in the beginning of my service to this "Association", I was under the delusion that it had a purpose. A reason for being, a reason that served the needs of my fellow pilots. My original view of the HPAC/ACVL was that if the issue was "National", this was the place to deal with it. The way it looked to me, the HPAC/ACVL was expected to run the rating system, produce a national newsletter, represent our national interests to the federal government and establish standards to keep our sport from being crushed by our friends at Transport Canada (or at least that what I thought it was supposed to do).

My first contribution (and my first big mistake) was to create a structure of administration (up until now there had been a far too informal system for paying the bills and running the "so called" day to day operations). It didn't seem to make sense that the members dues and insurance were paid **after** they had already been used (and on occasion not paid at all). Meanwhile the HPAC/ACVL had to pay the bills up front. To fix "it", I introduced a change to the membership system. A "Direct Membership" concept was the core to the change. At first the directors appeared to support the idea, **they even supported the idea to the extent that they voted on, and passed it!**

Then, suddenly, after realizing this change would have an effect on the structures of their individual provincial associations, the concept that an individual pilot could have direct access to the services of a strong, self funded, self regulated, independent National organization was apparently out of the question.

What became perfectly clear, was that in reality, many of our provincial association directors, couldn't deal with the thought that they would no longer be the centre of the universe. "We'll lose our funding, they won't join our association, you'll let anyone join, we can't afford it, we don't want to pay for the newsletter, we don't need a membership card, who cares about the national association" and so on...and so on.....!!!

The curious thing about this change in attitude, was that the provincial directors who make up the Board of Directors of the HPAC/ACVL (by their membership in the HPAC/ACVL), had accepted the constitution of the HPAC/ACVL. According to the by-laws of the constitution, these directors are **supposed to be working on behalf of the HPAC/ACVL**. My directors had no interest in serving the National Association. They attended the AGM's with great zeal and vigour. Idea's and support could be heard from all of them. As the expression goes, talk is cheap.

My first big mistake was trying to do something (don't forget I was new and still under the delusion that my position as president actually had a purpose). It doesn't take a rocket scientist to realize this is where my troubles started. After I introduced the "direct membership" concept I found myself having to modify this basic idea into a complicated beast. (Just the beginning to what seemed like a never ending list of political concession designed to appease "my" provincial directors). It was also at this time I began to discover who my "friends" were. (You will probably notice that I, use the terms "my association" and "I" instead of "our association" and "we" for it was at this time "I" began to get just a little bit lonely. (They say it's like that "at the top")).

With the exception of three Provincial directors (Alberta and Saskatchewan and Newfoundland), the HPAC/ACVL working committees, our paid administrator, and our Vice President west (my wife), I began to take the heat. After all, it was I, that made the mistake of believing the National Association served a purpose. I truly believed that I would be supported by the HPAC/ACVL directors. After all, we were supposed to be representing the National interests of the pilots we work for! This was a big mistake. I now know that the Provincial Association structures take priority over the needs of the HPAC/ACVL and members "I" try to serve.

So, with my journey back to the real world complete, I had to ask myself where I go from here. Well, I believe in the constitution of the HPAC/ACVL but I didn't appear to have the support of my provincial directors. To an "outsider" this would appear to be a vote of nonconfidence. Hence, my attempt to resign. In my haste to leave, I realized that I would not be giving my directors the opportunity to vote me out, and that's not very democratic. So, with a majority approval of the directors I assumed the position of "acting president" and called for an annual general meeting of the association.

Chairing this meeting I stated my position. I pointed out our by-laws and what effect they should have on our directors. I pulled out the constitution, waved it in the air (for effect) and talked about tearing it up. (Effect with a touch of drama). I asked for a honest show of hands to the question, "**who do you (the directors) represent, the Provinces (12 hands went up) or the HPAC/ACVL?" (3 hands went up, mine included!). So much for the by-laws!!!**

We discussed the merits of the present constitution and held a vote to see if it could be supported by the directors, it passed, but not without controversy, the Ontario directors abstained from voting. (So much for the directors supporting the constitution!) Then I made my stand, I asked that a motion be made that everyone becoming a member of the HPAC/ACVL receive the National Newsletter. Pretty simple motion, wouldn't you say?. It's called communication, something that I believe is the very core to the structure and purpose of this association. (*I would also like to point out that I firmly believe in the needs of our Quebec pilots to receive the newsletter in a translated format. I would work toward that goal if at all practical. The National Newsletter is a constitutional obligation that must be part of the membership and must not be considered optional.*)

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This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to its members. The views expressed in this newsletter are not necessarily those of the HPAC/ACVL, its directors or the editor. The Editor reserves the right to edit contributions. This Newsletter is produced on a IBM compatible computer using Microsoft Word and Aldus Pagemaker. Contributions may be sent in on a 5.25" or 3.5" kbt disk as an ASCII text file or in any of the major word processing formats. Written and typed contributions are also accepted. Disk and photo's will be returned if requested and accompanied with a stamped address envelope. Send them to; Barry Bateman, 21593, 94a Avenue, Langley, BC. V1M 2A5. (604) 882 5090 Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior.

continued from previous page.....

This motion was defeated, thus I had my vote of non-confidence. (Time to check out....! party time....!, life's too short...! I'm free, I'm free....!) Because of, or related to the vote of non-confidence, Vice President West (acting insurance liaison), Vice President East, The Competition director, the Acting Treasure and of course myself "the Emperor", resigned. As chairman of the meeting I moved that we suspend the new business portion of the AGM and hold our elections.

So if your paying any attention at all, and you've managed to read this far, your probably wondering how this bitter ex president could end up being re elected? (Quite frankly so am I!) The by-laws state: **The executive directors are to be selected from the board of directors.** Well, fellow pilots, your board of directors, sat around on their butts, shuffling their feet, stared at the ceiling and basically did nothing!

So.... picture this, your association with over 700 members, 7 regional representatives, a financial responsibility of over \$50,000, was now faced with the prospect of not having a board of Executive Directors. (Somewhat like a chicken with it's head cut off!) Now for those who are interested I would like to point out that without a board of Executive Directors the HPAC/ACVL would cease to exist!

I now had to ask myself, what next? I thought I had finally made these people mad enough to get rid of me! Maybe break for lunch, maybe they need food.... Back from lunch, same dumb looks! This is not looking good. In one more hour some of the directors would have to leave, which would leave the rest of the directors faced the prospect of not having a quorum to cast a legal vote! This would be the end of the HPAC/ACVL. (Dramatic, don't you think?).

Well this is where it started the first time, I believe in the HPAC/ACVL. Without it, we would end up being swallowed by the USHGA, so much for national pride.

Lets set the record straight and make this very clear.... **If it was up to your National Directors you would not have a National Association.**

I could not let that happen, I had to allow myself to be re-elected if only to preserve the association from the apathy of the directors. Where does the association stand now? Well, your Executive Board of Directors have lost faith in the Provincial Board of Directors as they are unable to fulfil their constitutional obligation to the National Association. Your Provincial Directors have apparently no confidence in the Executive, and these same directors also appear to be unable to find the courage it takes to run this organization.

As I see it, we don't have a workable association. At this years AGM my friends the directors thought that maybe.... well, possible.... it might be the right time to update the by-laws to improve this situation. Of course the Board of Directors have passed this responsibility back to the Executive Board of Directors, probably so that they can have the option to turn down anything that might possible affect they provincial interest.

The point is, it's now up to the you, the individual members to do something about it, its your choice. We have the mandate to change the by-laws. You have the unique opportunity to tell us what you want. So....., what do you want?

If you want your national association to exist contact the HPAC/ACVL administrator and make your point of view known. Until that happens I will serve in the best interest of this National Association and the pilots that require the services from it.

Thanks
Martin Henry HPAC/ACVL President. (The Emperor returns, again)

(Copies of the HPAC/ACVL constitution and by-laws can be had by contacting the HPAC/ACVL administration office. Ed)

December 1993 HPAC/ACVL AGM Summary of Minutes

Meeting Opened at 9:20

Introductions, old minutes and general overview was given/presented

Martin opened the meeting and informed everyone that the National Association is at a cross roads. He pointed out that the national association is made up of Provincial Associations and that he felt that there is a conflict of interest with the Provincial associations as they come to the AGM's with only their Provinces interest at heart whereas the constitutions states clearly that they are there to work on National concerns.

Committee reports:

Ratings:

Rated pilots was 109. 12 to non members. Admin. will now control this. IPPI cards are now available. 10 HAGAR results sent in.

Editors report:

Went over budget. 50¢ (incorrect mem#, paper) Advertising helped defray cost. Will solicit more advertising to retain present format.

Administrators report.

The office is setup and running smoothly. The database program is still continuing to evolve. Concern over request of mailing list. Directors should have access to it

Instructors Certification Chairman:

A list of Snr Instructors names where sent in by Ron Bennett requesting that they be approved and accepted as presented.

Competition report.

J.C. Presented points standings, HG/PG The Canadian team is not doing well, competitions in Canada had poor attendance. Direction is uncertain.

Safety

A new form was submitted. He felt more infrastructure was better. Breakdown:

1 Paragliding fatality (BC), 2 seriously injured, 1 hospitalised 6 weeks, 1 hospitalised 4 weeks, Most accident to pilots with 100-500 hours. 9 in the 500+. 77 accidents were report. 30 landing, 28 In flight (15 in trees), 15 at T/O
BREAK 12:30 - 2:10pm

Provincial Reports

ACVL

First year as president, not sure of his duties/system, felt that interaction between the AQVL and the HPAC/ACVL could be improved.

Alta

The weather was the pits. Plans for 2 airshows Promised better commitment for to newsletter. Not sure of services available from the Admin. office. Early problems with provincial fee payback.

Ontario

Associatemembershipsystemnotworking well, will get better. Early National AGM was good. Paragliding pilots have increased. National fees to high, joined the USHGA. Towing may be means of getting more pilots rated. Lack of certification on some paragliders and renegade pilots are problem. Like to see T. C. recognise us.

Sask

Full Membership program worked well, have no Provincial Asso. Have 13 members (50% total), rest belong to no-one and fly at Golden. Pilots don't have ratings. Would host comp, write HAGAR but don't know how.

Manitoba

Association is working/growing. Have 70+ members, 100 by 94. Fiscal year end (Nats/Prov) causes some problems. Students stay under instructors "wing" therefore less mem/ratings.

Newfoundland

Still alive, just. Have 3 members maybe 20 pilots in area. There is no instructor in Nfld. They've lost all provincial funding.

B.C.

Darryl had problems taking over asso, everything now under control. Concentrated on communications, put together a policy/procedures manual. There were problems with the HGABC/HPAC, Martin Henry and Grouse, could have been easily solved. Cannot change HGABC to include PG (it's taken)

New Business:

Martin expressed that the directors need to decide what the asso is for. 10 Dir said they rep Prov, 3 said Nat Asso. Martin read the constitution by-law #3 which states in part; "These provincial directors shall take part in the **active promotion** of the objects of the HGAC. He said National Board of Directors where there to look after their own Provincial Interest, we are **obligated** to supply services to individual members. Prov are for themselves, proposals were passed without them being checked & when implementation takes place province protest when it affects them. Martin explained that they are there to represent the "National interest" individual province's must make sacrifices for the benefit of the everyone. If we (the BOD) cannot make that commitment then we cannot fulfil the constitution. If we can't progress then we might as well go back, let every province look after itself. How long before government intervention? BC said we are no different from any other sport,

.....continued on page 29

HPAC/ACVLDirectors Reports & Updates

The 1993 Canadian Points Standing

The only good thing we can say about the 1993 competition season is, it is over. The weather did not play along at all. There were only two excellent meets in Canada, the Easter meet in the spring and the Team meet in the fall. Every thing else in the middle was for the birds, or better yet for the ducks. Unfortunately the weather is one thing we can not control. Hopefully the 1994 season will be better.

Congratulations go to Chris Muller and Mark Tulloch for their excellent placing in the Canadian points standing. The 1992/93 points standing reflects the points accumulated in those two years. The top 6 pilots are making up the 1994 Canadian Team. Part of the duties of the Canadian Team member is to help other pilots in improving their cross country and competition flying. If you have any questions in respect to competitions, don't ever hesitate to talk to a team member. He will be more than happy to help you in becoming a better cross country and competition pilot. The 1994 the Woman's World Championship will be held in Chelan Washington. Unfortunately, to date no female pilot has formally come forward and expressed their interest in participating in that event. I urge any female pilot who is interested in going to the worlds in Chelan to apply in writing with their qualification to me. The minimal qualification are as follow:

- 1: Hold a Delta Silver or have twice flown the Silver distance
- 2: Have competed in at least one National championship
- 3) Have a level IV rating
- 4: Hold a FAI sporting license, issued by the HPAC
- 5: All pilots must present a valid passport, permanent visa or national identification card at the time of registration.

In this issue you will also find the first draft of the 1994 competition calendar. Most dates are still a bit sketchy, but I hope to have a more complete calendar out by the beginning of the new year.

J.C. Hauchecorne; HPAC/ACVL Competition Director.

List of hang gliding and paragliding one and two year points standings will be found on pages 26 and 27.

PARAGLIDING SCHOOL FOR SALE

Well-established year-round paragliding school in world-class Canadian ski resort. Exclusive access to quad lift serviced flights. Solo and tandem instruction. Excellent potential for expansion (especially winter tandems)

Contact:

**PARAWEST PARAGLIDING
BOX 1097, WHISTLER B.C. V0N 1B0
tel (604) 932 7052 fax (604) 932 8750**

Air Regulations..... Definitions

"Hang Glider" means a motorless heavier-than-air aircraft deriving its lift from surfaces which remain fixed in flight, designed to carry not more than two persons and having a launch weight of 45 kilograms or less

Exemptions

By definition, hang gliders and ultra-light aeroplanes are aircraft. Therefore, they are subject to the regulations which cover the movement of aircraft in Canada. However, certain of these regulations that could be very restrictive and hinder the development of hang gliding and ultra light flying have been identified and changed to allow more freedom of operation. To help you appreciate the intent of these changes, a summary of items affecting your area of interest is presented below in the form of exemptions. Refer to the 'Air Regulations and Air Navigation Orders' in Chapter 3 and the glossary of this publication for a better overall understanding.

Hang Glider Exemptions

The following exemptions have been granted:

- 1; HG pilots are exempt from the rules requiring pilot licenses or permits;
- 2; HG are exempt from registration;
- 3; HG are exempt from airworthiness certification requirements, this means that a Certificate of Airworthiness (C of A) or a flight Permit is not required;
- 4; HG are exempt from displaying nationality and registration marks;
- 5; HG are exempt from the requirement to maintain and carry logbooks;
- 6; HG are exempt from the Day VFR Instrument requirements Order (ANO) Series II, No. 19);
- 7; HG are exempt from the safety belt and safety harness requirements of ANO Series II, No. 2. This para. is replaced by Para. 8 of ANO Series V, No. 24;
- 8; HG need not be equipped with an emergency locator transmitter (ELT);
- 9; Provided certain requirements regarding pilot qualifications, HG equipment and flight operations are met, HG may be exempted from the airspace restriction of ANO series V, No. 24, Para. 6(b) as it concerns Class "D" airspace.

Al Faulkner, Nfld

Coordinated Universal Time (UTC)

Coordinated Universal Time (UTC) replaced Greenwich Mean Time (GMT) on December 19, 1985 as the official designator for the time standard used in aviation. UTC, also referred to as ZULU or Z, is based on the 24 hour clock. Each day begins at 0000 hours and ends at 2359 hours (11:59 PM). An entry followed by UTC or a Z reminds you that UTC is being used. The valid method of writing the date and time is the Year, Month, Day and Time.

HPAC/ACVLDirectors Reports & Updates

Safety Directors Report

After a years holiday down under, I've noted a marked decline in the number of accident reports coming in. This is not true throughout the sport however. Instead, I've detected a refreshing and, frankly, healthy attitude among paraglider pilots to discuss situations openly, reminiscent to us decrepit old timers of a time in the late '70's, when it was pretty obvious we needed to take steps to improve our image.....

The Hang Gliding community, in comparison, has seemed to develop an attitude that if we ignore our failings they will go away, no one will notice and we won't embarrass ourselves. Not a conducive attitude to adopt if our objective is to take steps to eliminated the factors which are causing accidents. The primary role of the Safety Committee is to collect accident reports and convey trends, problems and solutions back to you. Please take the time to complete the accident report form in this Newsletter and mail them in to me. This includes all reports of accidents you have been involved in, or know the details of, including those unreported from years past. (This is also a legal requirement of Transport Canada). You will find my address listed with the directors of the HPAC on the inside front cover and on page 2 of the form.

Pilots must be made aware that rumour mills are best stopped by publishing the truth promptly. Reputations can be easily and unnecessarily hurt. This is never more true than with serious or fatal accidents. It's not our intention to embarrass anyone. Therefore it is my policy to not identify persons involved unless they specifically request it. In connection with one pilots actions this past year, be advised that Transport Canada's regulations clearly state that "aerobatics are **NOT** to be performed over populated areas". Read your regs. Nuff said.

Summary

- Two incidents of pilots failing to hook in have been reported. One pilot let go of the hang glider in time, the second did not and sustained injuries falling onto tree stumps below the take off ramp.
- Nine separate reports have come in of pilots landing in trees. No serious injuries were reported, these pilots can consider themselves very lucky.
- One Tandem flight which ended up in power lines caused considerable concern to the professionals in our sports. It is critically important that we take extra steps to ensure the safety of passengers, crew and spectators or we will pay the consequences.
- A pilot crashed landed after a high flight on a modern, high performance glider after a nine year retirement from flying. He miss-timed his flare and broke his arm severely. If he had taken a few minutes at the training hill, or at the very least had chosen to fly a more mellow hang glider, this accident might have been avoided. The pilot would not then be in the situation where injuries might force him into permanent retirement.

It was only possible to find these broken wires by physically pulling on the flying wire and bending it at the nico!

- An incident reported in the last newsletter (in which a paragliding pilot got blown back at Keromeos) might have been avoided if the pilot had called up Flight Services at his local airport for a "winds aloft" report for that afternoon. These services are paid for by taxpayers. As a recognized form of aviation it is our right to access this information. Please make use of their services, it is both fun and educational.
- An inspection of a pilots flying wires by another club member turned up a complete 7X7 strand of broken side wire between the two nicos, located inside the nico and another 2 strands on the parallel wire beside it broken. It was only possible to find these broken wires by physically pulling on the flying wire and bending it at the nico. When the wire was straightened out again, the break hid completely out of site inside the nico making it completely impossible to see or find again without manipulating the wire. The pilot further cautions pilots who make their own replacement wires, to make sure they use a test procedure for the effectiveness of their nico press before using the wires in flight. Make a test wire and put pressure on the nico connection and check for slippage, then hook the wire up to a telephone post and your car bumper and give it a serious load test. Nico's may look like they're fine but if they haven't been tested in a gauge then they're are unreliable at best. For your information, good shops do not loan nico presses because they can be easily damaged. If you are going to loan one, ask them to provide the test gauge unit for the nico press to ensure it's working correctly.

A note to clarify the Site Form included in the last issue. It was developed with and approved by the BC Emergency Health Service. It is intended to reduce the time emergency crews spend searching for patients in remote locations. You are requested to fill out the form, put photo or map of the LZ or takeoff in the space provided, and mark approved and/or restricted fields on the map or photo with a check mark or cross. The form should then be laminated and posted at take off and/or the landing areas to advise pilots unfamiliar with the area's site rules. It's also meant to preserve sites and to aid in establishing efficient emergency response procedures.

Fred Wilson HPAC/ACVL Safety Director

Paragliders & Hang Gliders Come Together

The Directors of the HGABC are planning two events this coming summer to bring together the Paragliding and Hang Gliding communities.

1994 National Fly-In Holiday

Sat July 16 to Fri. July 22 1994

Place Oliver/Osoyoos.

Meet on top of 6000' ASL Mt Kobau Take off.

Kobau Forestry Lookout road is a few km west of Osoyoos on the road to Keromeous. S,E, and W takeoffs on top. Primary LZ will be the Oliver Airport... Aircraft set up on the east side of the runway, Hang Gliders and Paragliders on the West (launch) side of the runway. Come experience flying in one of BC's best recreational areas - now opened up to soaring.

HPAC/ACVLDirectors Reports & Updates

RECORDS & STATISTICS REPORT

This list is for Canadian pilots who plan on attempting World Records. It is necessary to exceed an existing record by a certain percentage (check your copy of the FAI Sporting Licence and the HPAC Guide to Records).

The FAI updates World Records twice a year and a list is sent to the HPAC via the Aero Club of Canada. However, a list of applications "PENDING" is sent out by the FAI regularly. For pilots interested in bettering current world records it is necessary to be aware of any "PENDING" records in that category and presume that documents will be submitted and approved by the FAI and then plan your record attempt accordingly.

If Your flight is close to a "Pending" record and better than the existing World record you should also file a "Pending" claim.

Please follow these steps:

- Notify the HPAC Records Officer (Vincene Muller)
- Ask if the Records Officer will notify the FAI within the required time limit.
- Even if you attempt is less than a "PENDING" record it may be advisable to complete the documentation and send in your completed claim as many "PENDING" records are not accepted due to problems with documentation.

(Note: notification must be sent to the FAI within 72 hours of the flight. Complete documentation must be received by the FAI within 6 months of the flight.)

Vincene Muller HPAC/ACVL
Records & Statistics Director

WANTED

More participation from YOU, the members. Got an interesting story, picture? Send it in. I'm always looking for more articles for the NEWSLETTER

FAI WORLD & CANADIAN RECORDS

HANG GLIDERS

	WORLD	CANADIAN
DISTANCE IN A STRAIGHT LINE	488.19 KM	332.80 KM
DISTANCE VIA A SINGLE TURNPOINT - (DOGLEG)	412.56 KM	154.19 KM
DISTANCE OVER A TRIANGULAR COURSE	196.07 KM	25.23 KM
DISTANCE TO A GOAL	488.19 KM	172.17 KM
OUT & RETURN DISTANCE TO A GOAL	310.30 KM	215.18 KM
GAIN OF HEIGHT - ALTITUDE GAIN	4,343.40 M	3,330.00 M
SPEED OVER AN OUT & RETURN 100KM COURSE	35.90 KM/H	34.468 KM/H
SPEED OVER AN OUT & RETURN 200KM COURSE	35.80 KM/H	35.80 KM/H*
SPEED OVER A 25KM TRIANGULAR COURSE	42.62 KM/H	15.828 KM/H
SPEED OVER A 50KM TRIANGULAR COURSE	38.462 KM/H	
SPEED OVER A 100KM TRIANGULAR COURSE		
SPEED OVER A 150KM TRIANGULAR COURSE	26.31 KM/H	
DURATION	7 HRS.50 MINS	

FEMALE

OPEN DISTANCE-DISTANCE IN A STRAIGHT LINE	335.76 KM	
DISTANCE VIA A SINGLE TURNPOINT - (DOGLEG)	292.06 KM	
DISTANCE OVER A TRIANGULAR COURSE	114.107 KM	
DISTANCE TO A GOAL	172.27 KM	
OUT & RETURN DISTANCE TO A GOAL	131.96 KM	
GAIN OF ALTITUDE	3,970.00 M	1894.00 M
SPEED OVER A 25KM TRIANGULAR COURSE	26.00 KM/H	
SPEED OVER A 50KM TRIANGULAR COURSE	21.02 KM/H	
SPEED OVER AN OUT & RETURN 100KM COURSE	24.20 KM/H	
TANDEM OPEN DISTANCE	165.00 KM	
GAIN OF HEIGHT - ALTITUDE GAIN	3,352.00 M	1,546.00 M
OUT & RETURN DISTANCE TO A GOAL	131.96 KM	

CANADIAN OUT OF COUNTRY RECORDS

OPEN DISTANCE-DISTANCE IN A STRAIGHT LINE	148.60 KM	100.00 KM
SPEED TO A GOAL & RETURN	22.50 KM/H	
GAIN OF HEIGHT - ALTITUDE GAIN	2,952.00 M	
DISTANCE TO A GOAL	73.33 KM	

FEMININE

OPEN DISTANCE - DISTANCE IN A STRAIGHT LINE	148.60 KM
GAIN OF HEIGHT-ALTITUDE GAIN	2,952.00 M
DISTANCE TO A GOAL	73.33 KM

PARAGLIDERS

DISTANCE IN A STRAIGHT LINE	283.85 KM	146.22 KM
OUT & RETURN DISTANCE TO A GOAL	134.86 KM	
DISTANCE TO A GOAL	146.22 KM	146.22 KM*
DISTANCE VIA A SINGLE TURNPOINT - (DOGLEG)	252.00 KM	109.32 KM
GAIN OF HEIGHT - ALTITUDE GAIN	4,526.00 M	2,300.00 M
SPEED OVER A 25KM TRIANGULAR COURSE	16.13km/h	(pending 04/20/93 FAI #2/93)
SPEED AROUND A 100KM TRIANGULAR COURSE	36.488km/h	(pending 01/10/92 FAI #1/92)
DISTANCE OVER A TRIANGULAR COURSE	89.00km	(pending 05/17/93 FAI #11/93)
SPEED OVER A 100KM OUT & RETURN COURSE	22.42km/h	(pending 06/06/93 FAI #11/93)
DURATION (This record can no longer be applied for)	11hrs.23mins	
TANDEM-DISTANCE IN A STRAIGHT LINE	114.00km	(pending 28/11/92 FAI #8/92)
	183.70km	(pending 12/28/92 FAI #1/92)

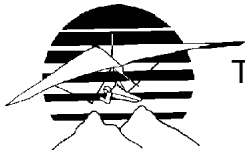
FEMININE

OPEN DISTANCE-DISTANCE IN A STRAIGHT LINE	128.50 KM
DISTANCE VIA A SINGLE TURNPOINT (DOGLEG)	129.10 KM
GAIN OF HEIGHT-ALTITUDE GAIN	2,971.00 M

CANADIAN OUT OF COUNTRY RECORDS

OPEN DISTANCE	73.74 KM
DISTANCE VIA A SINGLE TURNPOINT (DOGLEG)	96.21 KM
GAIN OF HEIGHT-ALTITUDE GAIN	3,672.00 KM

(*also a world record) (Records with a "PENDING" application are in brackets).



GOLDEN FLYING SITE

WOMEN'S WORLDS ? LET'S GO FOR IT !

(Part One)

By PETER BOWLE-EVANS

MOUNT

Would you believe \$30,000 has been spent on Mt 7 over the last 3 years?

Here's how it happened.

Over the summer of 1990 I went into what the hell hang gliders were doing flying over the river at Nicholson just before a thunderstorm, to being totally hooked on hang-gliding. At the same time Range Rover North America were about to show off their new \$60,000 Range Rovers at, of all places - one guess only - Mt 7, Golden! Not only that, but the business I worked for was acting as their organisers on the spot. I was involved with site development when I had barely even begun to learn to fly!

To cut a long story short, Willi Muller got to provide demonstration hang-gliding, and I got to fly a few times during working hours (Go on, hate me!)

So the big day came up, and here was a full catering team from the Chateau Lake Louise up at launch, complete with tables with white table cloths, waiters and waitresses in full Chateau regalia, smorgasbord and non-alcoholic champagne; and Willi's team with their hang-gliders. Coming up the road to take this all in were some 60 Range Rovers, driven by an assortment of city folk with high heeled shoes and you name it, directed by a Range Rover rep. who about half way up, told them what gear and RPM to use. To be fair to the Range Rovers, when we had a repeat performance about a week later, with a fresh fall of snow, Range Rovers alone made it up the road, and not a wheel spun: and that with drivers some of whom had never been off pavement. Unfortunately, the big event of the day never happened. This was to fly a Range Rover right

up to the top of the knoll at launch by helicopter. We had custom designed

special brackets and a sling system for this, so that you could readily pick the vehicle up without

scratching the chrome or paint, nor without being so ungainly as to put the whole thing in a net. Due to problems with a cracked tail rotor, no helicopter was available at the right time, so the furthest off the ground this part of the project got was about twenty feet when we bounced a Range Rover around with a crane the day before. However, if anyone should ever need to retrieve a Range Rover painlessly from a ridiculous situation one day, we have such a deal for you!

The greatest value of this non-event may yet be to come. There had been some minor, cosmetic improvements to the site for Range Rover's benefit. Willi noticed this immediately, and after talking around a bit he got the idea in his head that it just might be possible to get some real site improvements done. Whether my being around, on both sides of the fence, as it were, had anything to do with it, I don't know, but what he did was to plant the seed in my mind that if the trees in between the ramps were removed then cross-wind launch situations would be eliminated because you could launch on the ground straight down the spine of the ridge. As it happened I had, in fact, already been through the routine of returning

my glider to its bag without flying because the wind had been across both ramps, so I believed I understood enough of what Willi was saying to take the bait. This came the next spring in the form of a reversal of the usual monetary exchange with Willi, when he gave ME money and sort of said, "See what you can do," and I, like a fool, instead of taking my family for a holiday in Hawaii (complete with hang-glider) faithfully opened an account with it at the Credit Union in Golden, and added another dimension to my life. The Columbia Valley Credit Union, by the way, operates this account for us, as a non-profit organisation, free of charges. The money had come from donations and so on that Willi had gathered, and here's a big 'Thank you' to him and all those who contributed, including Wills Wing.

The site lies on Crown land, part of the Golden Forest district: in fact it is also a Forest Service Recreational site. So the BCFS is the authority having jurisdiction, and I started campaigning around the community and the Forestry office. Both were supportive, and in fact the Forestry people were very helpful and co-operative. To cut down trees you have to have a 'Licence to Cut'. To hold a Licence to Cut you have to have a 'Special Use Permit' (SUP). To be issued an SUP, to be brief, you have to do certain things. I did these things. You also need an organisation. Together with Martin Henry, we used the Hang Gliding Association of British Columbia.

To cut another long story short, by the end of 1991 we had all the permits in place and got the trees down.

Now it also so happened that in the fall of 1991 the Forest Service re-built and upgraded the lower part of the Mount 7 Main - which means the lower half of the access road to the Lookout (that's the name of the knoll where the launch ramps are located) was turned into an easy

grade two wheel drive bush road. This was done as part of ongoing forestry development for access to new timber harvesting areas. There is an extension to this Main on the plans also, which will go further up the mountain in the general direction of the Lookout, and at the time of writing they are starting to grapple with the budget for this. At the same time I am trying to co-ordinate the idea that this extension continue the last 2 kilometres all the way to the Lookout. More of this later.

Now our campaigning during the winter had resulted in some quite favourable support within the community, to the extent that the forest service, through something called 'Community Forestry Program', were about to spend some \$8000 on improvements to the Recreational area, which to us means the flying site. Unfortunately, they did not want to spend any of this directly on any part of getting rid of the felled timber and associated debris. What they did was to send a small dozer with a hoe mounted on it up to the site, where it fixed-up the road within the rec area, put in some drainage, installed a new outhouse at the knoll and a wheel chair access outhouse at the cabin site (Yes, that's 'wheel chair access' - & when you think about it, why not?) and built a vastly improved parking area down by the cabin. To us it meant I was able to get use of this machine, at no cost to us, to do some ground work on the new ground launch. So by widening the last part of the road up to launch we generated the fill to place on the running area. When the operator said he had gone as far as he

felt was safe in terms of getting to a point where his machine might get stuck due to the increased steepness of the slope (in the construction industry you never want to see a machine roll down a slope because you have persuaded the operator to 'push it' further than he wants to) it looked sort of iffy for a take off. What was there was good, but it was not real far, and the operator did not want to leave until he had seen someone launch with a hang-glider, and there was only one of those there just then. Well, what little wind there was coming straight up the ground right beside the North ramp. So I took the bull by the horns, started my run from a point that would previ-

ously have been the outer edge of the road, scraped my basetube through the bushes at the end of the dirt, and sailed away to another glorious sled ride. This made it safe for the operator to take his machine what must have been a full twenty feet further without anyone saying a word to him.

To cut out yet more boring details, we eventually got more permits and someone to take the merchantable logs. By this time, of course, the most prolonged spell of good weather of the whole summer was almost over, and after barely getting started our logger had to shut down, and by the time he was able to get back at it again it was on top of competition time, which is why some drivers unfortunately found themselves squirming around on the road in the beginning, since it naturally rained at this time again. Our logger, Jim Gondek, came out quite readily, on a Saturday morning if I remember correctly, to do his best to deal with the road and haul vehicles up the problem pitches: for which he did not make any charges.

At about this time tension was mounting in my office, as on some days I'm spending almost more time on the flying site than on engineer-

and said," The shirts are paid for, here's the kitty, just sell the rest of the T-shirts and the money is yours!" This netted us over \$200. Another one of those moments. Gregoire and I seemed to end up in the same fields, so we got to know each other a little bit. Whatever it is politically called, I hope you folks do not 'Separate.' People will be happy to see you here again.

And now paragliding competition time is approaching, and all sorts of stories about how terrible the road that leads to the paragliding launch above the Lookout is, are now rampaging around town. Personally, I do not fly a paraglider and had never even been up this piece of road, on foot or by vehicle. I have flown over it, so I know it is there, and that's about it. So what are the proverbial "They" going to do about it? 'There should be this,' 'There should be that,' 'You should do so and so' (I think I shall do 'so and so' in some other place far away one day). Well, we (I say 'we' because a few other people were in on the action around this time, including Stephanie Fairely, Wayne Houlbrook, Eric Oddy and the local newspapers) and our activity with the log removal may have come into it too. I am not sure if anyone REALLY believed we would get the logs to a mill where they would be used, but it was happening.

You see, we had been negotiating for a 'contribution' from the Forest Service in the form of road work. Up to this point this was amounting to one day or less of a machine worth around \$60/hr, and only when the logging was completed, and here one of the key forestry officials was about to go on holiday. Eric and I were sort of scrambling around on the telephone with people we knew in the local office, but small town connections were not looking real positive. Bear in mind also that by this time there had been a fire at lower launch a COUPLE of times! The first time ground suppression crews were sent out, but they must not have got it completely, because a few days later up it went again, and it took a helicopter with a water-bucket to put it out. I do not think it had anything to do with hang-gliding activities, at least not directly. But an hour earlier I had spent noon-hour having lunch with the resident Canadian Helicopters pilot, convincing him that the hang-gliding folks were so responsible in their activities as to be allowed to carry out some tow-launching at the airport during competition week. After lunch I went back to my office and did some drafting. He hopped in his helicopter and put out the fire at lower launch. Here and there it was quite a summer. But I digress.

Peter Bowle-Evans flying his HP AT in front of Mount 7.
Photo by Peter Bowle-Evans

ing: as you can't do all these things after hours. The first morning of Canadian Nationals week. I attended the first pilots meeting, and after giving my little spiel re-the flying site, one of the fellas butted in at precisely the right moment and made me thankful for wearing a hat, as HE suggested that I pass it around. It was not only the amount which was so pleasing - more than \$450 - but the spontaneity of it. Thanks, everyone - those are some of the moments that make it worth it. This is also the place to say a big 'Thank You' to Gregoire Guillemette and the folks from Quebec, who had organised T-shirts for the meet, and who a few days later handed the whole thing to me

.....continued on next page

MOUNT 7 ADD 1/4 PAGE

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continued from previous page.....

About eleven o'clock one evening on the phone a friend Jim (a different Jim) is saying, "Look, I really don't think we can do much for you guys, especially at such short notice, but why don't you come by in the morning - ask for me, don't get sidetracked by everyone else - and we'll have coffee and talk about it. You know, maybe we can try to arrange something for some other time at least."

It is Wednesday night. The paragliding competition starts on Saturday. Flying conditions are tense, at least until you are off the ground.

Thursday morning. For once I get up early, (I am more of a night bird) and go off to find Jim and the coffee. There's a couple other guys with him. Words are floating through the air. 'Needs a cat,' 'next week will be too late,'

'who's not doing anything?' 'Let's give so and so a call', 'Let's go down to our office'.

What's this? We have moved up the ladder, so to speak. All of a sudden we have gone from 'Recreation' to 'Engineering'. Engineering have a budget many times the size of Recreation. These guys are falling over each other trying to help! In no time at all there will be a D-7 dozer going up the mountain TODAY, and 'We want him to do a good job'; "Can you meet him up there and show him what to do?" We have gone from one short day, maybe, of a machine worth about \$60/hr, to THREE days with a machine worth about \$90/hr. Together with hauling the machine in and out, we are talking about almost as much money as the entire original 'Budget' generated by donations from the flying community. Believe me, the Forest Service people can make or break this flying site overnight.

Did I have time? Leave the office AGAIN during the working day? No, I did not have time. The air was tense in my office too by now. But I went. Was it worth it? I met the dozer operator, and we went through what needed to be done. At least enough to get the job started on the right track. He worked on the paraglider road until he was so surrounded by paragliders and other vehicles that some time on Friday he shut down, least he grade a few of them into the road as fill. But it sure did the trick. After all was quiet on the mountain again after everyone was gone, he and I went over it all again, and by the time he was finished, what had been the roughest section of the entire road system was the best by far.

It was quite some time after the excitement of competition days had dwindled away before the logging finally reached its conclusion. There were trees in places difficult to get at. We had to get a skid trail built across part of the slope. Machines broke down. It was not all easy. But eventually that job did get done. Some time after that one of the Foresters carried out his inspection, and agreed that removal of merchantable timber had been satisfactorily carried out. We were off the hook for the year, but clean-up of the remaining debris still remained. All too often this is the hardest part.

By the end of 1992 the whole image of hang-gliding and paragliding had been enhanced within the community of Golden. Towing at the airport, after initial misgivings, went superbly. Golden was on our side.

Peter Bowle-Evans
23 Oct 1993

Continues in the March issue.....

DECENT

Irwin Jehu explains paragliding techniques for getting down and penetrating in strong winds

I read with interest the discussions about descending and being blown back which have appeared recently in Skywings (*Magazine of the BHPA Ed*). With an aircraft of such limited speed range as a paraglider every pilot must be capable of recognizing and coping with the dangers which appear when the wind and lift reach the top end of our flying range.

On the European continent the greatest dangers are associated with cumulonimbus clouds and the dangerous lift they produce. Consequently techniques and glider design were developed there which enable the pilot to descend rapidly. I made the following observations whilst flying my Pro-Design Challenger C at an all-up weight of 97kg on a few stable days at Annecy, France which the well-informed amongst you will know is equipped with a rather nice lake.

Spiral Dive

Accelerate the rate of turn by gradually increasing the amount of flap applied to one side and retain some pressure on the outer control. Don't snatch or you may unnerve yourself or cause a flat spin. You should achieve high 'G', turning with the floor in front instead of underneath. Height and location will be difficult to judge. Your vario will probably confirm a descent rate of over 1,500ft/min. *Disorientation and/or a flat spin on exit are not uncommon, neither is screwing right into the ground.*

Big Ears

Advice varies. I take an outermost A-line in each hand at full stretch (not the very outermost line which goes to the stabilizer). I take hold with my palms facing out and my little fingers uppermost. Both hands work in unison twisting and moving outwards as I pull to a relaxed position with my palms inward and my thumbs on top. I keep the control toggles in my hands throughout. I adjust the amount of ears by pulling more line if needed. Steering by weightshift is adequate and piloting is very comfortable. The sink rate of up to 900ft/min can be increased to over 1,200ft/min by pushing out the speed system and/or going for Very Big Ears.

DESCENT

B-Line Stall

Take the B risers at the top by threading your fingers between the lines and gradually apply your weight to both equally. Forward glide drops off gradually with the first few inches. Thereafter the descent is vertical and quite rapid as the elbows are bent and the hands reach the shoulders - over 1,500ft/min.. This takes quite a lot of arm strength and my arthritic shoulder complains after a while. Take great care to release both equally to avoid a spinning dive of the canopy. Again I keep the control toggles in my hands throughout. Some canopies, not mine thankfully, have a tendency to deep stall if the exit from B-line is too smooth, whilst too sharp a recovery can snap lines or tear fabric. For these reasons I would not recommend B-lining below 1,000ft *until you are fully acquainted with the behaviour of your wing.* You should gain this familiarity in small steps.

Central Tuck

Take the two central A-lines together, pull down and gather them rapidly. The leading edge will crack under in the middle and each side will swing forward to meet in a forward horseshoe. Gathering the two A-lines quickly gives a sharper crease and is less likely to cause a full leading edge tuck. The amount of line to be gathered is disconcertingly large and you must be careful to avoid causing tangles or snagging. Descent is smooth and relaxed with a little forward speed at about 1,100ft/min. Recovery is smooth and is effected by applying deep brake evenly on both sides. Entry and exit from this configuration takes time and height - *make sure that you have both.*

Full Stall

Ye olde classic; wrap the control lines around each hand three or four times, then scratch your bum and wait.... Later, after stabilizing with the horseshoed canopy above your head your descent rate should be around 1,200ft/min. I recover the canopy by slipping the wraps, bringing my hands to my hips and then re-entering normal flight by controlled acceleration, raising my hands to my shoulders. A simpler way is to grab both the harness hang points and then control the dive. This helps to ensure a balanced recovery particularly if one arm is dominant. *Done badly, recovery can take a lot of height.*

Of all these methods of rapid descent only Big Ears offers safe recovery close to the ground and/or in uneven air. A friend, Steve Brewer, had to throw his reserve after exiting a B-line stall on his Voodoo at Mieussy recently when it entered an unrecoverable spin with the lines crossing. Thankfully he was wise enough to exit with sufficient height for his reserve to do its job.

When a canopy is being Big Eared, it can cope more readily with turbulence because of its lower aspect ratio, higher wing loading and higher speed. For these reasons I descend in this manner through bumpy valley winds, and open the full canopy only as I descend the last few feet in the slower bottom layer of the wind gradient.

It is in ridge lift as the wind increases that the Big Ears facility really comes into its own because:

1. It provides an adequate and controllable rate of descent.
2. Significant forward airspeed is retained which should always provide for positive groundspeed.
3. Steering by weight shift is retained so that the landing can be made on safe terrain.
4. Strength is not required.

Prior to writing this article I conducted the following check at the end of a pleasant flying day over Christmas at Beachy Head in southern England, when paragliders were landing because of the increasing wind speed.

As the average passed 18-20 mph the final two landed. One, an Atoll, way out at the bottom; the other an Ultima, neatly at the top. The wind was rising steadily and Howard Travers flying a Nova equipped with an XR3i GT Turbo speed system failed to make forward progress after launching and so packed up and went to find a lower site inland.

With Harry Green as my second I challenged the rising wind to a duel. Up went the canopy, in came the ears and I trimmed them by tensioning or releasing the single A-line to give me smooth forward flight whilst staying at ridge level. As I emerged through to the front of the lift band I let out the ears and flew normally. Of course in these conditions that meant keeping low and well forward of the ridge. Landing was the usual routine of beating back towards the ridge with increasing ears to land low at the front lip of the take-off

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The Alberta Hang Gliding Association

ALBERTA NEWS

The Alberta Hang Gliding Association held its annual Xmas party November 13, 1993 in Calgary. The following awards were presented:

HANG GLIDING

- Longest flight (foot)** Steve Preboy
from Camrose 135 miles.
- Longest flight (tow)** Doug Litzenberger
from Edberg 160+miles
- Longest flight level 3** Ken Holman
Alta Champs 135 miles

PARAGLIDING

- Longest flight (foot)** Chris Muller
from Cochrane 48km
- Longest flight (tow)** Sean Dougherty
from Carsland 62km
- Chris Muller
from Biesecker 62km

Alberta Champion 1993

Hang Gliding Doug Litzenberger

Canadian Champion 1993

Paragliding Willi Muller

Alberta pilots on

1993 Canadian National Teams:

Hang Gliding World Championships:

Kevin Caldwell, Roger Nelson, Ron Bennett

Paragliding World Championships:

Chris Muller, Glenn Derouin

The Alberta Hang Gliding Association held a Hang Gliding Instructors Course November 13/14, 1993. A full report on the course has been submitted to HPAC Instructor Standards Committee Chairman, Ron Bennett for evaluation.

A notice has been sent to all members of the Alberta Hang Gliding Association informing all members that the 1994 Annual General Meeting of the Alberta Hang Gliding Association will be held in Red Deer, Alberta on January 15, 1994 at 12.00 noon. Voting is restricted to financial members of the AHGA however all pilots are welcome to attend. For more information contact:

Georges Thibault, President
ph: (403) 457-2507 - Edmonton
or Ron Bennett, Treasurer,
ph (403) 239-7378 - Calgary

Alberta pilots are reminded to send in their 1993 Cross Country Flights as soon as possible.

Report filed by Vincene Muller

NEWS FROM ARGENTINA

BY STEWART MIDWINTER

Yes, there is flying in Argentina! After several months of plain old work, I found a local hang-glider pilot (he called me up after getting my name from a pilot in La Rioja whose name I had got from 'Cross Country' magazine) and we went off to the hills west of Cordoba, a mere 12 hour drive from Buenos Aires. There, at the Cuchicorral site near La Cumbre, I had several good soaring flights in my new Astra paraglider. I also flew at Cosquin, 50km further south, as the wind was wrong for another site at La Falda.

Two weeks ago I was driving around the countryside near Buenos Aires looking for one of the several sailplane clubs and stumbled across an airfield where a group of hang glider pilots were about to make the first air-tow flights in Argentina. Quickly I got out the video camera and got the action on tape. Hector Hernandez towed up Ruben Dallochio with a Polaris trike connected to a single-surface wing. A group of ten pilots had got together to buy the trike, they also own a trailer-mounted winch system that they built. They operate out of an airfield shared with ultralights, light singles and even a twin-engine aircraft.

Last weekend Larry Tudor showed up here with 5 new Ram-Airs in his sachel. After an evening with the locals where he regales us with stories of flying off the Great Wall of China, he headed off for the cross-country competition in La Rioja. (If you want to attend next year, it's usually the second week of November).

I also recently spoke with a paraglider pilot who has started up a school here in town called Pink Fly. He operates a winch which is used for all flying except basic training, which is on a 10 meter high bump outside town.

I had conversation with Ricardo Rouco, a pilot who used to live in Toronto but moved back to Uruguay a few years ago. He lives in the resort town of Punta del Este and operates a hang gliding business there. He was off to Brazil for a unique team meet at the Sapiranga site near the city of Porto Alegre.

Coming up on the December 12th weekend is the next paragliding competition, to be held at La Falda. Then, at the start of January, there'll be the annual hang gliding x-c competition in Santiago, Chile.

Pilots wishing to come this way should know that the flying season is 12 months long, so visit whenever you please. However, the best time in many regions is the Spring, October to December, as in the prime summer months it often gets too hot and stable for good x-c, except for the day or two after a front. That's all until the next issue. Cheers!

(Stewart Midwinter an engineer from Calgary is presently working in Argentina on a 3 year contract. He is a Level V pilot, Past President of the HGAC/ACVL and is a total "Cross Dresser" (he flies paragliders, hang gliders and sailplanes). He also has the distinction of being the only person in the World to hold his Silver badge in all three disciplines.)

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area. Here the accelerated airflow is at its maximum, but because of the strong lift you can land with the ears still in. Collapse the canopy by using the rear risers without pulling out the Ears. This saves you from the sudden lift-off and drag back which would accompany the use of flaps in this situation.

All of the above flying techniques are emergency procedures for use when judgement of meteorological conditions has failed. Exces-

sive lift and wind-strength conditions should be recognized in advance and avoided. I have come to learn one fundamental about paragliders: The pilot flies feet first but will be dragged head first. Head butting boulders on a rock strewn field is not a nice way to end your day. Land early, fly later.

NB: It is a safety requirement that pilots are introduced to new techniques only by suitably qualified instructors. In writing this article I wish to inform, not to teach.

1993 Cache Creek Team Meet

End of Season Blowout

By HGABC ROVING COMPETITION REPORTER;
STEVE BEST B.C.

Just as the gathering at the Savona Easter Meet marks the beginning of the competition season for western pilots, Barry Bateman's Labour Day team meet marks the traditional end of the season. Pilots huddle together in groups of four, try to come up with a name, and sometimes dress in stupid outfits. The meet is usually well attended, and the conditions are frequently fantastic.

1993 was no exception, with 27 pilots on seven teams, gathered together for three days of good conditions and excellent cross-country flights. Hang glider pilot Kim Jenner's "Cache Creek Campground" was the base of operations, which is centrally located in an area offering a choice of six launches, facing all directions, within easy reach.

Day One, Round One

Task: Clinton launch, Deadman's Creek, Ashcroft Manor. 92.8 km.

Saturday, Sept. 4th, dawned sunny with scattered flamingos. Team Bodacious, noted for their affection for pink plastic lawn ornaments, made a fashion statement at the pilot meeting, suitably attired in army surplus greatcoats, pink hair, metallic gold boxer shorts, fake tattoos, and bodypaint. With a north wind blowing, Barry selected the northernmost site, Clinton, and pilots headed up the mountain.

Barry called a dogleg task, with launch times taken for the first hour. After that, everyone got the same launch time. Martin Henry was the first to punch off Clinton's east facing cliff, launching in a lull in the crossing north wind. Martin didn't even try to work anything around launch, hanging a right and going for a three mile valley crossing right off. Everyone watched Martin working the north-facing slope across the valley, and when he climbed out after 20 minutes, other pilots started following suit.

The next six pilots managed to get up on the far side of the valley, but the group just behind them, including big names like; JC Hauchecorne, Roger Nelson and Lionel Space (*lets not forget Barry Bateman!!!....Ed*) got flushed out of the sky in a big down cycle. A total of about ten pilots found themselves on

the ground with only 2.7 km. Several of them headed back up for a reflight.

Meanwhile,

George Borradaile, Chris Muller and Mike Harrington were leading the pack toward the turnpoint, near the Deadman's flying site at Savona. On the way back from the turnpoint, three pilots tried their luck on the south side of the Thompson River, taking the most direct route to goal. The three sank out in the boonies on the south side, making for interesting retrieves.

George Borradaile was the first to make goal, with a time of almost exactly 3 hours. Chris Muller landed six minutes later, but beat George by nine minutes on elapsed time to take first place and put George in second. Mike Harrington was 1 hr slower than Chris for third place. Roger Nelson and J.C. Hauchecorne had gone back up for a second flight, and landed just before 7 p.m., bringing the total at goal to five.

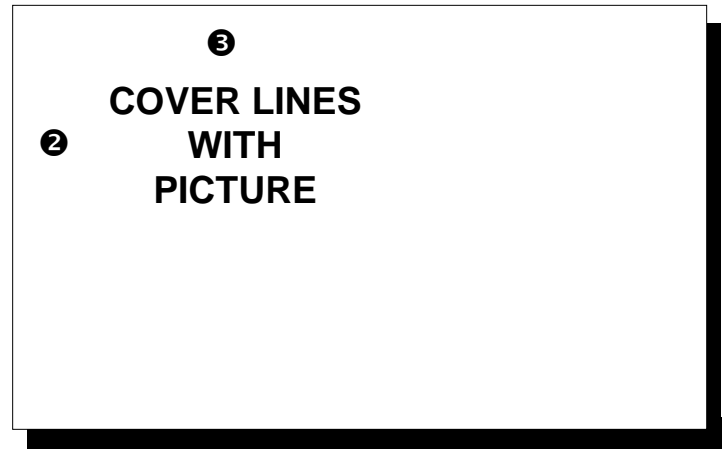
In the team standings, two teams had two pilots at goal. Roger and J.C.'s team, "J.C. & the Desires", as in the lead, while George and Mike's team, the "Dead Flamingos", was dragged down to second by your faithful scribe, who sank out soon after the first valley crossing. Chris' first place finish put "Team Bodacious" in third.

That night in the campground, a flamingo fancier on the "Dead Flamingos" team, desperate with envy for the "Team Bodacious" pink plastic mascots, lopped the head off one of the ornamental ornithopes with a knife. The following morning he finally lost it completely, attacking and demolishing the carcass with an axe.

Day Two, Round Two

Task: Clinton launch, Headman's Creek, Ashcroft Manor. 91.05 km.

The choice of a site for Day Two was easy. Meet director Barry Bateman had gone back up Clinton the day before for a reflight. Barry's van got stuck on top of the mountain, and Barry



Team "Bodacious" at the day 1 pilots meeting, all dressed up and ready to go.... but we're not sure where! Left to right; Serge (big wheels) Lamarche, Jim (hide that flamenco head) Snell, Chris Muller and Don Glass.

spent a starlit night in his van, on top of 6500ft Clinton Lookout, with cold beer and a warm woman. It could have been worse.

Conditions were perfect for Clinton, (*Talk about luck... Ed*) and Barry called a repeat of the previous day's task, with some fine tuning of the turnpoint. Clinton was more its usual self, and the best thermal of the day was just to the right of launch. A gaggle of pilots hung on tight, and listened to their various peg out as they rocketed up to the only cloud in the sky, at 11,000'. George Borradaile saw a piece of fabric go by, and thought it was a deployment bag. Turned out that Jim Snell (Team Bodacious) had offered his metallic gold boxer shorts as a sacrifice, chucking them from his glider into the thermal, where they wafted upward amongst the pilots.

Despite a lack of clouds to mark the route, there was lift to be found, and fourteen pilots managed to make goal. American Lionel Space was fastest (and first) to goal, with a time of 3 hr. 27 min. Chris Muller was 2 min. slower for second, and Kevin Caldwell was 5 min. back in third. A total of fourteen pilots made goal.

Chris Muller's first and second kept him in first place overall. George Borradaile had a second and ninth to hold on to second overall, and Roger Nelson's fourth and sixth kept him in third.

In the team standings, "J.C. & the Desires" were still in the lead, with two pilots at goal and one 0.5 km short of goal. Despite having three pilots at goal, the "Dead Flamingos" were still recovering from the author's disastrous finish of the day before, and were lagging behind by almost 200 points. Team Bodacious also had three pilots at goal, and were in third overall.

"Team Bodacious" had managed to exact revenge for the flamingocide of the night before. When they broke down their gliders, two of the "Dead Flamingos" found stowaways inside their double surface. The pink plastic critters had gotten free rides, one of them all the way to goal with the flamingo killer himself!

Day Three, Round Three

Task: Cornwall launch, Walhachin turn-off, return to Ashcroft Manor. 52.25 km.

Labour Day dawned clear, sunny and kinda hazy. The meet director wasn't stuck up any mountains, (*Eh!, watch yer language. Ed*) so he decided to try Cornwall. Barry called an out and return with an infinite line turnpoint, the line coming off the Walhachin turnoff from Hwy. 1. The launch window opened at 1 o'clock, and everyone got the same start time.

There was speculation on launch that the lift was going to be light, no one would make goal, and it might be good strategy to wait and launch later. However, once Martin Henry started slowly climbing out, pilots rushed to run their wings off Cornwall's 6,500' grassy alpine meadow launch.

A large gaggle formed over a rockface north of launch, and pilot after pilot climbed out to about 7,500', headed up the ridge, and across to Basil's Bump. Thermals on the north side of the valley were widely spaced, and there were a number of low saves. But with one exception, if you made it across and got up on Basil's, you made it to goal. Lionel Space and Chris Muller were racing our front, passing Martin Henry. Lionel beat Chris to goal by only 38 seconds, first and second for the day, Lionel making it in 2 hr. 53 min. Martin made it 11 min. later for third place.

Dan Keen, Mike Harrington and George Borradaile were doing well for the "Dead Flamingos". Dan led the gaggle in to goal, landing in fourth place, and followed by five others within 3 minutes. Mike landed in eighth place, and George was tenth. Meanwhile, your faithful scribe, rocky from a night without sleep, was bringing up the rear for the team. I missed the first thermal and scraped my way along low, never getting high (8,000') until I got to John's Jump, just before the turnpoint. I made it to goal in twelfth place, scattering chocolate bars over the landing field when my zippered storage opened up on final, and making the "Dead Flamingos" the only

team to put all four pilots at goal.

Willi Muller, J.C. Hauchecorne and Roger Nelson all made it to goal for "J.C. & the Desires", however team-mate Kevin Caldwell hit the ground 10 km. short of goal, worn out after struggling with a severe turn in his borrowed glider. The Dead Flamingos cheered as late pilots straggled in to goal, each additional finisher dropping Kevin's score further. A total of sixteen pilots made goal, enough for the "Dead Flamingos" to narrowly edge out "J.C. & the Desires" by 42.6 points overall.

So the "Dead Flamingos" were the top team overall, thanks to solid flying by George Borradaile, Dan Keen and Mike Harrington (your author managed to redeem himself by making goal the last two days). "J.C. & the Desires", crammed with World Team talent, had good finishes, but were hurt by J.C. misjudging his final glide on Day Two, and

The winners, team "The Dead Flamingo's Left to right; George Borradaile, Steve Best, Dan Keen & Mike Harrington.

Photo by Christine Karl

Team-93 Organized by Team Standing

Cumulative Totals as of Day 3		Top 4 of each team each day			
Pilots at Goal:		518.5%	1451.9%	1659.3%	
Max distance flown:		92.80Km	91.03Km	52.25Km	
Fastest speed:		32.69Km/h	26.33Km/h	18.09Km/h	
Name	Total	Rank	Day1	Day2	Day3
The Dead Flamingos	<u>5328.1</u>	<u>1</u>	<u>1632.0</u>	<u>1699.7</u>	<u>1996.4</u>
George Borradaile	1572.6	3	588.6[2]	497.3[9]	486.7[10]
Dan Keen	1338.8	7	361.7[9]	437.6[14]	539.6[4]
Mike Harrington	1333.3	8	565.9[3]	259.8[16]	507.6[8]
Steve Best	1083.4	12	115.8[19]	505.0[8]	462.5[12]
J.C. & the Desires	<u>5285.5</u>	<u>2</u>	<u>1895.1</u>	<u>1630.6</u>	<u>1759.8</u>
Roger Nelson	1577.7	2	551.5[4]	526.0[6]	500.1[9]
J.C. Hauchecorne	1346.9	6	543.9[5]	287.8[15]	515.2[7]
Kevin Caldwell	1229.1	9	438.0[6]	578.7[3]	212.5[17]
Willi Muller	1131.8	11	361.7[9]	238.1[17]	532.0[5]
Bodacious	<u>3886.3</u>	<u>3</u>	<u>1058.6</u>	<u>1613.2</u>	<u>1214.5</u>
Chris Muller	1782.7	1	600.0[1]	590.9[2]	591.7[2]
James Snell	997.9	14	83.5[20]	471.4[12]	443.0[14]
Serge Lamarche	616.5	20	61.3[21]	453.8[13]	101.4[20]
Dor Glass	489.3	24	313.8[12]	97.1[23]	78.4[21]
Leftovers	<u>3227.0</u>	<u>4</u>	<u>819.8</u>	<u>1201.2</u>	<u>1206.0</u>
Michal Loberge	1426.8	5	361.7[9]	541.1[5]	524.0[6]
Ron Bennett	1134.8	10	174.6[16]	488.5[10]	471.8[11]
Rich Miller	505.1	23	222.2[14]	151.1[21]	131.8[18]
Charles Mathieson	160.2	26	61.3[21]	20.5[26]	78.4[21]
Space Cadets	<u>2865.6</u>	<u>5</u>	<u>457.6</u>	<u>1666.5</u>	<u>741.5</u>
Lionel Space	1473.7	4	273.7[13]	600.0[1]	600.0[1]
Barry Bateman	740.3	17	61.3[21]	567.1[4]	111.9[19]
Ross McEwen	555.0	22	61.3[21]	478.9[11]	14.8[26]
Stewart Trowsdale	96.7	27	61.3[21]	20.5[26]	14.8[26]
Towjam	<u>2743.5</u>	<u>6</u>	<u>562.2</u>	<u>738.2</u>	<u>1443.1</u>
Martin Henry	927.1	15	141.3[18]	214.8[19]	570.9[3]
Mike Schokker	750.4	16	158.8[17]	200.4[20]	391.3[16]
Nick Voss	689.8	18	61.3[21]	225.9[18]	402.5[15]
Barry Berto	376.3	25	200.8[15]	97.1[23]	78.4[21]
No Namers	<u>2209.4</u>	<u>7</u>	<u>912.0</u>	<u>687.1</u>	<u>610.3</u>
Alex Penner	998.8	13	429.3[7]	115.9[22]	453.5[13]
Brewe Wollweiter	653.5	19	61.3[21]	513.8[7]	78.4[21]
Chris Kirk	557.2	21	421.4[8]	57.4[25]	78.4[21]

Kevin not making goal on Day Three. Chris Muller's excellent flying helped "Team Bodacious" with their third place overall finish.

In the individual standings, Chris Muller's first and two seconds gave him a comfortable lead in first place overall. Roger Nelson and George Borradaile had been battling every day for second overall. On the final day, Roger squeaked ahead of George by 5.1 points to take second, with George in third. Lionel Space had narrowly beat Chris on two days, with first place finishes, but his thirteenth on Day One held him down to fourth overall.

The meet wrapped up with an awards ceremony on the deck of the lovely Ashcroft Manor Teahouse, with beautiful trophies for the winning team. Barry had called excellent tasks, and arranged for fabulous X-C weather. A great meet, and a great way to finish off the season!



Saskatchewan Hang Gliding Association

THE BIG MUDDY

BY VIVIAN HOOPER

The Big Muddy Valley, also known as the Saskatchewan Badlands, can be found about two hours south of Regina. It's a moonscape in the middle of the prairies, a surprising land of buttes and cliffs. If part of the joy of hang gliding is related to just spending time outdoors in the elements, away from the grey boxes we drudge away in on weekdays, the Big Muddy is the place to head to. It's a weird, desolate land, intensely beautiful and quiet. The entire valley is basically launchable but

ings. Bottom landing is not usually the first choice at Westgate however as there's no road for retrieve.

Our last foray to the Muddy taught me the real meaning of intermediate syndrome. As usual, the winds were very strong at the edge of the cliff, but I had launched in this before and felt confident that I wouldn't have a problem. Mike Reibling launched first and I waddled over to the same spot with a person on my nose and a person on each of my side wires. I made two serious mistakes; I didn't position myself far enough down the grade towards the drop off and immediately after launch I let the bar out just a tiny bit. Needless to say, I couldn't get any penetration even after I sucked the bar right in. I veered all over the sky, fighting

I was too busy concentrating to be frightened during that brief 45 seconds but I got a little shaky afterwards. Everyone said I handled the situation well but I know I just shouldn't have got into that position in the first place. To cheer myself up, I remembered the faces of the launch crew and how their mouths formed perfect oohs of horror when I went into a 90 turn and buzzed launch with about 4' of ground clearance. It was interesting how fast they hit the dirt.

After inspecting my glider and discussing my errors with everyone around me, I managed a perfect launch. I got about 630' above the ridge and soared with four other pilots for about an hour. Everyone else top landed but I decided not to push my luck and flew out to land at the bottom. I watched the sun set among the buttes as I broke down and again wondered at this strange land in southern Saskatchewan. The stars came out, the coyotes began to howl and I imagined myself lost in the desert as I lay underneath my harness waiting for retrieval (I read those HG Magazine Owens Valley articles too often!)

we generally stick to two main sites: Westgate and Cactus Ass Ridge (use your imagination to figure out the origin of that name!) The ridges are not very high, between 240' and 270' AGL, but produce amazing vertical lift and have excellent areas for both top and bottom land-

to stay in control and was literally saved by my launch crew when I managed to get my glider facing forward over launch. Many thanks to Mark Taylor of Moose Jaw for grabbing the control bar and then absorbing the impact as I and my glider dropped down on top of him.

I sat on the hill for about an hour talking to myself and trying to figure out why I had been so complacent. Why didn't I go right to the edge? I've flown here before, I should have known better. And why did I let the nose up before I was away from the ridge? I usually have good launches. Maybe I thought I was invincible and could afford to be too confident.

Above left: Vivian's successful launch. Above: The Big Muddy Valley, Saskatchewan. Photo's by Gord Moyer

We don't go to the Big Muddy very often, likely because we have Qu'Appelle Valley sites half an hour from the city, so it always seems new and exciting. It's a mini hang gliding vacation/adventure squeezed into one day, a great season finale.

ATTENTION ALL HANG/PARAGLIDING SCHOOLS

If you are running a hang gliding or paragliding school, using certified instructors and equipment, and are covered by HPAC/ACVL school insurance please contact me. Starting next year I will be publishing a list in the National Newsletter of all certified schools in Canada and this is your chance to receive some **free advertising**. Send me as much information as possible (Name & Address, # of gliders/instructors HG or PG, tow, tandem etc) and you will be added to the list. This is the "last call".....

Barry Bateman; HPAC/ACVL Administrator.



Happy Hallowed Eve

FROM HIGH PERSPECTIVE

Well folks, here it is a year since we got our new and wondrous stationery winch. Yes our first logged flight was on Oct 29, 1992. Well actually, checking the logs, there were 21 flights on 19 Oct at the Janetville sod farm but they had no flight times so were omitted from the totals along with quite a few others that didn't get logged.

We were expecting great things from our new toy and we weren't disappointed. While not yet a panacea, it was fine for a first year. The logged totals were: 65 days, 784 flights (including 95 dolly-launched tandems since July)

Michael Robertson just lifting of the trolley with Gary.

totalling 103 hrs and 40 min. Pretty good when one considers that we were all learning all aspects of the system, so many 30 second flights are included. Also, many good days were missed because other towing (platform launch ice/water) or teaching used up the few trained winch operators.

Our average flight time progressed from 2 minutes in November to 7 min in the spring and 10 min in August/Sept. The longest XC was only about 15 miles (the lake was in his way) but again most of the flyers were less experienced pilots and students. This also explained the few two hour flights (there were lots of more than an hour). Several days I could have exceeded this tandem but others always seemed to be waiting. The potential for longer times and distances is certainly there.

The best month was August with 13 days and 169 flights, 26hr 49min. The best day was August 8 during Wills Wing Demo Days with 31 flights, 5hr 23min and we stopped for 2 hours for lunch and to let the north wind decide to switch and convect in off Lake Ontario seven miles to the south.

The worst month was February with two incidents on successive days. In my twenty-five years of teaching towing here in Ontario's flatlands I had never called 911. We called twice in two days!

Fortunately neither resulted in serious injury (no stay in hospital) but each unrelated occurrence was very scary. One involved a 68 yr old who was having a great day, then gaped and slowly drifted off line, was released from tension and whacked in downwind from about 40'. I arrived to a gruesome sight of blood, an apparent broken jaw, and a barely conscious old man. By the time the ambulance arrived we determined his eye glasses

had cut into his eyebrow and the weird-looking jaw was just displaced dentures. Still, full face helmets are sure a good idea. The other was a solid level 1 who tried to gain height too quickly (pushed out on take-off) then accidentally released both lines while trying to transition to the bottom rope early (under 50')! This is a huge no-no and resulted in a whip stall and full dive head first into the ground. We all figured he was a goner. Amazingly he came to

in a couple of minutes and was released from hospital later with very sore ribs, a small headache and a large respect for the rules.

All in all we've learned a ton about this space-age, spectra-spewing, Toyota-powered hydraulic mountain-on-a-trailer. We fully expect to double all our numbers for next year as the group gains experience and broadens its base of operators, flyers and fields.

By the way, we've also towed a few paragliders of varying experience with ease. We even successfully step-towed, about which we were very leery. The super-smooth and reliable tension is perfect for these sensitive sisters. We use radios for launch and leg signals in the air (if no radio). The signals are the same as for hang gliding, waving leg(s) = less tension, leg(s) spread = more tension. If beyond sight, waving glider also requests less tension.

Above: Michael Robertson and Gary, a paraplegic getting ready to launch. Below: The winch, powered by a Toyota engine, Volvo drive, and a Destroyer helicopter recovery system.

Anyone wishing to learn about this type of towing is welcome to come by any time (we go all winter). Experienced flyers are stepping almost immediately (Pat Page & Rob McKenzie, Diane's husband, on the first tow). With a good wind blowing 4000' is attainable before release after three steps!

Michael Robertson
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ROCKY MOUNTAIN PARAGLIDING

Once again our season is slowing. This marks the closure of our 4th commercial year in paragliding. For those of you whom I have not had the pleasure of meeting, perhaps we will cross paths in the skies of '94.

I would like to introduce myself, my partner Derek Holmes, and our company; **Rocky Mountain Paragliding**, a division of **Rainbow Riders Adventure Tours Inc.** Derek and I met while employed as Professional Ski Patrollers at Nakiska, Alberta. We decided to incorporate our outdoor leisure adventures of white water rafting and paragliding into a commercial operation. Derek has worked in the first aid and safety industry since 1983 and is now employed as an Emergency Medical Technician in Siberia, Russia for 6 months of the year. I have spent five years as a Professional Ski Patroller and first began paragliding in France in 1988. I have also gained 10 years of skydiving experience with more than 800 jumps to my credit. I participated in two World Skydiving Championships during my four years on the Canadian National Para-Ski team. I attended the Owens Valley World Cup and was a member of the Canadian National Paragliding team at the World Championships in Switzerland during the summer of 1993.

I obtained my American Paragliding Instructor rating in 1990 and currently I hold the only such pilot rating in Canada. For the past two Canadian winters I was employed as an instructor in New Zealand.

Derek and I have obtained the following instructional ratings:

Glen Derouin	Senior Instructor, Tandem Instructor, Canadian, New Zealand, and U.S.A. ratings
Derek Holmes	Instructor - Canadian rating

Our commitment to the sport of paragliding is to promote professionalism and ensure the safety of our clients and fellow pilots. Our safety record

is one of the best in Canada, due largely to our extensive experience in outdoor sports, safety and risk management.

We offer paragliding courses from April to October, one day or certification courses, instructional tandem flights, and white water rafting excursions. Our 300 foot (100 meter) training hills are an hour south of Calgary, Alberta and face in all directions thus enabling us to take advantage of all wind directions. No crowds, tree, or fences, just majestic snow capped mountains to the west, and rolling grassland out east. Effective, progressing learning is achieved through the use of portable chest mounted FM band radios.

We use some of the best equipment in the industry: **Advance, Edel and Firebird**. You choose and test fly different models and decide which one suits your specific needs. We carry excellent intermediate gliders, **EDEL's Superspace, ADVANCE's Sigma and FIREBIRD's Marlin and Barracuda**. Unless it is competition flying you want, these wings will suit all your needs, be it cross country or just pleasure flying.

****Only when pilots are confident and competent do we place them on competition models.****

If we can help you with any of your paragliding needs please don't hesitate to call. (403) 678-4973 or fax same number.

**WISHING YOU AND YOURS A
MERRY CHRISTMAS &
A HAPPY NEW YEAR!!!!**

FROM ROCKY MOUNTAIN PARAGLIDING

Voice-Operated (Vox) Radio Transmission: The problem solved!

*Lazzlo Hemmert from Hungary sends this simple solution to the well-known problem of inadvertent transmission from VOX-activated radios. Technical editing by P. Blakeney.
(From the BHPA magazine, Skywings)*

As most are aware, the biggest causes of mis-activation are wind noise and the huffing and puffing of a pilot as he or she ground handles the glider while forgetting that the radio is switched on.

Most pilots try to solve this by putting big foam plastic 'pop shields' over the microphone capsule. However, 'Hemi' points out that this only modifies the frequency response rather than the sensitivity of the microphone, and is inelegant.

Hemi has successfully applied the following solution to over 50 headsets; the cost of the modification is ridiculously low. With his circuit, the input to the transmitter is fooled into thinking that there is a reduced sensitivity microphone. The resistor network R1 and VR1 acts as a simple adjustable voltage di-

vider, and can be set manually, such that the transmitter operates when you speak at a good, fairly loud level; the frequency response is unchanged.

The suggested mounting of the trimmer resistor VR1 is such that the sensitivity can be set with your fingernail. Hemi has made a drawing (at right) showing the Yaesu YH2 headsets type CHP-111 and -150. Drill a hole through the body wall for the legs of the trimmer resistor, and secure the trimmer with Araldite (epoxy resin). The remaining resistor R1, and the ends of the microphone wires are soldered using a 'built in the air' technique, i.e. the pins of the resistors give good enough rigidity without the need to mount anything inside the body.

As can be seen from the circuit diagram the capacitor-microphone ('electret' microphone) is connected across the voltage divider circuit R1/VR1, with the common rail going to the sleeve of the jack plug.

The trimmer centre-rail goes to the centre

conductor of the jack plug. This means, of course, that you must first cut the latter signal wire inside the headset body. Make sure that no conductors are touching after your work, by using insulating tape or sleeves if appropriate.

Suitable components can be purchased in any Radio Shack as follows:

R1: Metal film resistor, 1.2 Mohm.
Order code: M1M2, #0.04
VR1: Cermet pre-set, 50.0 Kohm.
Order code:
WR43W, #0.38.A

SOARING FORECAST

Want to try to beat the weather? Never really know what it is going to do? Edvin Rund of Texas was having the same trouble, so he developed a computer program to help him. "Soarcast" is a windows driven program that uses the information supplied by the USA National Weather Service office. And thanks to Kevin Ford of the University of Illinois, who has established a system that collects all US upper air sounding data from the National

Weather Service, you can receive this information electronically through Internet, a worldwide communications network.

The program itself is divided into 3 parts. In the first part input data is specified, (manually or electronically). In the second part the pseudoadiabatic chart is displayed and the third part displays the forecast information numerically. The program graphically plots air temperature profile, and numerically gives you, convection ceilings, cloudbase, thermal

strength etc, along with +/- 3° the forecasted temperature. It also allows you to make changes to see how it will affect the forecast. The package is being distributed for a minimal cost of US\$5 by the

North Texas Hang Gliding Association
c/o Pete Hammer
1214, Hyde Park Drive
McKinney, Texas. 75069-5354

A mailing list will be kept so if any update or modifications are made you will be notified.
(Article used in part from US Hang Gliding)

"Woody's Workshop"

Part 2..... Global Positioning Systems

By Craig (Woody) Janes

I lost my position on the map 15 minutes ago, I'm getting lower and another thermal doesn't look likely. As I start looking for a place to land, I find the only spot is an isolated field full of dead cows. I land in time to surprise the large inbreed farmer who is busy getting friendly with his favourite sheep. He gives me a toothless grin as he points a shotgun at me and says "You're a mighty pretty boy." And so we find the first GPS system;

God **P**lease **S**ave me.

At this point I wake up screaming and swear to buy a GPS receiver or to stop flying in Georgia.

The global positioning satellite system was developed by the U.S. Department of Defence to provide positional and navigational information to its troops. It was operational just in time to come into use during the Gulf War where it proved to be worth it's 10 billion dollar price tag. Since the war the sale of GPS receivers in the marine, travel, and aerospace fields has taken off, with an estimated 100,000 being in use in the aviation industry by the year 2000.

The receiver works by receiving signals from a series of 21 satellites orbiting 20,000km above the earth. Signals from all 21 satellites can not be received at once due to the curvature of the earth, and blockage by solid objects such as mountains or the pilots body. However, only 3 signals are required to determine longitude and latitude and with 4 signals altitude

can also be determined. Position is determined by calculating the amount of time it takes a coded identification signal to travel from each satellite and plotting the receivers position by triangulation. Because of this the more signals received the greater the accuracy.

Earth stations continuously monitor all satellites, sending back information on their relative position and correcting for any atmosphere conditions that might affect signal accuracy.

Accuracy can also be affected by selective availability (S.A.). This refers to an intentional error in the position given by the receiver when selected by the D.o.D.. S.A. was developed to decrease the advantages of the system for an enemy of the U.S.

The main advantage of a GPS receiver is as a navigational aid. It can provide enough information to fly a 747 around the world or to fly an out and return flight on your hang glider.

Routes with up to 20 way points can be programmed in the receiver. Routes can also be programmed and stored in your PC to be uploaded or downloaded through a serial port. Most receivers can also display position, destination, track, desired track, course deviation, distance, ground speed, T.A.S., wind aloft, ETE, ETA, local and UTC.

The system is easy to use, even with no previous navigational experience. Start by installing some AA batteries in the receiver and pushing the on button. Within 30 seconds to 10 minutes the receiver will lock on to the signals of several satellites and get its 'first fix'. You can then use the manual or, on some units, the built-in tutorial to plot the different waypoints of your flight path.

As you launch and gain altitude you can push one button to show your position and first waypoint. As you fly away from launch your ground speed will be displayed and the receiver will compute winds aloft and true air speed. The waypoint bearing and your heading will be displayed and will be graphically illustrated on your course deviation indicator. Estimated time enroute (ETE), local and UTC time can also be displayed. As you pass over your first waypoint the receiver will automatically switch to the next waypoint. This process will continue until the final destination is reached.

Many of the units come with accessories such as an aviation database that provides airport information for aircraft pilots. Some units have output jacks for PC interface or remote antennae installation, a remote antennae can be installed along the keel to prevent interference by the pilots body. Mounting brackets, cigarette lighter power cables, or Nicad batteries are provided with some units.

Finally because even the most dedicated pilot has a life away from hang gliding, the GPS also comes in handy for boating, hiking, or the road trip to the next site.

**COLLINS
TROOPER**

**GARMIN
GPS 55 AVD**

**MAGELLAN
NAV5000A**

For those pilots who are interested in buying a GPS, here are a list of some of the units now available in Canada.

Collins Trooper - Multi-use, 5 signal receiver with no aviation database. Computer interface, graphic display and menu driven operation. Battery life V/K.
Ph. 319-395-5100 Fax. 319-395-4777.

Garmin GPS55 - Aviation use, 8 signal receiver with no aviation database. Backlighted display and keypad. 250 waypoints and 9 reversible routes. Battery life up to 5 hours.
Ph. 913-599-1515 Fax. 913-599-2103.

Garmin GPS55 AVD - Same as GPS55 model but with an aviation database.

Garmin GPS95 - Same as GPS55 AVD model but with a larger database, better display, and a battery life of up to 4 hours.

Magellan NAV50000A - Aviation use, 11 satellite receiver with aviation database. PC interface, and detachable antennae. Battery life 9 - 10 hours.
Ph. 909-394-5000 Fax. 909-390-7050

Micrologic Supersport - Multi-use 5 signal receiver with no aviation interface. 9 routes of 20 waypoints, computer interface, lighted keypad and display. Password protected owner information. Battery life of 6 hours.
Ph. 818-998-1216 Fax. 818-709-3658

II Morrow Apollo 920 - Aviation use, 6 signal receiver with aviation database, back-lighted graphic display, PC interface, built-in tutorial, 20 reversible routes of 10 waypoints. Password protected owner information. Battery life of 6 hours.
Ph. 1-800-654-3415

HOW MUCH WATER IS THERE IN A CLOUD ANYHOW?

Came across some statistics about water vapor in clouds and associated verticle velocity speeds in monster Cu-nims. This is what I found out. (From UK's Sailplane and gliding)

Monster hailstones and very strong updrafts
Sailplane pilots have reported lift of nearly 60 knts (70mph) in the core of Cu-nims. This is much less than the maximum updrafts in some very big storm clouds which passed over south east England. In one storm the maximum lift at heights around 30,000 ft was calculated to be 67 m/sec (150 mph). The cloud top reached 43,000 ft. Even stronger lift was attributed to

Sony PYXIS IPS-360 - Multi-use 4 signal receiver with no aviation database. Detachable antennae, battery life of 100 minutes. Contact your local Sony store.

Sony PYXIS IPS-760 - Multi-use 8 signal receiver with no aviation database. Detachable antennae dot matrix display, battery life 2-4 hours.

Trimble Flightmate - Aviation use, 8 signal receiver with aviation database. Remote antenna output, built in tutorial. Auto shutoff. Battery life of 7-8 hours. The smallest, lightest & cheapest unit available. It is considered to be the best unit for hang gliding.
Ph. 512-873-9100 Fax. 512-345-9509

Trimble Flightmate Pro - Same as Flightmate with larger aeronautical database, outputs for moving map display and powered external antenna.
Ph. 512-873-9100 Fax. 512-345-9509

an American Cu-nim, 145 knts (165 mph) in a cloud which went up to 58,000 ft. This Cu-nim dropped hailstones with a maximum diameter of 10 cm (4"); such big stones should have a fall speed of about 126 knts (146 mph) at high levels where they form so the calculated lift was probably not for from the actual value.

Cloudburst

The torrential rain descending from a monster Cu-nim is sometimes described as a cloudburst when the heavy rain continues increasing for a long time. The amount of water inside even a monster Cu-nim is insufficient to produce the vast amount of rain in a cloudburst. It is necessary for the storm cloud to remain almost stationary over the area while the rain generating process continues at full blast. London had such a storm on August 14, 1975, during the late afternoon. A vast multi-cellular storm developed in a region of considerable vertical wind shear. The downdraft gust front pushing against the inflowing SE winds maintained an almost stationary convergence line above which successive cells developed. The rain generator hardly moved for about 2¹/₂ hours and Hampstead had just over 170 mm (6.7") of rain. Hailstones of 20 mm (³/₄" diameter) were reported.

During the Hampstead storm an area of 15 sq. km had a weight of 22.5 million tonnes of water dropped on it in about 2¹/₂ hours! This is equivalent to about 2500 tonnes/sec. During another exceptional storm over southern England on July 9 1959, the influx of water vapor in to cloudbase was put at 12,000 tonnes/sec. To carry such a mass of moisture implies a total inflow of about 800,000 tonnes/sec. The energy involved is enormous. The rainfall which is measured at ground level is usually less than the amount sucked in by the updraft. This is because the rain eventually spreads over a larger area than the updraft.
(Makes you think eh.... Ed)

**MICROLOGIC
SUPERSPORT**

SONY PYXIS

**TRIMBLE
FLIGHTMATE**

Airmail.....

Dear Barry

It has been quite some time since I have been a member of the HGAC, excuse me, HPAC (when did that happen?) and therefore have not received nor read a copy of the National Newsletter for a few years. It was at the 17th Annual Lakeside Hang Gliding Event this summer that Dano was "compelled" to recruit those of us who were not already members of the Association before we could get our feet wet.

When I received the June issue of the National Newsletter only a few weeks later, I enthusiastically read everything on each of the 32 pages. For the most part, I thoroughly enjoyed the Newsletter. It was great to see so many familiar names, not only in many of the administrative positions but also, in competition results, as well as contributing articles and letters - which brings us to the purpose of my writing to you Barry.

I feel that your decision to publish Ken Shackleton's letter "Response to Stewart Midwinter" was irresponsible and lacked the sound judgement expected of an editor of a national publication. It is one thing to publish a letter of opinion, but quite another to publish slanderous tripe - surely you can tell the difference?

Rob Sinclair, BC

(Thanks for the compliments Rob, good to have you back in the fold again. Regarding the letter in question, the decision to publish was made by Martin Henry and myself. Unfortunately Stewart Midwinter was unable to respond in the same issue as the letter in question arrived just before going to press. In future, any letters of this nature will only be printed when the other party involved is able to respond in the same issue.

Nuff said..... Ed)

INSPIRATION AWARD

This award is in honour of Richard Quellet, a Calgary based hang glider pilot. In 1987 Richard Quellet had a very serious hang gliding accident. To my amazement, within 18 months of his accident he was back flying.

I looked for three months for a picture which I could begin to portray this event. Finally I found a picture entitled "Into the Mist - Bald Eagle" by Terry A Isaac. Here is a little background on the photo.

INTO THE MIST - BALD EAGLE

"With a wing spread of six to seven and a half feet, a bald eagle in flight is the essence of power and grace. By looking slightly down upon this majestic bird, I have tried to give the viewer the point of view of a second eagle in the air.

This eagle is a mature adult bird. Eagles gradually develop full white plumage on head and tail when four or five years of age. The habitat of bald eagles is often near water - rivers, lakes and oceans. In this painting I have attempted to show the atmosphere which an eagle would experience while flying into the mist."

Terry A. Isaac

Each year since 1989 I have been selecting winners for the award. How they win is simply by being inspirational in their flying skills, attitude, and over all outlook towards this wonderful sport.

The winner or winners get to take the picture and plaque home with them for a portion of the year in which they win it. The past winners have been:

1989 - Peter Watson, Rick Mercier

1990 - Richard Gibson, Randy Galisky

1991 - Wayne Blumsetngel, Jeff Runciman

1992 - Robin Fernandes

I'm sure the 1993 winner will be as proud to receive this award as I am to give it out. All that's left now is the difficulty of choosing a winner from the many deserving pilots I have had the opportunity to fly with in 1993.

Special thanks again to Richard Quellet.

Rod Porteous
Calgary, Alberta

Grassl Reaches Goal!

John Grassl is known for tackling things head on. And when devising a plan to raise money for the Canadian Diabetics Association he kept it simple yet demanding.

John's enduring Triathlon consisted of repelling off the CN Tower overtop of Skydome followed by rollerblading to the CNE. Once on the ferris wheel John only took one day off of the 20 days that followed. That day he flew his new Pacific Airwave K5 across Lake Ontario and back.

Boat towing is not new to John as he has spent many hours in the Huntsville area with Ray Jarvis and others in search for the elusive "lake thermal"! John hopes to raise \$100,000 for the CDA and donations can be made by calling; 1-800-363-8300.

(Taken from the OHPA's "Wing Over Ontario" magazine)

Never Fly Alone!

(From the Skywings comes this tragic report with a serious lesson to be learned).

29 yer old Cornelia Hungelshofer, the 2nd best lady in the Swiss Championships in Engleberg earlier this year, lost her life in a sad accident. She disappeared during a lone flight, and was only reported missing several days later. By chance, a hang glider pilot spotted her body 2,400 m (9500 ft) up on the Garsthorn, and it was recovered. The post mortem showed that she had either died of internal injuries, possible some time after crashing, or had frozen to death the following night. Her radio had been broken in the crash, so she had been unable to call for help. Incidentally, in the Wallis area there is an emergency channel on FM 158.625Mhz, which puts you in direct contact with a military operations center in Visp, manned 24 hrs a day. Even so, if her flight plan had been known she could well have been rescued in time.

Never Fly Alone!

Rod Porteous presents Roben Fernandes with the "Inspiration Award" in 1992

SEVENTH ON SEVEN

It's hard to believe but seven years has expired and the Fly West Hang Gliding X-Country Camps are still going strong. These camps are held annually on the third week of July at Golden, B.C.

They started out as just x-country camps for beginners but in the last three years it has also turned into a five day meet. The attendance for 1993 was down for a total of only nine pilots, but this year there was also a 3 man team event as well individual winners. The winning team this year were the Golden Eagles.

Due to poor weather, 3 days of the five were spent on the local golf course. James Lintott, the only Medicine Hat hang glider pilot is still looking for his golf balls.

I would greatly like to thank Barry Bateman and Martin Henry for their help in supplying me with a copy of the HPAC/ACVL scoring system disc at short notice and Wayne Blumstengel for scoring the event.

In 1994 the X-Country Camp will be open to paraglider as well as hang glider pilots. So if you are looking for x-country flying at its best, and a fun filled week, come to the 1994 Fly West Hang Gliding X-Country Camps in Golden B.C.

Rod Porteous
Calgary, Alberta

(Copies of the HPAC/ACVL scoring program which was developed by Lionel Space and contains various scoring systems from around the World are available from the HPAC/ACVL Administration office for the cost of the postage. See the classifieds for details. Ed)

Paulo Coelho Dies in USA

The world hang gliding community lost one of its best known pilots on the 17 September 1993 when Paulo Coelho died in a hang gliding accident at Torrey Pines, California. Paulo was in the USA to film flight test on the new Moyes Xtralite when he was seen to fly at high speed into a ravine about a mile from launch. Witnesses saw him lose control of his glider in the turbulence and crash. He was killed instantly.

Paulo Coelho successes include 4th in the '89 Worlds in Fiesch, 1st in the '90 Pre-worlds, 3rd in the '91 Worlds in Brazil and 17th in the recent Worlds in the Owens.

GOIN' OVERSEAS THIS WINTER?

Will you have to prove that you have a valid rating? HOW!!!
Get your IPPI rating card now, before you leave on your trip and avoid unnecessary hassles.
Contact Rick Miller; HPAC/ACVL Ratings Director for details.
(403) 461 3592

1993 Fly West XC Camps Golden

Organized by Current Standings.

PiloName	Glider	Day1	Rank	TotaPoints
RoberSivell	Rumou2	600.0	1	600.0
JamesSnell	EnterprisFoil	443.1	2	443.1
WaynBlumstengel	Rumou1	250.2	3	250.2
DouKeller	Rumou8	163.7	4	163.7
JamesLintott	SolarWingsAce	163.7	4	163.7
RodPorteous	Rumou8	163.7	4	163.7
JefRunciman	MoyesXS	163.7	4	163.7
GaryNesbit	APC0Paraglider	59.9	8	59.9
CharleMathieson	K2-145	25.0	9	25.0

From left to right; 3rd place Wayne Blumstengel, 1st place Rob Siville, & 2nd place Jim Snell.

Paragliding World Cup Kitakyushu, Japan

Information has been received on the Paragliding World Cup comp in Japan. Dates are March 17-27 1994 (see the Comp Schedule for other world cup dates).

All pilots must register through the HPAC/ACVL and posses a 1994 sporting licence. Pilot qualifications are:

Hold a Silver Eagle Badge or have flown twice the Eagle distance. (50km) and

Have competed in at least one National Championship*.

Entry fee is 60,000 Yen per pilot or 40,000 Yen per assistant. Entry fee includes; breakfast and launch, local transportation, retrieval, welcome and farewell parties, radio pager for pilot, portable phone (for pilot & crew) 1 film per task, maps, contest number and prize money.

Pilots are advised that they entry deadline is supposed to be Dec 12, 1993 but it is expected that it could be extended.

* Pilots from Eastern Canada could submit any recognized meets as Canada has only had one Canadian Nationals.

For more information on this or other World Cup Meets contact;
 Vincene Muller, RR#2, Cochrane, Alta, T0L 0W0 (403) 932 2759

Dryer'n a PCF

Boy's, sometimes when yer up flyin, 'n she's 'otter'n ell, yer yap manages to get dryer'n a popcorn fart. Now um not referrin to an adrenaline type a cotton mouth, but a genuine reaction to a lack of moisture from within ye. A bonified dry mouth w here yer tongue sticks to the roof, if you'se not extra special careful. Aside from havin a squirt of some moisture laden water, why not try somethin else! Before ya get's yerself airborne, take a couple of Fennel or Anise seeds (same thing) and slip em twixt yer gums and your lips. The subtly sweet taste will slowly leak down into your mouth and when it hits your tongue, a message will be sent to your brain (you didn't leave home without it did you?) and if it's functionin normal like, a message will get sent back to you salivary glands to start a doin as they do. And voila no more PCF feelin. Hot damn!!! Some slobberin good, wha!

Tip o' the month from
 Al (Swoop) Faulkner. Nfld



Hang Gliding Association of Newfoundland

Chelan Revisited

By SWOOP

ALIAS, EDITOR AL FAULKNER, NFLD.

Well folks "once bitten twice shy" sure wasn't written with Chelan in mind! I mean to say, I had me a splendid time once again, thanks to the "Butte".

Chelan is a sleepy little tourist town in the centre of Washington State. Winter time is the sleepy time. Summer time, the place comes alive with the pitter patter of tiny footsteps of the lemmings on the Butte. It's one of the few places on our fair planet where being a Hang Glider pilot does not place you in the same category as axe murderers and thrill seekers.

People or Wuffos as people are sometimes referred to, come up the mountain, not to see if you'll break your neck, but to watch, and see if it's really true that us ground bounds, can actually fly through the air on an inexpensive (yes buddy inexpensive! you know cheap!!!) dacron and carbon fibre, sets of wings. They read about the sport in a newspaper that the town distributes free to all takers. It's a large newspaper that lists the attractions, history etc of the town. In town, there are a few locals and frequently visiting (from the Seattle area) pilots who do the "tandem trot". I must say that it truly warms the cockles, to talk to people who don't start off the conversation, by suggesting that maybe you are a little touched, for doing such a crazy dangerous thing! (even if it is a bit true)

The Butte itself is about 2600' vertical and features about six commonly used launches that cover everything but east. Although ridge riding is available, most people go there for the thermalization offered during the midday. The thermals are tight, frequently rough (especially after a front has passed through) and boom like an elevator from guess where. It's not so strong that your

life is in danger but it'll get you to the "Church on High". Some of the launches can be a bit scary to some pilots, but with the sage advice from the locals you can avoid the pitfalls. Some launch areas may look inviting, to the unwary, but getting back to the sage advice part from the locals, you can be steered away from those pitfalls.

You'll rub shoulders (figuratively of course) with some pretty experienced pilots, who for the most part are extremely helpful to the inexperienced. Thankfully, the site, although it is a very popular spot, has managed to remain relatively unregulated and relaxed. A major fire was caused a few years ago when a four wheel drive vehicle (not a glider pilot) got stuck in a path and while it was getting free, the catalytic converter started a grass fire. Then as it drove along, it left a trail of fire which destroyed a lot of the vegetation on the Butte. Consequently when the fire index is high, you are requested on your honour, to bring a small shovel and fire extinguisher up with you, in your vehicle. The local club has

A typical Dust Devil found on the "flats" east of Chelan.

Photo by Barry Berto

gotten a fire extinguisher on wheels, that they leave up there. They have also put up two portable KYBOS ("Keep Your Bowels Open" as my Scoutmaster so sagely and appropriately referred to them) at the launch and two more in the primary "LZ", affectionately name "The Junkyard". This has gone a long way to reliev-

ing "congestion" if you know what I'm trying to get out! You can find lots of hikers and bikers and rattlesnakes around the Butte, but the big news is the beautiful house thermals!

An early morning, say 9 am launch (from the top of the Butte, lakeside) will afford you a leisurely float about at the breakfast nook near the JY, where the early morning sunshine heats up the rock face. This will keep you floatin up to roughly launch, plus if you're lucky (I was!) a thou over, till you tire of being tired and hungry. If you're more interested in gettin the hell out of the area, (maybe the Police or an angry lover) you can launch on the post-lunch bus that will take you to cloudbase and beyond.

If your tastes have still not been quenched by an out and return, you can return for an evening stroll on the frequent breezes that waft in from the Lake (Chelan), until evening draws it's tired light from the world. (who said that?)

In short Chelan offers many delightful hours of flying to it's patrons.

Don't be fooled by the weather by the way, if you don't like it, it'll probably change in a half an hour for you. One morning I scaled the mountain, looked at the foreboding winds, clouds and rain and decided to scrub for the day and check out the great (expensive) guitar shops in Wenatchee. I felt smugly proud of my decision as I watched TCU's pass through all day from Wenatchee, but was rudely awakened from my smug dream, when I found out it opened up wide as usual at 1 PM or so and one guy got to Coulee City and everybody got their fill. Then to add insult to injury, I discover that one guy gets an hour and a half of evening glassoff. It's just not fair!

Well I learned me my lesson and after that I went up the hill regardless. I was thereafter rewarded with as much flying as my tiny wimpy muscles could take.

If you manage to make it across the Columbia River (next to the Butte) you are generally treated to some of the best, smooth, comfortable thermals that you can imagine. Not only that, but you can land just about anywhere, because it's like a carpenters dream. (flat as a board and never been nailed. Eh Barry Berto!)

Just make sure you land on the major roads, unless of course you are into walking over endless miles of shin deep dirt, that's seriously dusty, or through grass that's laden with thousands of foxtail burrs, and rattlesnakes, buzzies, barbed wire fences, and no, I repeat **no** w a t e r , (you know the staff of life stuff) which you could probably handle if not for the 90°F to 130°F temperatures that produce the

wonderful thermals that you obviously just missed, you silly fool! Of course “I don’t know anything about all this, it’s just what everybody tells me, right”, wink wink.

If you are a bit timid about crossing the Columbia, or are not high enough, you can always make a beeline for the airport, where you are allowed to land in the beautiful grass behind the hangars. You can also camp there for a measly 3 buckaroos a day! The only hazardous thing about this idea, is that a hawk resides just left of that beeline, in an area that looks like a natural thermo-generation unit (plenty of rock faces).

Well now normally hawks are an absolute thing of beauty to soar with, and I’ve shared the air with plenty of them in my day, why buoys and gulls, I’ve circled upwards, countless times with these winged wonders and left breathless with awe, however, if you try that with the airport ridge hawk, you leave with more than awe and breathlessness! Just ask the oodles of people who have been dive bombed by the “HAWK from hell”. I thought these fellers was only joshin me till they showed the destruction that it leaves in it’s wake. Honest to God, rips in the heavy mylar impregnated cloth on the leading edge! Yep folks, the least you can expect, is about a half dozen peck marks in the sail. If he (she) gets the dacron, look out buddy, cause you’ll be flying a modified glider! No Joke!

If you go to Chelan in July (5 - 15) 1994 you’ll be just in time for the Women’s World’s HG.

However after saying all these wonderful things about Chelan Butte and how great being a “butthead” is, (Barry Berto’s expression) it doesn’t hold a tallow candle to “towing on the flats” provided that is, you don’t

One of Al Faulkner's 'fledglings' standing on the south east launch on Chelan Butte. Beyond T/O is the Columbia river and gorge (2700 ft below T/O) and rising 2000 ft from there are the 'flats' or Columbia basin which stretches east 100+ miles to Spokane, Wa and Idaho. Photo by Al Faulkner.

pee in a dark alleyway, but that’s another tale, (wink, wink, eh Barry Bateman) and so I bid you a fond farewell from your small, but important reporter from the Great Green North!

Editor Alfie Swoop

Did Y'ever?

BY AL FAULKNER

Did y’ever watch someone try to learn something that you already know? Their concentration is so intense that it seems like they will burst.

Normally they will finally figure it out and then their excitement is so overflowing, that they have to go have a beer, so they can explain to everyone just exactly what they just learned. The next day they are so cranked up about their newly learned skill, that they want to practice it over and over, until they can do it like the pros. Curiously enough, when I instructed flying, years ago, we instructors were always a little on edge when we sent our students on their first solo. We discovered subsequently that statistically speaking, very little goes wrong on first solo flights, as at this time the pilot is wired for sound, ready to pounce on every possible problem and is sent out in only the best of conditions.

Now, they finally can do it with a bit of finesse, and so they start to brag about their prowess and how they can do it with the best of ‘em. This is the beginning of lesson #2.

Some people call it “Intermediate Syndrome”, some an “accident looking for a scene”, and some of us highly educated respected members of the teaching profession refer to it as the “Learning Plateau”. Some people just say “ow ow, another one!”

Yet we all seem to manage to do it. How come chum?

At the risk of repeating the obvious, oft-repeated, seldom listened to, boring stuff, we all are programmed with this fault.

Look, if your computer crashed you would go DARN DARN DARN !!!

If your cake bombed you would go DAM DAM DAM !

If your beer spilled, you would get wet, but if you bite it, you could get hurt, at the very least, so what you have to do is to keep yourself pumped up, to that same level of carefulness as you showed when you first learned.

Don’t allow yourself to go ahead and get crazy and do what you just seen the best pilot in the club do.

Remember that you are not driving a tricycle here, you are in an airplane. You are traveling at a speed which is far in excess of the fastest speed that any human is capable of going.

Like the old expression goes, it is not the fall that hurts, it’s the big comeup at the end.

I’m not saying that you have to drive like your grandma, (assuming that you are not related to the “Little ole lady from Pasadena”) just that you should use a little common sense and realize that the folks who brag about how they can get closer and higher and tighter and thermal lower and so on and so on are the ones that you should allow to test the outer limits of aviation.

Those folks unfortunately will just become statistics, that we all have to carry the cross for each time you are telling someone about HG. You’ll have to explain to the inevitable person who pipes up with the story that was on the news last week, about the guy that got hurt or killed. Make no mistake about it, if you pull a good stunt in HG you will be remembered!

Al Faulkner

1992-1993 HANG GLIDING TWO YEAR POINTS STANDING

		1992	1993	40%of	60%of	RANK			1992	1993	40%of	60%of	RANK																																																																																																																																																																																																													
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HAUCHECORNIC.	BC	1	340.9	222.2	136.36	133.32	269.68	STEUBS.		71	20.0	8	0	8																																																																																																																																																																																																												
TULLOCH.	BC	2	316.6	236.2	126.64	141.72	268.36	PREBOYS.	AB	72	0.0	12.5	0	7.5	7.5																																																																																																																																																																																																											
CALDWELL.	AB	3	322.7	200.4	129.08	120.24	249.32	MATHIESON	BC	73		12.3	0	7.38	7.38																																																																																																																																																																																																											
NELSON.	AB	4	284.6	206.2	113.84	123.72	237.56	LEPINSKY.	BC	74	16.7		6.68	0	6.68																																																																																																																																																																																																											
MULLIKHRIS	AB	5	185.0	236.2	74	141.72	215.72	BOWLE-EVANS	BC	75		11.0	0	6.6	6.6																																																																																																																																																																																																											
BORRADAIGE	BC	6	200.5	170.2	80.2	102.12	182.32	CHUBER.	MB	76		10.4	0	6.24	6.24																																																																																																																																																																																																											
HANER.	BC	7	216.6	131.1	86.64	78.66	165.3	PUMPLR.	BC	77	15.5		6.2	0	6.2																																																																																																																																																																																																											
BESTS.	BC	8	148.3	166.5	59.32	99.9	159.22	PELLETIER.	SAS	78	15.0		6	0	6																																																																																																																																																																																																											
KEEND.	BC	9	231.3	104.0	92.52	62.4	154.92	BOUWMEESTER	BC	79		10.0	0	6	6																																																																																																																																																																																																											
HARRINGTON	BC	10	98.3	177.5	39.32	106.5	145.82	VOLLWEITER	BC	80	0.0	9.4	0	5.64	5.64																																																																																																																																																																																																											
LAMARCHE	AB	11	160.6	128.0	64.24	76.8	141.04	TROWSDALE	BC	81		8.4	0	5.04	5.04																																																																																																																																																																																																											
MCCLINTOCK	BC	12	161.4	92.0	64.56	55.2	119.76	RUNCIMAN	AB	82	9.8	0.0	3.92	0	3.92																																																																																																																																																																																																											
MULLERLLI	AB	13	33.3	176.2	13.32	105.72	119.04	LESLIR.	MB	83		5.8	0	3.48	3.48																																																																																																																																																																																																											
BENNETT.	AB	14	108.1	118.9	43.24	71.34	114.58	FIELDING.	SAS	84	7.2		2.88	0	2.88																																																																																																																																																																																																											
BATEMAN	BC	15	91.7	119.0	36.68	71.4	108.08	LINTOTT.	AB	85	0.0	4.8	0	2.88	2.88																																																																																																																																																																																																											
HENRM.	BC	16	96.0	101.6	38.4	60.96	99.36	BEEBIC.		86	6.7		2.68	0	2.68																																																																																																																																																																																																											
WARNEP.	BC	17	67.9	110.2	27.16	66.12	93.28	BECKINGHAM	MB	87		3.5	0	2.1	2.1																																																																																																																																																																																																											
MCEWER.	BC	18		152.4	0	91.44	91.44	QUINM.	AB	88	4.6		1.84	0	1.84																																																																																																																																																																																																											
ROSSD.	BC	19	215.6		86.24	0	86.24	SCHNEIDER.	AB	89	3.3		1.32	0	1.32																																																																																																																																																																																																											
LUKIP.	BC	20	0.0	131.9	0	79.14	79.14	SCHNELI.	BC	90	2.1		0.84	0	0.84																																																																																																																																																																																																											
KELLER.	BC	21	108.4	52.8	43.36	31.68	75.04	THEORET.	SAS	91	2.0		0.8	0	0.8																																																																																																																																																																																																											
SNELIJ.	BC	22	2.1	118.8	0.84	71.28	72.12	ELLIM.	MB	92		1.2	0	0.72	0.72																																																																																																																																																																																																											
HINER.	BC	23	177.8		71.12	0	71.12	ROCCHIOI.	AB	93		1.0	0	0.6	0.6																																																																																																																																																																																																											
MIDWINTER	AB	24	171.0		68.4	0	68.4	<h2>1993 Paragliding Points Standing</h2> <table border="1"> <thead> <tr> <th>Pilot</th> <th>Prov</th> <th>Pos</th> <th>Rank Pts</th> <th>Rank Pts</th> <th>Rank Pts</th> <th>Total Pts</th> </tr> </thead> <tbody> <tr><td>Chris Muller</td><td>AB</td><td>1</td><td>11</td><td>104.2</td><td></td><td>55</td><td>67.2</td><td>171.4</td></tr> <tr><td>Peter McLaren</td><td>BC</td><td>2</td><td>28</td><td>77.2</td><td></td><td>66</td><td>46.7</td><td>123.9</td></tr> <tr><td>Willi Muller</td><td>AB</td><td>3</td><td></td><td></td><td>1</td><td>82.3</td><td></td><td>82.3</td></tr> <tr><td>Eric Unterberger</td><td>BC</td><td>4</td><td></td><td></td><td>2</td><td>78.5</td><td></td><td>78.5</td></tr> <tr><td>Sean Dougherty</td><td>AB</td><td>5</td><td></td><td></td><td>3</td><td>74.8</td><td></td><td>74.8</td></tr> <tr><td>Eric Oddy</td><td>BC</td><td>6</td><td></td><td></td><td>5</td><td>67.2</td><td></td><td>76.2</td></tr> <tr><td>Glenn Derouin</td><td>AB</td><td>7</td><td></td><td></td><td></td><td>65</td><td>48.5</td><td>48.5</td></tr> <tr><td>Garth Henderson</td><td>AB</td><td>8</td><td></td><td></td><td>10</td><td>48.3</td><td></td><td>48.3</td></tr> <tr><td>H. Siempelkamp</td><td>BC</td><td>9</td><td></td><td></td><td>11</td><td>44.5</td><td></td><td>44.5</td></tr> <tr><td>T. Cooper</td><td>BC</td><td>10</td><td></td><td></td><td>14</td><td>33.1</td><td></td><td>33.1</td></tr> <tr><td>Jacek Chadanowski</td><td>ONT</td><td>11</td><td></td><td></td><td>15</td><td>29.3</td><td></td><td>29.3</td></tr> <tr><td>D. Leinweber</td><td>AB</td><td>12</td><td></td><td></td><td>17</td><td>21.8</td><td></td><td>21.8</td></tr> <tr><td>S. Lutz</td><td>AB</td><td>13</td><td></td><td></td><td>20</td><td>10.4</td><td></td><td>10.4</td></tr> <tr><td>M. Duford</td><td>AB</td><td>14</td><td></td><td></td><td>21</td><td>6.6</td><td></td><td>6.6</td></tr> <tr><td>K. MacCullough</td><td>AB</td><td>15</td><td></td><td></td><td>22</td><td>2.8</td><td></td><td>2.8</td></tr> <tr><td>K. Froklage</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>G. Comfort</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>D. Carylo</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>P. Hajek</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>S. Levitt</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>G. Pezdreic</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> <tr><td>J. Nazarchuk</td><td>AB</td><td>16</td><td></td><td></td><td>23</td><td>0.0</td><td></td><td>0.0</td></tr> </tbody> </table>						Pilot	Prov	Pos	Rank Pts	Rank Pts	Rank Pts	Total Pts	Chris Muller	AB	1	11	104.2		55	67.2	171.4	Peter McLaren	BC	2	28	77.2		66	46.7	123.9	Willi Muller	AB	3			1	82.3		82.3	Eric Unterberger	BC	4			2	78.5		78.5	Sean Dougherty	AB	5			3	74.8		74.8	Eric Oddy	BC	6			5	67.2		76.2	Glenn Derouin	AB	7				65	48.5	48.5	Garth Henderson	AB	8			10	48.3		48.3	H. Siempelkamp	BC	9			11	44.5		44.5	T. Cooper	BC	10			14	33.1		33.1	Jacek Chadanowski	ONT	11			15	29.3		29.3	D. Leinweber	AB	12			17	21.8		21.8	S. Lutz	AB	13			20	10.4		10.4	M. Duford	AB	14			21	6.6		6.6	K. MacCullough	AB	15			22	2.8		2.8	K. Froklage	AB	16			23	0.0		0.0	G. Comfort	AB	16			23	0.0		0.0	D. Carylo	AB	16			23	0.0		0.0	P. Hajek	AB	16			23	0.0		0.0	S. Levitt	AB	16			23	0.0		0.0	G. Pezdreic	AB	16			23	0.0		0.0	J. Nazarchuk	AB	16			23	0.0		0.0
Pilot	Prov	Pos	Rank Pts	Rank Pts	Rank Pts	Total Pts																																																																																																																																																																																																																				
Chris Muller	AB	1	11	104.2		55	67.2							171.4																																																																																																																																																																																																												
Peter McLaren	BC	2	28	77.2		66	46.7							123.9																																																																																																																																																																																																												
Willi Muller	AB	3			1	82.3								82.3																																																																																																																																																																																																												
Eric Unterberger	BC	4			2	78.5								78.5																																																																																																																																																																																																												
Sean Dougherty	AB	5			3	74.8								74.8																																																																																																																																																																																																												
Eric Oddy	BC	6			5	67.2								76.2																																																																																																																																																																																																												
Glenn Derouin	AB	7				65	48.5							48.5																																																																																																																																																																																																												
Garth Henderson	AB	8			10	48.3								48.3																																																																																																																																																																																																												
H. Siempelkamp	BC	9			11	44.5								44.5																																																																																																																																																																																																												
T. Cooper	BC	10			14	33.1								33.1																																																																																																																																																																																																												
Jacek Chadanowski	ONT	11			15	29.3								29.3																																																																																																																																																																																																												
D. Leinweber	AB	12			17	21.8								21.8																																																																																																																																																																																																												
S. Lutz	AB	13			20	10.4								10.4																																																																																																																																																																																																												
M. Duford	AB	14			21	6.6								6.6																																																																																																																																																																																																												
K. MacCullough	AB	15			22	2.8								2.8																																																																																																																																																																																																												
K. Froklage	AB	16			23	0.0								0.0																																																																																																																																																																																																												
G. Comfort	AB	16			23	0.0								0.0																																																																																																																																																																																																												
D. Carylo	AB	16			23	0.0								0.0																																																																																																																																																																																																												
P. Hajek	AB	16			23	0.0		0.0																																																																																																																																																																																																																		
S. Levitt	AB	16			23	0.0		0.0																																																																																																																																																																																																																		
G. Pezdreic	AB	16			23	0.0		0.0																																																																																																																																																																																																																		
J. Nazarchuk	AB	16			23	0.0		0.0																																																																																																																																																																																																																		
LABERG.	BC	25		99.7	0	59.82	59.82																																																																																																																																																																																																																			
DAGENAIS.	AB	26	118.5	19.2	47.4	11.52	58.92																																																																																																																																																																																																																			
NEWBROCK	BC	27	72.3	32.7	28.92	19.62	48.54																																																																																																																																																																																																																			
GLASSD.	AB	28	0.0	75.1	0	45.06	45.06																																																																																																																																																																																																																			
FONTAINE	QUE	29	106.0		42.4	0	42.4																																																																																																																																																																																																																			
PORTEOUR.	AB	30	69.9	24.0	27.96	14.4	42.36																																																																																																																																																																																																																			
MURDOCH.	BC	31		64.2	0	38.52	38.52																																																																																																																																																																																																																			
HOSIB.	AB	32	96.0	0.0	38.4	0	38.4																																																																																																																																																																																																																			
VOSN.	BC	33	0.0	61.4	0	36.84	36.84																																																																																																																																																																																																																			
MILLER.	AB	34	20.3	46.9	8.12	28.14	36.26																																																																																																																																																																																																																			
HOLMAN.	AB	35	29.8	39.6	11.92	23.76	35.68																																																																																																																																																																																																																			
FLORKOW.	BC	36	44.1	28.0	17.64	16.8	34.44																																																																																																																																																																																																																			
NICHOLSON	BC	37		57.3	0	34.38	34.38																																																																																																																																																																																																																			
WILSON.	BC	38		55.0	0	33	33																																																																																																																																																																																																																			
LITZENBERGER	AB	39		54.6	0	32.76	32.76																																																																																																																																																																																																																			
EWENS.	ONT	40	77.4		30.96	0	30.96																																																																																																																																																																																																																			
SALVAIS.	BC	41		48.2	0	28.92	28.92																																																																																																																																																																																																																			
BERTOB.	BC	42	0.0	46.4	0	27.84	27.84																																																																																																																																																																																																																			
SIVELR.	AB	43	13.3	33.6	5.32	20.16	25.48																																																																																																																																																																																																																			
SCHOKKER.	BC	44	26.7	24.6	10.68	14.76	25.44																																																																																																																																																																																																																			
VANDAHL.	AB	45	63.3		25.32	0	25.32																																																																																																																																																																																																																			
SCHULTE.	BC	46	62.9		25.16	0	25.16																																																																																																																																																																																																																			
KIRIC.	BC	47		40.7	0	24.42	24.42																																																																																																																																																																																																																			
WEIBW.	SAS	48	59.1		23.64	0	23.64																																																																																																																																																																																																																			
PERRON.	QUE	49	58.4		23.36	0	23.36																																																																																																																																																																																																																			
NICHOLSON	BC	50	57.5		23	0	23																																																																																																																																																																																																																			
BLUMSTENGEL	AB	51	33.3	14.4	13.32	8.64	21.96																																																																																																																																																																																																																			
HAYR.	AB	52	40.4	8.1	16.16	4.86	21.02																																																																																																																																																																																																																			
PENNER.	BC	53		34.5	0	20.7	20.7																																																																																																																																																																																																																			
AUBIK.	QUE	54	48.9		19.56	0	19.56																																																																																																																																																																																																																			
HUNTER.	AB	55	0.0	31.6	0	18.96	18.96																																																																																																																																																																																																																			
SCHMIDT.	BC	56		30.8	0	18.48	18.48																																																																																																																																																																																																																			
BAUND.	BC	57	4.2	24.7	1.68	14.82	16.5																																																																																																																																																																																																																			
REIBLING.	SAS	58	41.0		16.4	0	16.4																																																																																																																																																																																																																			
HAUS.	BC	59	37.5		15	0	15																																																																																																																																																																																																																			
REYNOLDS.	BC	60	0.0	24.5	0	14.7	14.7																																																																																																																																																																																																																			
LAWRENCE	SAS	61	35.8		14.32	0	14.32																																																																																																																																																																																																																			
LALOR.	AB	62	1.2	20.1	0.48	12.06	12.54																																																																																																																																																																																																																			
LAWRENCE	SAS	63	30.6		12.24	0	12.24																																																																																																																																																																																																																			
SHAULI.	BC	64	29.2	0.0	11.68	0	11.68																																																																																																																																																																																																																			
POPOFG.	BC	65		17.3	0	10.38	10.38																																																																																																																																																																																																																			
TAYLOR.	SAS	66	25.4		10.16	0	10.16																																																																																																																																																																																																																			
BAMFORD	BC	67	25.0		10	0	10																																																																																																																																																																																																																			
BELAIR.	QUE	68	25.0		10	0	10																																																																																																																																																																																																																			
OUELLER.	AB	69	10.7	8.6	4.28	5.16	9.44																																																																																																																																																																																																																			
MORWICK	MAN	70	22.8	0.0	9.12	0	9.12																																																																																																																																																																																																																			

(The Capital Letters designating which Meet points are awarded to in the chart on the following page).

Meet ID	Meet	#Pilots	Open	Race	Multiplier
A*	1993 US Nationals	93	0	6	1
B*	Western Canadians	16	1	2	1
C*	Team Meet	27	0	3	1
D*	Qu'apel Valley	61	0	1	1
E*	'93 Gdn. Nationals	34	2	1	1.2
F*	Easter Meet	33	0	3	1
G*	BCXC Champion	10	2	1	1
H*	Alberta Champion	19	2	1	1
K*	GoldeXC	19	7	0	1
L*	93 World Champion	158	0	10	1.2
M*	B.P. Provincial	8	2	0	1

1993 HANG GLIDING COMPETITION POINTS

PILOT	RANK	A* B* C* D* E* F* G* H* I* K* L* M*											TOTAL							
		POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS	POSPTS		POSPTS	POSPTS					
MULLERHRIS	AB 1	0.0	0.0	1	84.6	0.0	0.0	1	90.0	0.0	2	50.8	0.0	4	61.6	0.0	4	11.2	236.2	
TULLOCH	BC 1	0.0	0.0	0.0	0.0	0.0	25	4.9	4	79.1	0.0	0.0	1	90.0	3	67.1	0.0	0.0	236.2	
HAUCHECORNE	BC 3	58	25.6	0.0	6	63.7	0.0	4	74.1	15	39.1	0.0	0.0	0.0	60	84.4	0.0	0.0	222.2	
NELSON	AB 4	0.0	0.0	2	80.4	0.0	0.0	3	82.7	0.0	4	43.1	0.0	0.0	0.0	0.0	0.0	0.0	206.2	
CALDWELL	AB 5	0.0	0.0	9	51.2	0.0	0.0	0.0	0.0	0.0	5	39.3	0.0	0.0	42	109.9	0.0	0.0	200.4	
HARRINGTON	BC 6	0.0	0.0	8	55.4	0.0	9	57.6	8	64.5	0.0	0.0	0.0	0.0	0.0	0.0	3	14.9	177.5	
MULLERLLI	AB 7	0.0	0.0	11	42.8	0.0	26	1.6	9	60.9	0.0	6	35.4	0.0	2	72.5	0.0	1	22.4	176.2
BORRADAIGE	BC 8	0.0	1	57.6	3	76.2	0.0	23	11.5	29	0.0	2	36.4	0.0	0.0	0.0	0.0	6	3.7	170.2
BESTS	BC 9	0.0	0.0	12	38.6	0.0	20	21.4	6	71.8	4	25.2	0.0	0.0	5	56.1	0.0	5	7.5	166.5
MCEWAN	BC 10	0.0	4	43.2	22	0.0	0.0	3	77.4	17	31.8	0.0	0.0	0.0	0.0	0.0	0.0	2	18.7	152.4
LUKE	BC 11	0.0	0.0	0.0	0.0	0.0	11	51.1	0.0	8	2.8	0.0	0.0	1	78.0	0.0	0.0	0.0	131.9	
HANEK	BC 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	131.1	0.0	0.0	131.1	
LAMARCHE	BC 13	0.0	5	38.4	20	5.2	0.0	8	60.9	27	0.0	0.0	8	27.8	0.0	10	28.7	0.0	0.0	128.0
BATEMAN	BC 14	0.0	0.0	0.0	17	17.8	0.0	22	14.8	2	86.4	0.0	0.0	0.0	14	6.8	0.0	7	0.0	119.0
BENNETT	AB 15	0.0	3	48.0	10	47.0	0.0	0.0	0.0	0.0	0.0	9	23.9	0.0	0.0	0.0	0.0	0.0	0.0	118.9
SNELLI	BC 16	0.0	13	0.0	14	30.3	0.0	15	37.9	24	6.4	5	19.6	0.0	0.0	6	50.6	0.0	0.0	118.8
WARNEP	BC 17	0.0	0.0	0.0	0.0	0.0	6	67.5	14	42.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.2
KEEND	BC 18	0.0	0.0	7	59.5	0.0	13	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	104.0
HENRM	BC 19	0.0	0.0	15	26.1	0.0	0.0	0.0	5	75.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	101.6
LABERGHL	BC 20	0.0	0.0	5	67.9	0.0	0.0	0.0	17	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.7
MCCLINTOCK	BC 21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	1	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.0
GLASSD	BC 22	0.0	7	28.8	24	0.0	0.0	21	18.1	18	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.1
MURDOCH	23	0.0	0.0	0.0	0.0	0.0	7	64.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.2
VOSSN	BC 24	0.0	0.0	18	13.6	0.0	12	47.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.4
NICHOLSON	BC 25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	57.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.3
WILSON	BC 26	0.0	0.0	0.0	0.0	0.0	30	0.0	11	53.6	0.0	0.0	0.0	0.0	15	1.4	0.0	0.0	0.0	55.0
LITZENBERGER	AB 27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	54.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.6
KELLER	AB 28	0	0.0	2	52.8	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.8
SALVAS	BC 29	0.0	0.0	0.0	0.0	0.0	16	34.6	22	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.2
MILLER	AB 30	0.0	0.0	23	0.0	0.0	0.0	0.0	0.0	0.0	3	46.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.9
BERTON	BC 31	0.0	0.0	25	0.0	0.0	0.0	0.0	13	46.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.4
KIRIC	BC 32	0.0	0.0	21	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	39.7	0.0	0.0	0.0	0.0	40.7
HOLMAN	AB 33	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	16.3	0.0	11	23.3	0.0	0.0	0.0	0.0	39.6
PENNEA	BC 34	0.0	0.0	13	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.5
SIVELR	AB 35	0.0	6	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.6
NEWBROOK	BC 36	0.0	0.0	0.0	0.0	0.0	24	8.2	19	24.5	0.0	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	32.7
HUNTEIR	AB 37	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6
SCHMIDT	BC 38	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8
FLORKOW	BC 39	0.0	0.0	0.0	0.0	0.0	18	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0
BAUM	BC 40	0.0	0.0	0.0	0.0	0.0	19	24.7	0.0	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7
SCHOKKEH	BC 41	0.0	0.0	16	21.9	0.0	0.0	0.0	25	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6
REYNOLDS	BC 42	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5
PORTEOUR	AB 43	0.0	8	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0
LALOR	AB 44	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1
DAGENAIS	AB 45	0.0	9	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2
POPOFF	BC 46	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.3
BLUMSTENGL	AB 47	0.0	10	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.4
PREBOYS	AB 48	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5
MATHIESON	BC 49	0.0	15	0.0	26	0.0	0.0	0.0	26	0.0	10	0.0	0.0	0.0	13	12.3	0.0	0.0	0.0	12.3
BOWLE-EVANS	BC 50	0.0	11	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	1.4	0.0	0.0	0.0	11.0
CHUBER	MB 51	0.0	0.0	0.0	1	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4
BOUWMEESTER	BC 52	0.0	0.0	0.0	0.0	0.0	0.0	23	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
VOLLWEITER	BC 53	0.0	0.0	19	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4
OUELLET	AB 54	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0.0	13	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6
TROWSDALE	BC 55	0.0	0.0	27	0.0	0.0	0.0	30	0.0	7	8.4	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	8.4
HAR	MB 56	0.0	0.0	0.0	2	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
LESLIR	MB 57	0.0	0.0	0.0	3	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
LINTOTT	AB 58	0.0	12	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
BECKINGHAM	MB 59	0.0	0.0	0.0	4	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
ELLIM	MB 60	0.0	0.0	0.0	5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
ROCCHIO	AB 61	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

CROWDED SITES?

If you complain from time to time about how crowded it gets at your local flying site, take note of what is happening in England.

Sites were already crowded before paragliders appeared and now that their numbers have

increased, coupled with their different flying speeds crowding is now a real serious problem. To help alleviate the congestion on busy weekends the Thames Valley Club near London has instigated a scheme whereby, when the site gets crowded, two senior pilots from each discipline will restrict the flying to either

hang gliders or paragliders for alternating periods. Once the system becomes operational all gliders of the "other" discipline have to land until its their time to fly! Now be thankful for the sites we have, like in central BC where we have a 2-3000 ft site for everyone of the 30 plus members.....

continued from page 4.....

thought the system can work, doesn't think that provinces need same benefits. Que stated that its a question of "value formoney", different provinces have different needs, i.e. french language, national news is vital for communication but cost is a problem. Said Quebec has newsletter in French, is necessary for communication. He felt direction we move in is a serious concern and the cost of membership could be the determining factor. Martin said 80 pilots from Quebec are members of the USHGA. Said the HPAC/ACVL constitution states that we "must promote" the HPAC/ACVL. Ont said we don't have the same number of members as the USHGA, cannot supply the same level of service, should supply what we can afford, not what we want. Paid administrator has been good because he is paid and therefore we are not relying on volunteers whose efficiency fluctuate. Rick Miller stated we have contravened the constitution. Do we go back or change it? Ont said that now is not economically the right time to move ahead. Mia stated that we cannot prevent the individual members from receiving what they are entitled to. Martin cautioned the members to think before changing the constitution, that's why we are in this position. It was pointed out the "Constitution" is fine, it's the By-laws that are being contravened. Martin stated that the National association must be independent of the Provincial asso and that individual members should all receive the same service, i.e. ratings, instructors standards, newsletter, membership cards and insurance etc. BC asked how it did last year, Martin replied it's not how, but continuity. Barry Bateman said only non-voting committee heads are doing the work, none of the board of directors are doing any day to day business. Fred Wilson said the directors are not communicating with each other. To conclude, Martin suggested that we either find a way to work within the by-laws or change them. Chris Walters stated that our direction must be clear, we must be sure we're moving in the right direction. Martin stated again we must communicate to individual members. Quebec said they don't want the National Newsletter, they already have one. A Question was made by Martin Henry: 2nd by Fred Wilson "Can we live with the Constitution?" Majority vote of Yes. Ontario Abstained. Discussion entered on the By-Laws. They were preventing the association from moving forward and created a conflict of interest. It was mentioned that a Policy and procedures manual is nothing more than an expanded version of the By-laws. Motion by Mark Tulloch; 2nd by Rick Miller: That the HPAC/ACVL develop a policy and procedures manual and to update the HPAC/ACVL by-laws and to produce a rough draft by May 31st

1994. Barry Bateman stated that he would be willing to produce it. (Committee chairmen supply him with their policies) and amend the by-laws for ratification at a later date. Passed Unanimous. BREAK 5:00 - 5:15 pm

Membership program:

Martin was not happy with the Provincial fee payback, it should be handled by the administrator. Ontario was not processing there membership quickly enough and Manitoba was iffy. Martin was disappointed with the lack of response from the free newsletter mailout in Quebec (1 for sure, up to 20 more). Martin broke the HPAC/ACVL membership dues into two parts for discussion, the insurance and the membership fee. He said the insurance company indicated up to a 25% increase. If Ontario members joined there the next year could remain the same, even with the increase. He felt that the Newsletter and Insurance should not be an "Option" to the members (all members treated equally). Ontario and USHGA insurance may be jeopardizing site insurance. Que said the increase may lose them members. Martin stated losing 18 members would be better for the rest of the asso than a compromise that could risk everyone. Martin's discounted student mem fee was not thought viable, good idea but how? Membership from date of joining is not an option. Insurance increase = \$5 per pilot. Pros and cons of other policies were discussed and insurance agent will continue to seek best policy. A greater (\$1000) deductible may reduce premiums, HPAC/ACVL could generate a buffer to pay "small" claims. Mia explained HPAC/ACVL policy is a true "Aviation" policy. It was felt that insurance increases were beyond our control and we have to pay. Discussion on membership fee. It was mentioned that membership fees could be brought down with increased revenue, i.e., more ratings, more members, the sale of HPAC/ACVL merchandise, (clothing badges, stickers etc.). Quebec said again, HPAC/ACVL will lose members if fees increased, Alberta felt the same thing but it's a fact of life. Ontario offered to produce the Newsletter but because of concerns over Ontario's poor performance it was rejected. Ont suggested we do not join the Aero club (\$4 per mem) but this was not viable i.e.; record claims and FAI sporting licence. Sask said their members would join even if it was \$100. Manitoba also felt it was no problem. Nfld felt their 3 members would re-join. BC felt it would lose some but didn't want to see it change.

Meeting adjourned at 7:15 pm Saturday, reconvened at 9:20am Sunday

Discussion continued on the budget and the cost of the newsletter. Option were fielded to reduce the cost; return to old style paper, cut down on pages, print just

2 pages, increase advertising revenue, distribute it to every member. Barry said budget of \$3.75 per copy was based on information from provinces but was incorrect. True cost is now \$4.20. Barry felt the better format increased advertising, suggested he reduce pages from 32 to 28 and hold the cost down to by generating increased advertising. Another area of cutback was the \$5000 for getting directors to the AGM. BC, Manitoba, Ontario and Quebec each said that they would fund themselves. Motion put forward by Chris Walter: That the National Newsletter be automatically included with the HPAC/ACVL membership. 2nd Mia Schokker. Discussion about by-laws which state that it's objectives is to provide communication. Que stated that they would lose membership because the Quebec 1994 budget had already been set, if the HPAC/ACVL has to communicate that it would have to be 100% French. It was suggested that some important issues be place it in the Que mag. Mia said the HPAC/ACVL must have direct control over the newsletter to ensure each reached the members, based on previous experience. Rick Miller asked why BC and Quebec had already set it's 94 fees before HPAC/ACVL AGM. Darryl Staples said it was because Martin Henry was belligerent. Rick said that was irresponsible. Mark Tulloch said Martin had indicated in Sept. he thought that there would be no insurance increase. Martin stated the association is not there to offer "bits" of its service to members, it must offer the same service to "all" of it's members. A vote was taken; 11 for, 4 against; 73.3% in favour. A 75% majority vote is needed to pass a motion the motion was defeated (The President did not vote on this issue). A break was called for 15 minutes

Elections:

Martin stated that as the previous motion had been defeated it indicated to him that it was a vote on no-confidence in himself as he was not able to perform his duties, and the BOD were not acting on behalf of the HPAC/ACVL, as stated in the by-laws, he had no choice but to step down as president. Mia (VP West, Ins agent) said she felt the same way and also stepped down as did; J. Fontaine VP East; J.C. Hauchecorne (Comp); and Martin Polach (Treasurer)

Martin stated that after the AGM he "catches it" when he tries to perform his duties. He cannot work with each province taking its own little bit of the asso and rejecting was does not suit them. Each province started to defend its position and Barry Bateman pointed out again that they were supposed to be there as National Representatives and not Provincial reps. He mentioned that this is a "conflict of interest". Christian felt the Newsletter was the main problem and Martin confirmed this, it's the only "conduit" the HPAC/ACVL has to its individual members. Chris Walters volun-

teered his services as treasurer, Fred Wilson, volunteered his services as President as stated in the constitution, i.e.; OK and sign work of the directors. There was no second, it was felt the duties entailed more than Fred would do. Ont requested a new position of "Transport Canada Liaison" be opened and nominated Armin Acchione for the position. Ontario had to leave at 2:00pm and Quebec by 3:00pm

Questions on the timing of the HPAC/ACVL AGM were felt to be a problem. A motion by Fred Wilson: That the 1994 HPAC/ACVL AGM be held on 3-4 Dec. 1994. was passed. It was felt that a break might be timely so a 45 minute break for lunch was called, The directors were asked to use the time to seriously consider the position the HPAC/ACVL was in and what would happen to it with no executive directors!

Commenced at 1.30pm

Alberta made a motion: that Martin Henry be re-elected as President. Quebec said they would provide an active role in promotion of the Newsletter in Que and work out a way to get it distributed to the members in the upcoming year. They'll address the National Newsletter being distributed in Quebec to the membership at the next HPAC/ACVL AGM. Martin stated he had an in-depth conversation with Christian during the break and felt that Christian was sincere in his commitment. Martin stated that if Quebec fulfils its commitment (i.e.; increase distribution from 20 mem to possibly 100) he would accept the nomination, providing he can continue to pursue the aims of the constitution. Mia then stated that she would stand again for nomination as Vice President. J.C. Hauchecorne, and J. Fontaine also stood for re-election.

There was some discussion on the title of "Paragliding Director" and as only the "Board of Directors" are directors then the position had to be Committee Chairman. Armin Frei has been working on ratings, and Glen Derouin mentioned that he would like to be involved with Paragliding instructor certification. Timing for the proposed Paragliding ratings was mentioned. Armin Frei stated that the provisional draft would be out to provincial Paragliding directors by January 15 1994, and a response was required by February 15 1994.

As there was no contesting for any of the positions which were available, all nominated directors were elected into their nominated positions.

The acceptance of the recommended seniors instructors by Ron Bennett, was discussed. Question as to whether one of the nominated instructors had fulfilled all of the requirements was raised. It was pointed out the Committee chairman had made the recommendation and that the BOD has the power to revoke an instructor's certification at any time. The list was accepted.

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1994 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
Feb 18-25	Brazil	PARAGLIDING WORLD CUP Governador Valadares, Brazil. Part of the World Cup series. Contact Vincene Muller for more details.
March 17-27	Japan	PARAGLIDING WORLD CUP Kitakyushu, Japan. ¥60,000 entry fee. Same area as the 1995 Pre-Worlds. Part of the World Cup series. Contact Vincene Muller for more details.
April 1-3	BC	SAVONA EASTER MEET Savona BC
April 16-23	TN	EAST COAST CHAMPIONSHIPS Dunlap, Tennessee
April 30-May 1	BC	WEST COAST SOARING CLUB XC SERIES Mt Woodside, Agassiz. X-C racing. Held over 2 weekends. Contact Martin Henry for details
May 21-23	BC	1993 CLUB CUP Location and organizer to be announced.
May 24-29	CH	PARAGLIDING WORLD CUP Grindelwals, Switzerland. Part of the World Cup series. Contact Vincene Muller for more details.
June 1-5	Aus	PARAGLIDING WORLD CUP Zillertal, Austria. World Cup series. Contact Vincene Muller for more details.
June 5-12	NM	SANDIA CLASSIC Albuquerque, New Mexico
June	Alta	21st ANNUAL COCHRANE MEET Cochrane, Alta.
June 17-29	USA	#1 REGIONALS Chelan, Wash. Contact Davis Straub (206) 322 1184
June 27-	SP	1994 PRE WORLDS Ager, Spain For more details contact J.C. Hauchecorne.
July 29-July 4	Wash	CHELAN CROSS COUNTRY CLASSIC Washington, USA. Contact Davis Straub for details. (206) 322 1184
July 5-15	Wash	Womens World Championship Chelan Washington. For more details contact J.C. Hauchecorne (604) 521 1559
July 17-24	BC	CANADIAN NATIONALS Golden BC For more details contact J.C. Hauchecorne (604) 521 1559
July 16-22	BC	THE GREAT FLYIN Oliver BC For paragliders and hang gliders. Contact Fred Wilson or Wayne Bertrand for more details (604) 474 5785
June 23-29	BC	BC CHAMPIONSHIPS (Hang Gliding & Paragliding) North Okanagan. Contact Fred Wilson or Wayne Bertrand for more details (604) 474 5785
July 24-30	Spain	PARAGLIDING WORLD CUP Pedrahit, Spain. Part of the World Cup series. Contact Vincene Muller for details.
Aug 1-3	BC	SALT SPRING FLY IN Salt Spring Island, BC Contact Les Sainsbury (6704) 727 3819
Aug 16-2	France	PARAGLIDING WORLD CUP Avoriaz, France. Part of the World Cup series. Contact Vincene Muller for details.
Aug 6-13	CO	US NATIONALS Mt Princeton, Colorado. Contact Jim Zeiset (719) 539 3335 (Dates/location tentative)
Aug 28-Sept 4	France	PARAGLIDING WORLD CUP Chamonix, France. Final comp in the World Cup series. Contact Vincene Muller for more details.
Sept	BC	TEAM MEET Cache Creek, BC. XC racing task. 4 man teams. Based out of Cache Creek with flying from Clinton, Cornwall, Basils and Savona. (All within 45 min of Cache Creek) Discount camping at the Cache Creek Campground. The best flying in BC this time of the year. Treat your lady/driver to the gastronomical delights of the Ashcroft Manor, whose pasture is the LZ and goal! Entry fee \$25 Contact Barry Bateman (604) 888 5658
Sept	USA	CAN-AM Maple Falls, Wash.

(Meets with dates in bold are eligible for sanctioning. Questions? Contact: J.C. Hauchecorne, HPAC/ACVL Competition director)

continues.....

Ratings: Rick Miller proposed: that the HPAC/ACVL transfer the administration duties of the ratings officer to the national administrator and he be compensated to the sum of \$2 per rating. Passed.

IPPI Cards: Discussion was made on the equivalency of the IPPI cards as they relate to the Canadian System. Mark Tulloch pointed out that the IPPI card cannot supersede a Canadian rating. Hang gliding ratings did not present a problem but due to there being only one level of Paragliding rating, cross reference is a problem. Barry suggested that, as there are new Paragliding ratings being developed, the Paragliding rating plus the number of hours the pilot has flown be used as a reference. Rick Miller stated that he will develop an equivalency and have them ready next year. Mark asked Rick if he felt that the position of Provincial Ratings Director was required. Rick felt that it was not. Martin

Henry also stated that if instructors or ratings examiners were not members of the Association, the ratings application should be sent back to the pilot applying for the rating. Martin Henry felt that a pro-rated membership fee could be handled in the form of a "Credit Certificate" which would entitle the member to a pre-set discount the following year. Team funding is not that great an amount. He felt that J.C. could come up with a system to be included in the competition policy manual, on how to generate, increase and distribute these funds. It was mentioned by several provinces that funds could be generated in the form of: collecting pop cans, car washes, bingo etc. Barry Bateman asked for clarification on what constituted "Certified School". The conclusion was a school using certified instructors. Michael Robertson said he would stand as Airspace Director. Fred Wilson submitted an accident form to be placed into the national newsletter. Fred Wilson also submitted a bid for the 1995 Cana-

dian Nationals. It was noted and will be passed onto J.C. Fred Wilson also expressed a desire to run an HG/PG flying in 1994. BC proposed that the HPAC/ACVL student membership program be rejected. Passed (i.e. rejected). BC submitted a proposal that student members receive a first time offer of a \$45 membership fee. This is under consideration. BC suggested that an insurance sticker be sent out with membership cards to see who has HPAC/ACVL insurance. Cost was a factor, the administrator will look into the viability. BC submitted a proposal that if a Prov Asso member fails to perform its national duties (i.e. submitting memberships) in a timely manner the HPAC/ACVL have the authority run an audit and move to a direct membership plan. Their view was considered but it was felt that the 30 day turnaround for the province would suffice without the audit. Mark Tulloch submitted a bid to host the Woman's World championships in Golden in 1996. Martin was ask to

write a recommendation to the FAI on behalf of the organizing committee. Martin said that he would confer with JC first as he felt that this may be part of the comp Directors duties. The BOD indorsed the Woman's World application as submitted by Mark Tulloch: Rick Miller asked if we had a bid for the 1994 HG Nationals. J.C. was not present to confirm or deny it. Fred Wilson awarded the Lew Neilson award to Chris Muller as he was the highest placed points pilot, Paragliding and hang gliding. Provinces were requested to respond to Barry Bateman on there position of the constitution so that he may proceed to generate a new P & P manual.

The AGM was concluded at 5:37 pm

(The HPAC/ACVL minutes are available from the administration office as is the HPAC/ACVL constitution. Any HPAC/ACVL member who requires a copy should contact the Administration office or call Barry at (604) 882 5090)