



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

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# HPAC/ACVL

## President's Report

For those who just might have read the December issue of the National Newsletter they just might be wondering just what the heck is going on with the HPAC/ACVL. Well my friends, to put it in simple terms, its reality check time for the Provincial Associations Directors.

In 1993 Canada had 700 active members in the HPAC/ACVL, of which 600 were insured members and 450 subscribed to the National Newsletter. That's it! There are clubs bigger than our whole country in Europe!

As President of the HPAC/ACVL, I want to provide you, the members with basic, quality service. I think the "average member" would like a ratings system, a newsletter, insurance coverage and a strong, cohesive representation when it comes to matters of government regulations. I picture the association as self supporting, able to operate without any government hand outs and in charge of its own future.

In December you read how I got stuck being your president, again. Well, I need your help! The bylaws of the HPAC/ACVL state in part:

*"Membership (in the HPAC/ACVL) shall be comprised as follows: Hang Gliding and Paragliding Association of Canada membership shall consist of those provincial associations which have been accepted for membership in the HPAC/ACVL. These associations may select two representatives from their association to sit on the Board of Directors of the HPAC/ACVL. These provincial representatives shall take part in the active promotion of the objects of the HPAC/ACVL or in the organization and administration of the HPAC/ACVL and shall have sole voting rights."*

Read the last sentence again.....!

There lays the crux of the problem. As confirmed by a poll of the Board of Directors at the recent HPAC/ACVL AGM ??% of them said that they were at the AGM representing their provincial association!!!

The way I see it, you need better national representation than the representation you are getting. Your provincial directors need to get involved with the HPAC/ACVL. The association needs your provincial directors to live up to their membership obligations. You have a national association that *wants* to provide solid quality service to its members, *but doesn't have representatives that have accepted their responsibility.*

Now I know the "average member" just doesn't care about the machinery that makes their association run. They just want to pay their dues get their insurance, newsletter, and rating and that's it. From what I

discovered the "average pilot" just doesn't care about the proverbial "guts" of their association. Fair enough, that's why you elect representatives to take care of the issues.

What the HPAC/ACVL is asking is, if your provincial association is going to be a member of the HPAC/ACVL and if "you" want to be a member of the HPAC/ACVL then you should make sure your directors live up to their obligations.

As president I have become painfully aware of how little your directors care about their national association. I need them to get involved, help run the association. HPAC/ACVL directors need to understand the HPAC/ACVL, they need to realize they are working for a National Association and not "just" their provincial association.

Knowing that you (yes you, the "average member") really don't care about the politics of your association. I respectfully request your attention as an "average member". You will be receiving a HPAC/ACVL survey. In it, a little history, a few comments and observations and then, a few questions.

Please take the time to answer the survey. Feel free to throw in a few comments. Your national association needs to know exactly what you want it to do. Hopefully the survey will help improve what you have, and what you get, from the HPAC/ACVL.

Thanks,  
Martin Henry, HPAC/ACVL President.

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.

# HPAC/ACVL Directors Reports & Updates

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## Spring Time!

Time to go flying! Believe it or not, soon the temperature will be climbing and so will your glider!

So, before you head to the hills (or the tow site) and think about clipping in, do a check out. A pre flight, for both you and your glider (maybe even a tune up, tires, and an oil change for your faithful transport).

First, how are you doing? Did you stay in shape over the winter? Put on a few pounds? Job got you down? Income tax maybe got your head all messed up (and your bank account!)? Getting ready to commit aviation requires a great deal of preparation, especially if your out of practice.

To “fix” anything that went wrong over the winter maybe try a light exercise routine before getting back into flying. Get the body back in shape (just keep in mind we’re after “healthy” not perfection! For many of us the road to perfection is a pretty long haul!). A healthy body is a healthy mind (yeh right! rah! rah! go team go!). Well, what ever, getting into shape is a personal thing but I can tell you from experience, being in shape improves judgment.

How about your mental health? any psychological problems? Again, speaking from experience (not that I admit to having any problems, but enough about me, lets talk about you), avoid taking life’s problems into the air. You have enough problems to solve in air you don’t need to take any more with you.

Keeping your head straight is an art, look around you, if it is an art to stay sane most of the artists in society go through life painting with a roller (oops sorry just a little psycho humor!). To focus, try music. Maybe a little Beethoven, or possibly some mellow Metalica! Just remember the object, a clear focused mind will probably be useful for those first flights of the year. If by some misfortune your not able to get “things” in order it might be a good idea to lay back and take a break, avoid flying until your ready to really apply yourself.

Now, onto the important stuff, your equipment! Well there’s two ways to deal with this, one; throw everything away and buy all new equipment! (just remember that old Beatles song, “Money Can’t Buy You Lift!”). Since buying all new equipment at the beginning of the season is not all that financially practical (doing so would probably bring you back to the psychological problems mention above). You may like to consider using what you already own (or are making payments on!).

If your comfortable with the idea, do a full airframe inspection of your glider. Pull the sail, check the tubes, inspect the hardware and make sure everything is within the manufactures specifications. Most manufacturers provide manuals that include the annual inspection. My personal habits are to, after a inspection, replace the side wires every season. I paid \$60 from George’s Glider Emporium, for genuine Wills Wing HP AT side wires. Not too much for that “peace of mind” that I’ve been searching for.

For those who wonder why I chose to change my side wires every year (regardless of how much air time is logged), just picture your self flying along on a beautiful sunny day, imagine how nice your glider flies, now

picture your side wires snapping off (oh, oh, not good thoughts!), \$60 helps to keep those thoughts away!

If your not comfortable with doing an airframe inspection your local dealer will be more than happy \$\$\$\$ to check it all out (don’t worry, \$\$\$\$ usually isn’t toooooo much).

Don’t forget your harness and parachute need to be inspected, a repack for the chute and a general look over for the harness. Those who fly with pod harness should check the door zippers and draw cords, others should check rigging and general condition. Parachutes that are being repacked should have the bridled length checked, not that it would have shrunk or anything but if it hasn’t been checked before you should make sure it is what is considered a minimal length of no less than 18ft preferably 20ft, enough to clear the wreckage of a glider that just suffered a broken side wire!

Other points of interest regarding your parachute. Consider, for hand deployed types a sequential deployment bag, possible installation of a para-swivel or upgrading to a “air” deployed or a “mortar” propelled ballistic system.

The reason I’m bring all this getting ready for the season stuff is that once the season gets going we all tend to let it go unchecked. An to quote an old aircraft saying “you can’t pull over and park if something goes wrong!”.

Just one more thing, (after all what’s an article from the Emperor without a membership plug!) before you clip in make sure your membership is paid up! From a liability point of view, your a high risk at the start of the season. Make sure your legal obligations are all in order!

Have a safe season, The Emperor

### *Sober Second Thoughts....*

At a Wills Wing Demo Days I noted that Larry Tudor had made the comment that he didn’t bother to do aerobatics anymore. As a avid explore of the “inverted world” I asked him why?

*“Well I’ve seen too much carnage, too many blown loops and too many broken gliders...”*

Makes you kinda think, doesn’t it?

# HPAC/ACVLDirectors Reports & Updates

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## Transport Canada Airspace Review

Transport Canada has been progressing along with the Canadian airspace review. What effect this will have on hang gliding is not yet clear. The basic outline of what has come down so far is Transport Canada's intent to add a new designation of airspace. Doing so is causing a major reshuffling of all the airspace classifications.

As it stands now, it looks like D class airspace will be reclassified as E airspace. The HPAC/ACVL is awaiting a official statement from Transport Canada regarding the effect this change will have on the D Class airspace exemption.

Of major concern to the HPAC/ACVL is the requirements for Mode C transponders in C Class airspace and the apparently new D Class airspace. In addition to the transponder requirements additional concerns include what appears to be an effort by transport to expand B, C, D, Class controlled airspace.

### Tales from Transport Canada

*(Alias: Tales from the Far Side)*

Here's just a few of the ridiculous things one experience's with Transport Canada.....

Two HPAC/ACVL members walk into a TC office, both interested in writing the HAGAR airspace exam. As there is only one exam (this is the main Vancouver office) one member had to wait while the other wrote the exam (so much service). Apparently it would not be possible to photo copy a second test paper to handle the overwhelming rush of HAGAR applicants.

A Victoria member walked into a the Victoria Transport licensing office and was told he would not be able to write the exam at that location, the exam could only be issued by the Vancouver office! (exam free, plus \$60 in ferry expenses plus parking!)

For the Canadian Nationals in 1993, Transport decided because of the HAGAR exemption, it would not be necessary to issue a normal events permit. It seemed quite logical to TC that foreign pilots coming to the event would be able to drop into a nearby Transport office (60 miles away) during the competition and write an exam they had no time to prepare

## 1994 National Fly-In

Due to scheduling conflicts with the Nationals, the **1994 HGABC Provincial Hang Gliding Championships** have been cancelled. Anyone who wishes to take on this event is encouraged to contact J.C. quickly.

The 1994 HGABC Provincial Paragliding Championships well go on as Scheduled July 23-29 1994..

Contact Wayne Bertrand at 765-2359.

The National Fly-In is designed as a social flying holiday to promote an opportunity for pilots from both disciplines to get to know each other while exploring many of the tremendous flying sites along the Canada - USA Border. The event will start out at Mt Kobau, which has S, E and W launches at the 6000' level, overlooking the Cathedral Lakes Provincial Park and Washington State to the south.

We intend to have a lot of fun. It is a **great** place for early morning flights - wonderful air, evening glass offs and the afternoon XC potential is terrific so there is air for everybody. If you are looking for a way to fly away your holidays, this is it. Osoyoos is chock-a-block with alternate recreational activities for the whole family. You will soon see why it has become a recreational Mecca in the summertime.

for! (they would probably have to wait as there was only one exam).

After advising a local flight service station of intended activity in D Class airspace (a requirement of access to D airspace) the FSS attendant responded "*so what? what do you want me to do about it?*".

After contacting a local FSS a member was advised there was no such thing as an exemption and in order to have access a NOTAM would have to be issued by the regional head office (anybody home? have you read your memo's?).

Anymore? how about sending them into the NNL and will print them!

Martin Henry

Registration will be required for this free event. (A token donation may be requested to assist in the creation of a local club.) The primary LZ will be the Oliver Airport, thus it should come as no surprise to you that HPAC or equivalent insurance will be mandatory. Alternate insurance policies which preclude landing at airports will be excluded. Please note that short term temporary insurance is available to non residents of Canada only.

On a final note I wish to make myself clear on two points. Number One, I do not see this an an exclusive B.C. event. I have and will continue to encourage provinces to take up the cause in their regions. Secondly, I intend to make every effort to make this an annual event, so if you can't make it this year, the projected dates for next year will be July 15-23, 1995.

The expanded dates for the 1994 National Fly-in are July 16 - 29, 1994.

For more information contact:  
Fred Wilson 604-474-5784  
Fax 604-386-3941  
Wayne Bertrand 765-2359 or  
Rick Hunt 767-6717

See you then or later!  
Fred Wilson

## HAGAR EXAM REGISTRATION

Although it's not a requirement at the moment, the possibility exist that the HAGAR may become a requirement for entry into HPAC/ACVL sanctioned competitions. Therefore the HPAC/ACVL has started to record all those pilots that have taken and passed the HAGAR Exam. If you wish to add your name to the list, send in your exam results to;  
Rick Miller, HPAC/ACVL Ratings, or  
Barry Bateman, HPAC/ACVL administrator.  
(Address's inside front cover)

# HPAC/ACVLDirectors Reports & Updates

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## Safety Committee Report

I have received a few queries from pilots recently which I will answer quickly. The primary role of the HPAC Safety Officer is to collect accident reports, draw trends and raise awareness of Safety issues throughout the Association. It is appropriate to submit your reports either directly to me or to your Provincial Safety Director. I will send copies to the Provincial Safety Director just as I expect them to send their completed reports to me.

A revised Accident Report Form was accepted by all provinces at the AGM, and is expected to be used by all associations and clubs. The form will continue to improve as long as new suggestions are implemented. You will receive it along with a questionnaire for you to fill out. Make as many copies as you feel necessary and completely report any accidents you have been involved in this year, or any accidents you have been involved in in the past which resulted in injury, glider damage or which might be used to prevent a similar occurrence in the future.

I will quote my American counterpart and tell you that when it comes to communicating accident trends and reports the only way your name will be printed in public is if you are **DEAD**. Understand? It is not our intention to publicly embarrass anyone.

Please note on "Page 2" of the report had space allocated for "Action Taken". If the accident resulted in recommendations for new procedures, changes in your site or in the way you fly, let other pilots in on the secret of success.

### Accident Reports

Paragliding pilot was seriously injured flying from Wedge Mountain, BC. Couldn't make it out to the valley. Tried to land in bowl beside Helicopter (which flew him out). Off work for duration of sick leave. Four months later is still experiencing severe ankle pain. Check out your Landing fields *before* you're forced in.

PG pilot was advised on take off by other PG pilots, against flying because of strong wind conditions. Hang Gliders were flying. Pilot chose to take off, could not penetrate and was immediately blown back into the trees. Broken leg.

Advanced Manoeuvres course. Pilot initiated a full stall manoeuvre with plenty of height. Taking two wraps instead of one he went into a full stall and hung by his toggles. Upon recovery he tried to clear a wing tip fold and found he had snapped a brake line. The ensuing spin became irretrievable so he threw his reserve. Parachute deployment was successful. Rescue boat was on hand for retrieval. No Injuries.

Pilot launched in light winds across slope. Dust devils had twisted up paraglider 2-3 times while waiting to fly. Cycle came up, and he decided to fly. Dust devil lifted and twisted the glider up. Pilot threw reserve parachute which opened at approximately 70 feet above ground, stand up landing on shale 300' down from launch.

Pilot, on a conservative flight path along the south face of Golden, BC takeoff. Right side of wing collapsed in a dust devil which turned pilot towards launch. Using the left wing to turn away from the hill he made

one attempt to reinflate paraglider - then the left half of the wing flew into the same dust devil. This resulted in a full frontal collapse and the paraglider plunged below him. Pilot waited... until he dropped below the paraglider before deploying his reserve parachute away from the trees into the only clear air remaining. Upon inflation, he quickly worked the paraglider (as well) into near full inflation before landing in trees 5 to 10 seconds after the collapse. This was an absolutely **first class** piece of airmanship. It comes to you as a reminder that there is no substitute for regular scheduled parachute deployment and repacking clinics. This is the 37th Canadian life saved by reserve 'chutes. (Plus 2 accidental in flight deployment).

Now when you consider Quebec and Ontario have had  $\pm$  200 pilots per year and in 20 years we have not received a single report of a reserve parachute deployment, this would indicate that either those provinces have very extremely safe pilots or..... the actual numbers of reserve deployments is actually much higher!!!  
Fill out and return your forms!

Pilot took off under static tow and initiated a turn too low. The tow rope caught the end of the wing, and the glider was turned into the ground.

Tow pilot turned down wind at a high bank angle - attached to the cable, intending to step tow. The wing went under the cable which wrapped around the wing tip. Leading edge collapsed and the glider spun 800' into the ground. Parachute deployed just as the pilot impacted into snow. No injuries.

The French have apparently devised a system which eliminates slack tow line rope by hanging small ( $\pm$  2 lb) weight just before the drogue chute on the tow line. (*See article in this issue by Martin Henry. Ed.*)

Intermittent pilot for 7-8 years, at  $\pm$  10 hrs/ year. After years not flying, he bought a high performance glider. Rushed to launch in great conditions, ran as fast as he could and his Loafers fell off. Pilot then tried to grab his shoes and took off the cliff edge without holding onto the control bar, and **then** focused his attention on getting into cocoon. Glider turned back into the cliff. Pilot and glider fell 100-150' until glider got hung up by the hang strap. He was pulled back up to takeoff and showed no signs of injury but was sent to hospital for a checkup. Later that day a blood vessel burst in his brain and he lapsed into a coma for 2 months. Hemiplegic paralysis to right side of body. This is the second pilot permanently disabled in 1993.

Student on first High flight was doing figure 8 turns over the landing field. The final turn ended up downwind of trees, and too late to take any avoiding action. Pilot remembered Dennis Pagan lessons, stayed level, and did a normal flare into the crown of the tree, resulting in a soft landing on top of the tree. Instructor gave radio directions to pilot but there was no time to react. No injuries.

Student HG pilot, 3 days on training hill. Previous flight landed safely cross wind. Instructors re-aligned the winch direction. Pilot was to be towed to 20-30 feet and to land attached to the tow rope. Pilot towed to 30-40 feet, turned right. After several radio instructions to turn back, pilot reacted by shifting his weight left for an instant but quickly back to centre. The Instructor immediately released all tow line tension... but at some point in time your fate is entirely in your own hands and there

# HPAC/ACVLDirectors Reports & Updates

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is nothing anyone else can do for you. This pilot gave up and crashed head 1st. Minor Hospitalisation.

In preparation for a "live" tandem CBC radio report the passenger was taken to a training hill session. Student ran on flat ground then went 2 meters high up the hill. Ran down mostly snow covered hill on a glider *without* training wheels. Good aggressive run, nose dove, base bar then nose hit ground., he swung through the down tubes into the keel and broke the helmet. Both arms broken. Instructor notes he was too interested in a story and the student was not involved in what he was doing.

Student taking towing lessons released bottom (intentional) and upper (unintentional) tow lines at a low level. Witness reports the glider went into a mild whip stall. As the nose dropped, the bar was pulled in sharply and wasn't pushed out. Glider impacted at steep angle. 8 previous tows. Concussion, Four broken ribs and clavicle to left side.

Student after Student after Student in accidents this year. I don't think it is bad instructional practices - probably just the law of averages catching up with us. Never the less, lets be vigilant.

## 1993 Reports to date include:

### By Phase of Flight:

- 13 On Take off
- 24 In Flight
- 3 While Landing
- 5 While under Tow
- 4 Failure to Hook-In (2) or Not related to flying (2).

21 Serious( 2 disabling injuries and one Paragliding fatality in B.C.)

- 14 Flew into something & another
- 14 Landed in Trees
- 2 Landed in Power Lines
- 46 Accidents involved Stalls.
- 2 Tumbles were reported
- 3 Paraglider Collapses
- 3 Serious Wing folds were reportable incidents or accidents.
- 5 Accidents occurred as a result of flying in strong winds to blown out conditions.

Fred Wilson, HPAC/ACVL Safety Director

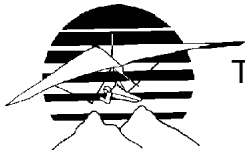
## ATTENTION

### 1994 MEMBERSHIP/INSURANCE CARDS

Because your HPAC/ACVL Administrator/Editor will on vacation in Australia and New Zealand from the 1st February till 31st March, 1994 there may be a slight disruption in HPAC/ACVL services. Martin Henry will be filling in for me while I'm away so you can continue to use the same administration office phone/fax number & address.

A temporary membership/insurance notification will be sent out to all new 1994 members (*your insurance/membership is valid from the post date*) and your regular cards will be mailed to you shortly after I return, ie; by Mid March.

Thank you for your understanding  
Barry Bateman, HPAC/ACVL Administrator



# GOLDEN FLYING SITE

## (Part Two)

# MOUNT

So on to the debris disposal. My first estimate was about \$9000. Then I did a really brutal one later on, added in a ramp extension in the landing field, over \$30,000, submitted this a proposal to something called Opportunity Fund, and subsequently received \$10,000. Now this was a major step. The EOF is a regional, community funding source, based on property taxation with B.C. Hydro. The monies are to assist development of community beneficial projects, particularly those involving non-profit organizations and ones leading to economic growth. Hang-gliding and paragliding fit perfectly - they are definitely non-profit (!), and they mean visitors to Golden - tourism and recreation. Among other groups that apply to the EOF are the local Ski area and the Golf Club - both well respected groups. This year, our Flying Site, the Ski area and the Golf Club all received exactly the same proportion of funding - one third of the value of our proposals. Bearing in mind there were over \$200,000 worth of proposals for \$100,000 of funds this year, this means that not only did we meet with approval in principal, but received support on an equal standing with these other, well established and respected groups. This in itself is a most rewarding and encouraging vote of confidence from this community.

The execution of the work was, of course, another story. The funds are not available till August, so a series of advances had to be raised in order to get on with it without delay - the Town, HGABC and Golden Truss were the providers. With these and a good name, local people were persuaded to work for 50% of their money now and 50% later. In the beginning the Forest Service told us that burning was out of the question - everything would



tension and a came up with in the form of the Economic Steve Levitt. Steve worked for the Forest Service - a summer job while he studies forestry. Not only that, but he was a foreman of something called an 'Initial Attack Crew' - in other words he was a foreman of a forest service fire-fighting crew. He knew what all this was about: and as we were piling pieces from one place to another, and he gathered from the chit-chat about no burning, he couldn't believe it. So he talked usually to his boss - and next thing we know he is summoned to the forester's office, and TOLD that we have a burning permit, and by the way could we please hurry it up and get it over with as quickly as possible! So they had Steve sign the permit - quicker than going over to my office to get me to sign it - he donated another day of his time to run a crew, was free to borrow all sorts of equipment from the forestry (which he did) and we got our first trial day of burning in. It worked. It worked well. This is a big "Thank You!" to Steve - the amount of money being able to burn saved us is enormous. Without it our \$10,000 would have vanished into nowhere. As it was, together with volunteer work, of which there was also quite a bit, ('Thanks, everyone') not only did we get rid of all the debris, get the stumps cut almost flush to the ground, with some areas virtually hand

have to be piled and chipped. The \$10,000 looked very small. Then we got two blessings - a

raked, but had funds remaining when we got finished with all this clean-up. When the forester came up to make his official inspection, he was impressed. Once again, I don't think they ever really thought we would get it all done. Well, we did, and that brings us to the South side, and the Women's World's.

There's a silver lining in every cloud. The silver lining in this summer's clouds included our being able to burn. Who would ever have thought that anyone would be burning up there in JULY! Perhaps another piece of it was the time spent discussing the World's problems at large on the ramp while trying to ignore the weather, including the bit between myself and Vincene Muller about a Women's World Hang-Gliding Championship. I think I stuck my neck out again, because it seemed like a good idea. In fact, it seemed like a REAL good idea, and most everybody else seemed to think so too. Not only that, but it turned out Mark Tulloch, who has flown the competition circuit extensively and makes his living from hang-gliding, had been thinking along the same lines. Now, if you are going to have a world class meet, then you MUST be able to launch to the South: and a World Class Competition is going to bring money into Golden. Olive of GTAC in the Town Hall thought so. The clerk/administrator thought so. The Mayor thought so. The Chamber of Commerce thought so. The Economic Development Commission thought so. The local newspapers thought so. Several local businesses thought so. The local MLA, Jim Doyle thought so. Even the Forest Service people thought so. So we better get rid of the South side trees, right?

It is now competition time again, and quite a number of the flying association's officers are in town. Next thing, we are having a dinner together, about twenty of us, from the Town and from the flying associations - and hosted by the Town - to talk about this Women's

Worlds. The evening went well. The trees are almost a dead issue. We are starting to talk about the road now. You see, there is an extension to the Mount 7 Main already on the plans for timber harvesting. Two representatives from the Forest Service attended the dinner meeting, and they brought maps and plans. The extension will take the road to about the top of the last sustained steep pitches. The time schedule calls for survey and layout next year, 1994, with construction the following year, 1995. This means two-wheel drive access to within about two kilometers of the Lookout. Now it becomes our business. The concept is that the survey, planning and layout work would carry right on from the end of the forestry contract up to the Lookout. The same would apply to construction the following year. We could be talking about \$30,000 per kilometer. For two kilometers, this means some \$60,000. The forest service people are offering complete access to all their information and data. In a meeting with MLA Jim Doyle later on \$60,000 worth of funding for this road through a program called B.C. 21 may not be un-realistic, although this may be on some sort of cost sharing basis. We may have to produce some of our own funds to access B.C. 21 funds.

And speaking of elections, for those of you who wonder just what ever do people do in a place like Golden when you are not flying, this is what I did last Tuesday evening. I went to the federal election "All Candidates Forum" in town here, and at question time got every single one of them to stand up and state in the public meeting that they thought that this sort of initiative of hosting a Women's Worlds Hang-Gliding Championship would most definitely be economically beneficial to the community and that they would support the Organising Committee. Most of them were enthusiastic too. The rest of the evening was boring, especially since I had to wait to the end to get in the personal bit and send them away with one of my cards in their pockets. Mindless rhetoric maybe, but you have to get your foot in the door. What did you do that evening?

So the next move at the site is to clear trees to the South. Launching when the wind is from a Southerly direction is currently somewhere between tricky to forget it. Our performance on the North side put us in a position to apply for the South. A proposal to host a world class event here makes it easier for everyone. Earlier this year I was told that an application on the South side may well not receive a positive response. This has changed. Once again the beaurecratic

process has been more involved than I had hoped, including re-hashing plans and documentation in the middle of the night to keep the wheels turning during the day. Darryl Staples, who has replaced Martin Henry as the President of the HGABC, has been doing a good job of regurgitating documentation appropriately as required. Dealing with the Forest service can be a harrowing experience. On the one hand they will be driving you insane with frustration, while at the same time they will be tripping over themselves in their efforts to really help. At the present time this means that while the fact of cutting and burning trees on the South side appears undisputed and accepted, the exact timing of the operations is a matter of intense, detailed, technical and political negotiation. Last Friday I must have spent all of an hour and a half at work in my office - the rest of the day was consumed by phone discussions, arranging meetings, preparing for meetings, having meetings and debriefing from meetings - all for our tiny patch of South side clearing. Since most of these meetings involved Town and Government officials, those of you who haven't figured out how to avoid paying taxes footed the bill for most of this. The current result of it all is that we should be falling the trees early next spring - which means before most of you are likely to be here -albeit from a smaller area than I had originally applied for. Concurrently with all this, they are about to send a machine up the mountain to fix up the road drainage again, at their expense. Listening to the rain pounding

Peter Bowle-Evans heading south from Golden, BC.

Photo by Peter Bowle-Evans

on the roof to-night, I think they may have left this a wee bit too late.

In the mean time we have completed enlarging the main launch ramp, including staining. Here's a "Thank You" to Evans Products, who gave us real good deal on the 2000 fbm of lumber, and Lyle Johnson for talking them

into it. This company has been good to just about every organisation and group in town at one time or another. The ramp now has another leaf to the North giving the whole ramp almost a 90 degree spread. Here's a "Thank you" to Beret Leftwich who did the staining for us by way of a donation. Beret is a new local hang-glider pilot and is a welder by trade. He took the service truck from his Dad's business up and used its compressor to run his Dad's favourite spray-gun to do the job. This service truck is large and does not have 4-wheel drive, though it does have posi-track. Mostly, Beret can drive. When I was thanking him for all this his comment was, "I launch off that ramp too." We need more pilots like this. When the South side clearing is done the site will have launching over a 180 degree spread, including ground launching to the North between the ramps (available NOW).

Forming our Organising Committee for the Women's World's is not proving easy. The project is pressing ahead anyway. Mark Tulloch is to be Meet Director. A site in Australia apparently has submitted a provisional bid for 1996. It is too early to say what our game plan will be, except that we intend to do it, possibly with a North American meet on the way. Local experience indicates that the latter half of May might be a good time of year. Snowcats and/or the new road extension come into play here. This event involves sponsors, which is where we may get back to Range Rover, who may still like an excuse to fly one of their vehicles up to

the Lookout, with all the accompanying benefits to themselves and us.

We are also considering forming a club in Golden. There is some pressure in the community for us to do so. There is a wish that you, the users of the site and facilities, contribute to the cost of running the site. A club would entail membership fees - yearly, monthly, weekly, etc, according to use, albeit most likely on a voluntary basis. It probably

costs about \$2000 a year to run the site now: the Nicholson landing field is now \$450 a year; the road typically gets about \$1000; advertising & "Thank You" notices \$100 to \$200, room rental for pilots meetings \$100, and garbage disposal, wind socks, ribbon for

.....continued on next page

flagging and streamers easily make up the balance. Now certainly we have not always had to pay for all of these items - the Forestry spent the \$1000 on the road this year, the pilots' meeting room was a donation last year, we have not done 'Thank You'

<u>INCOME</u>	<u>\$\$\$\$</u>
Pilot contributions .....	2,690
Wills Wing donation .....	200
'92 Hang Gliding Nationals .....	250
'93 Para Gliding Nationals .....	265
'92 Hang Gliding Nationals T-Shirts .....	250
Alberta Hang Gliding Association .....	615
Hang Gliding Asso of British Columbia .....	600
HPAC/ACVL .....	300
East Kootenay Regional District	
Economic Opportunity Fund .....	10,000
Mount 7 T-shirt sales .....	180
Loan from Golden Truss .....	500
<b>TOTAL .....</b>	<b>\$15,850</b>

<u>EXPENSES</u>	
North side - Falling & clearing .....	2,310
- Logging .....	1,275
- B.C. Forest Service .....	600
- Debris disposal .....	6,000
<b>Sub-Total .....</b>	<b>\$10,185</b>
Newspaper 'Thank You' notices .....	235
Promotional .....	100
Telephone .....	100
Meeting room rentals .....	135
South side application .....	115
Mount 7 T-shirts .....	2,240
Main ramp extension .....	2,500
Miscellaneous .....	240
<b>Sub-Total .....</b>	<b>\$5,665</b>
<b>TOTAL .....</b>	<b>\$15,850</b>

<u>ASSETS</u>	
Lumber @ Lookout left over from ramp .....	200
Stain (to re-spray the whole main ramp) .....	75
Mount 7 T-shirts .....	3,000
<b>TOTAL .....</b>	<b>\$3,275</b>

**B.C. Forest Service Expenditure**

<b><u>1992</u></b>	
Roadwork	
Site groundwork	
New outhouses .....	12,500
<b><u>1993</u></b>	
Roadwork .....	1,000
<b>TOTAL .....</b>	<b>\$13,500</b>

**SUMMARY**

Golden Flying Site expenditures .....	15,850
BCFS expenditures to date .....	13,500
BCFS expenditures imminent .....	650

<b>GRAND TOTAL EXPENDITURE</b>	
<b>ON MOUNT 7 FLYING SITE</b>	
<b>1991-1993 .....</b>	<b>\$30,000</b>

**WOW!!**

notices yet this year, and so on. But we cannot assume that this will always be the case. After helping us to get things going, we could well be expected to carry our own weight. This is RUNNING and MAINTAINING the site, not developing it. Any feedback on this would be most welcome. I am personally somewhat hesitant since it smacks of a whole bunch more work, and I am already overflowing sometimes ( for instance, it is 1.35 a.m. right now as I key in this article). On the other hand there are probably a whole host of good things a club could provide, from retrieval vehicles to lockable storage at launch, organised weather reports, un-organised beer drinking sessions and so on. Another suggestion is that we sell "Site Use Stickers". What does anybody think about this?

So what has all this cost, and where has the money come from? Refer to the list of expenses and income on the right.

As for other tid-bits - you know the long map that gets put up during competition weeks? - there will be one all the time by next season, most probably in the lounge at Nicki's restaurant. The Nicholson landing field - "Yes" - it does look like it is about to change hands. However, don't worry, I met with the prospective new owners recently, and everything should carry on just as before. As of tonight, 23 October, the deal is not completed. We have awesome T-shirts - see the ad in the Dec '93 newsletter. We need a female hang-glider pilot to fly in May in a bikini with a camera mounted on the wing to generate an irresistible self portrait with the "7" in the background to promote our Women's World's (presumably flying a glider with something like "Desire!" written all over it.)

Peter Bowle-Evans  
23 Oct 1993

**Points to Note**

1. The \$450 collected at the 1992 Nationals pilots meeting is included in 'Pilot Donations'.
2. Anyone who concludes that at this point there is no money in the bank is correct! BUT.....
3. The Mount 7 T-shirts just arrived, and are selling well. So the \$3000 asset is changing daily to income. By the time you read this we should have either money in the bank or another order of T-shirts in the works, which ultimately means more \$.
4. T-shirt sales are to repay the \$500 loan to Golden Truss.
5. I intend to apply for funds from the EOF again next year. I have reason to believe this will be successful again.
6. This is a simplification. It also does not include the value of donated time.
7. Anyone who can do better.....

**STEP RIGHT UP!**



# The Alberta Hang Gliding Association

## Out of Country Cross Country List

Complied by: Vincene Muller

### HANG GLIDING

There were not too many flights to report in 1993. Most were flown in competition with the longest flights being at the World Championships in Bishop, California. With the new format you can see that most of the flights were out & returns or triangle goal flights. J.C. Hauchecorne sent in flights from the US Nationals in Lakeside, Oregon and Mark Tulloch from the Regionals in Carson City, Nevada.

### PARAGLIDING

Sean Dougherty spent a few days towing with the Emperior and Court down in Chelan in the Spring. His 48km tow flight tandem with Audrey Perry was a milestone. His flight that day was the longest flight of the day and it was Audrey's first thermal flight. (Sean used a vox for communications and his reassuring comments to Audrey were enjoyed by the chase crew). Glenn Derouin flew in the New Zealand Nationals in January and had a few good XC flights. The World Championships in Verbier provided the rest of Glenn's flights. Peter MacLaren and Chris Muller attended a World Cup in Avoriaz, France, their longest flights were competition flights using the 'Cat's cradle' task. This competition provided good XC, the longest flight in Verbier was under 60km. Peter and Chris placed higher in the World Cup taking advantage of the better conditions and longer tasks. Peter also placed well in the World Cup in Gstadt, Switzerland, but tasks were shorter than Avoriaz and Verbier.

### GENERAL XC COMMENTS

#### HANG GLIDING

The 1993 Cross Country Season had a good start with 1 + 100 mile flight in April, 7 in May and one in June. Once again Doug Litzenger started the ball rolling with 164km off tow April 25 following by 240km on May 9. The Alberta Championships started off with low cloudbase, cool drizzly weather but due to the tenacity of Jonathan Clarke, pilots set up gliders and flew challenging tasks. Monday, last day of the meet dawned sunny with the promise of much better conditions. As it was the last day of the meet a race to goal was called. Some pilots elected to 'go for the distance' - it turned out to be the right decision. Ken Holman, a Level 111 pilot recorded the longest flight of the day with 136km landing in Saskatchewan. Mario Rocchio and Stewart Midwinter were just over the magic 100 miles. Meanwhile in Quebec, Daniel Ouellet flew 105 miles in May. Early June saw 136 miles by Steve Preboy footlaunched from Camrose. The amazing part of this flight is that Camrose is just over 200' high. Doug Litzenger has had flights over 90 miles but never over the magic 100. Steve said that he was going to land about 1/2 a mile back from launch and go back for another flight but picked up a nice thermal as he made his landing approach.

After such a promising start to the season the rain came to the West and stable conditions to the East. I would like to thank Daniel Ouellet and Normand Michaud for collecting Quebec flights for me. Looking at Normand's list it is the results list of Classement Coupe Yamaska 1993. This was an XC competition

for pilots who had written the HAGAR exam in Quebec. The competition was for flights from Mt. Yamaska.

The Canadian XC Hang Gliding List (available from Muller Hang Gliding) has Doug Litzenger with a 3 flight average of 540.8km in first place followed by Roger Nelson with 413km and Daniel Ouellet with 368km.

### PARAGLIDING

Longest flight of the year in Canada was by Mike Potter of Canmore. Mike flew 75km from Golden (hang gliding launch) to Spur Valley on the last day of the Canadian Nationals (guess he didn't enter, the competitors flew from the paragliding launch to a goal at Harrogate for 44km).

Sean Dougherty & Eric Unterberger shared the 3-Flight average of 144km followed by Willi Muller, 141km. Youngest pilot on the list was 15 year old Keith MacCullough of Calgary who started paragliding in the Spring and had a 21km & 7km flights during the Nationals in Golden at the end of the summer.

Tow flights made the list for the first time. Sean Dougherty and Chris Muller had 62km flights in Alberta but on different days. Sean also had a tandem tow flight of 48km in the US with Audrey Perry.

*(List of Out of Country flights on page ?)*

## WILLS WING DEMO DAYS

April 1-3 1994

at; Easter Meet, Savona, BC

Wills Wing will be sending their demo truck up from California full of Wills Wing gliders to testfly. Interested in trying a new RamAir 154 or 146 or even the SuperSports and Spectrum series? Give your Wills Wing Dealer a call to arrange a testflight during the weekend.

<b>Vancouver</b>	<b>George Borradaile</b>	<b>(604) 574 7121</b>
<b>Lumby</b>	<b>Peter Warnes</b>	<b>(604) 547 2169</b>
<b>Calgary</b>	<b>Willi Muller</b>	<b>(403) 932 6760</b>

On Friday April 1st (no Joke) all pilots are invited to a BBQ at the Savona Campground hosted by the Wills Wing Dealers, George, Peter and Willi.

Even if you are not in the market for a new glider (or even a testflight) come and join us for an evening of burgers, beer and stories.

## Airmail.....

27th Dec. 1993

Dear Barry

I am writing this as an open letter to the Directors and members of the HPAC/ACVL. I have just read Martin Henry's President's Report and the account of the minutes of the HPAC/ACVL AGM as published in the December issue of the National Newsletter. At the end of his report Martin asks the membership to contact the administrator and make your point of view known. Here is mine.

A variation on an old storey; Recently there was a convention of the CIVL, which is the Worlds hang gliding and paragliding body of the FAI. The best hang glider and paraglider writers, thinkers and pilots were invited to submit papers to the assembly, to be presented by the authors and later published. No specific theme was set, but the writers were asked to present papers that related hang gliding and paragliding to some aspect of their nation's concerns and character.

The American presented a paper titled "The economics of Hang Glider Production in the Capitalist Free Market". The Russian's paper was titled "The Role of the Worker in Hang Glider Design Bureaus of the Former Soviet Union". The French paper was titled "Haute Cuisine and its effects on Paraglider Design". The Italian's paper was "Hang Gliding and Passionate Love". The Japanese pilot presented a paper titled "Zen and the Art of Paragliding". The Greek pilot presented a paper titled "Hang Gliding: A Celebration of Life". The Canadians turn came and he presented his paper; "Hang Gliding - A Federal or Provincial Responsibility?".

The point is that we are missing the point.

The problems facing the HPAC/ACVL are a microcosm of the problems facing our country. In both cases we need a strong central organization to keep us all together, because together we are stronger and better off than separately. But there are divisive forces at work. Some people put local, provincial and regional interest ahead of the national interest and the interest of the sport itself.

Aviation in Canada is run federally. We need a strong organization to represent us to the federal government, to give us a healthy insur-

ance program, uniform rating standards and connect us through a national publication. *There is more that hang glider and paraglider pilots have in common in different regions of this country than we have that divides us.*

There will always be a place for provincial representation. The national sailplane organization, the Soaring Association of Canada is a good model to look at. They have a strong national membership, with insurance and a magazine. They also have provincial councils that communicate with the provinces on matters that require it, but the strength of that organization is in the national organization.

We have a choice here - you the members of the HPAC/ACVL must decide whether you want a strong national organization to provide nation wide insurance, magazines and rating standards. Or do we want to let the national organization founder and end up with provincial associations trying to organize their own different insurance policies, printing their own magazines and administering potentially different rating systems.

Can you imagine a country where a pilot from BC won't have a recognized rating in Ontario? Where a pilot from Quebec's insurance isn't acceptable to allow him to fly in Alberta? Can you imagine receiving a magazine that contains no news from outside your own province? Can you imagine a time when, due to the lack of national self regulation and national standards the DOT steps in and requires licences and registration for hang/paragliders, as it does for Ultralight aircraft? Can you imagine a time when the provincial association sponsored insurance programs become so expensive, due to the small numbers of people involved in the individual provinces, that the members all defect to the USHGA for economic reasons? These things are all possible if we don't stand up and support our national organization. We must realize that we have much to lose.

Perhaps it is time for a direct vote of the membership on the future of the organizations that we belong to. Is it time to break up the HPAC/ACVL or is it time to strengthen it and reduce the provincial associations to provincial government liaisons? We can't keep spending all our time arguing this issue. There is so much to do to improve and promote our sport, without wasting any more time fighting about organization. Let us let the membership decide whether we should have a strong national organization or none at all. I'd like to start the process off by counting myself as supporting Martin's initiative for a strong HPAC/ACVL.

Adam Hunt; Alberta.

## News From Argentina

BY STEWART MIDWINTER

As the sun nears its lowest point in the northern hemisphere, here in Argentina we are heading into summer and an active flying and competitions season, starting with the La Rioja hang gliding meet last October, followed by the Iquique paragliding meet in Chile last November, and lastly the Argentine paragliding championship in December. Upcoming are a hang gliding meet in Sapiranga near Porto Alegre, Brazil, and the Paragliding World Cup meet at Governador Valadares, north of Rio de Janeiro.

Larry Tudor showed up in October, bringing with him a half-dozen new Wills Wing Ram-Airs. He competed in the cross-country contest at La Rioja October 13-20th. The site is on a mountain on the edge of the desert, 300 km NW of Córdoba, Argentina's 2nd-largest city, itself 600 km W of Buenos Aires. After five days of competition with 50-70 kilometre tasks, Larry (as he so often has) emerged the winner, with Eric Hempstead, an American living in Chile, coming second and Eduardo Rodas from Tucumán coming third. We hear the provincial governor is proposing the capital's name to "Larry Oja". After the meet, Larry gave x-c seminars in Córdoba, Mendoza and Buenos Aires.

In November there was a paragliding x-c meet in Iquique, Chile, a coastal town in the middle of the desert. Why there? Last November, two Europeans pilots created great excitement by flying about 320 km in ridge & thermal lift along the Pacific coast near Iquique, so this year local pilots created a competition to attempt to repeat the event. However, due to poor organisation and poor weather, record flights were not recorded.

In November, a group of Buenos Aires pilots got together and bought an Italian Polaris trike and promptly set out to commence aerotowing with it, demonstrating the concept at the largest airshow of the region on December 10-11. They also showed off truck-towing with a trailer-mounted winch that features a spring-based tension gauge as well as the usual hydraulic pressure gauge; the former is more accurate, not being subject to variations as the brake heats up during a long tow.

The final session of the national paragliding championship took place December 8-11 at the Cuchicorral site near La Cumbre, 150 km

NW of Córdoba. Earlier parts of the meet had taken place in Mendoza, Tucumán and Bariloche over the course of the year. The meet was well-organised by local flying instructor Carlos Vega and also inexpensive, with the \$100 entry fee buying 4 nights lodging, 4 breakfasts and 4 dinners in addition to meet entry and retrieves. Strong thermals and strong wind were characteristic of the meet, with a downwind race 30 km to La Falda and an open-distance task being called in the 2 valid days. The winner was Luis from Bariloche, with Tato Vargas from Mendoza second and Flavio Pinheiro from Sapiranga, Brazil placing third. Other nationalities competing included Chile, Germany, Switzerland and of course Canada. I enjoyed my first cross-country on the Apco Astra and my first major asymmetric closure and spin while taking pictures from up high! A final note, the awards ceremony was held in the century-old Eden Hotel, once well-known to Europeans and graced by the Nazi eagle on its rooftop until after the war; even today the 2nd captain of the Graf Spee lives in La Falda.

The day after the meet naturally provided the best flying, with over a dozen paraglider pilots floating around in the evening glass-off, including a 72-year pilot from Córdoba making his first high flight and a 57-year old making his first soaring flight.

The week before Christmas the BA group was out truck-towing again. The smooth evening air suddenly mutated into strong and rough for El Ruso, as a cloudless cold front arrived while he was on tow. Winds peaked at over 80 km/h at 600m AGL, and even flying a Ram Air he couldn't reach the airfield he started from. However, he did set a record of sorts, making Argentina's first reverse cross-country flight, 2 km long.

Starting January 15th there will be the annual week-long hang gliding meet at Santiago, Chile. This year the meet will be a low-key affair, with no international advertising as in past years.

Coming up later in the season is the Paragliding World Cup set to happen at Governador Valadares in Minas Gerais state, Brazil, an 8-hour drive north of Rio and the site of the 1991 hang gliding world championship. It is a perfect paragliding site, and a very pleasant place to spend a week or two.

The last hang gliding meet of the season will take place at Cuchicorral during the week leading up to Easter. This is also a sort of national fly-in or festival, with many pilots coming every year to enjoy the last of the warm summer weather. Cuchicorral is a 400m-high ramp-launch site overlooking a desert valley

10 km in front of a 600-1000m high range of hills that is more than 100 km long. The launch is excellent for hang gliders but not yet very good for paragliders, as pilots must inflate on flat ground in nil wind then run toward the often windy edge. However, due to the location and orientation of the site, it is flyable all year round.

The next competition season begins again next September with a meet in Tucumán, then the La Rioja x-c meet again in October. Come on down and join the fun!

The final chapter of this story is about Ralph Striewski, a German hang glider pilot on the team at the Owens Worlds. This poor guy has to eke out a living flying large passenger liners for Lufthansa, and gets only 3 months per year holiday. The last six years he has been relegated to travelling around South America during the northern winter, flying hang gliders in those moments when he's not at the beach or paragliding with his new wife Marta. If anyone would like to send a sympathy card, I can provide you an address!

## Press Release

### New Flying Software

Stewart Midwinter announces the release of two new flying software products, **XC-Calc** and **FAI-Code**, both available immediately.

**XC-Calc** is a program to help cross-country pilots plan their flights and calculate distances through great-circle-distance methods, particularly for record applications. Open-distance, out-return, dogleg or triangle flights can be entered, their distances calculated and their details viewed on-screen or printed out. Flight courses can be plotted on-screen or printed to dot-matrix or HP-compatible laser printers. **XC-Calc** will warn the user if his flight course does not meet FAI specs. And **XC-Calc** operates in four languages: English, French, Spanish and German.

**FAI-Code** is a hypertext version of the **FAI Sporting Code** for hang gliders and paragliders, incorporating both Section 7 and the General Section, all extensively interlinked to allow the user to avoid making an interpretation error that could invalidate a record attempt. An extensive index allows quick access to any term, idea or definition contained in the sporting code. **FAI-Code** also lists the latest records in all categories.

Both products are available on a 3.5" disk for \$15 from; (mailing address:)

**Stewart Midwinter,**  
444-23 Ave NW, Calgary, Alberta, Canada, T2M 1S4,  
telephone (54)-1-865-8730 (Buenos Aires, Argentina),

or

**Vincene Muller, HPAC/ACVL Records & Statistics**  
RR #2, Cochrane, Alberta, T0L 0W0  
Phone/fax (403) 932 6760

Both are available with a money-back guarantee.

# Safer Step Towing

BY MARTIN HENRY

In November of 1993 I had the opportunity to visit the manufacture of a stationary towing system in the Netherlands. Having built several payout winches I was interested in investigating the viability of a stationary winch system for teaching and general club use. Evert Wesselman, builder of the (of course) Wesselman Winch, was more than eager to demonstrate the benefits of his winches.

While learning all about the Wesselman Winch and participating in a few demonstration tows I had the chance to really evaluate the pros and cons of step towing.

The basic principles of step towing are; a conventional stationary winch that can, after an initial tow, release the towline forces (to less than 20 kg towline tension) and allow the pilot

with the towline remaining attached, to make a gradual turn away from the winch and begin pulling line back off the drum. The Pilot will continue pulling line off the system until enough line has been established to initiate a second tow. At this point the pilot initiates a gradual turn back toward the winch and the operator at the appropriate moment gradually applies tow pressures to re establish a normal tow or the second "step". This process is repeated as many times as the system is capable of performing. In theory, and with a good operator and in the right area of operations (enough room, airspace, and clearance) towing as high as 10,000 feet or more is possible!

My experience with the Wesselman system was excellent. I foot launched in a 10 mph wind (I used training wheels on this flight and consider them necessary for all foot launch towing). I had a strong smooth tow to 1400 feet followed by a second step up to 2600 feet.

With several step towing systems being used in Canada I would like to relate a few small safety features being used on the systems in Europe that substantially increases safety margins during the step tow procedure.

There are two critical situations that are

unique to, and occur during a step tow procedure. First, turning the glider while on tow and secondly pulling line off the stationary winch.

## Turning on Tow:

Turning the glider while remaining attached to the towline increases the risk of the glider coming in contact with the towline. At least two incidents occurred in 1993 where a glider



contacted the towline during the turn back toward the winch. Both these incidents resulted in a total loss of control for the pilots involved. The reason this problem exists is shown in the figure a:

If a pilot were to over bank or turn too quickly there is a strong potential to "snag" the wing tip on the towline.

Further aggravating this situation are parachutes that create too much drag. In some cases the parachute actually lifts the line up and increases the risk of accidental towline contact. Stationary winches should use a smaller version of drag chutes used in modern drag racing. These square chutes (not the parafoil type) have a square apex with four shroud/panels attached to the square apex. This type of chute installed on the line catches less air (in the closed position) than a conventional round canopy.\*

Another safety precaution that operators should take to reduce the potential of contacting the towline during a down wind leg of the step, is add a small amount of weight (1 to 2 kg) to the towline 1 to 1.5 meters below the parachute. The simplest way of attaching this weight is to fill a short length (long enough to create the desired weight) of tubular nylon webbing with coarse sand and sew loops in the tube at each end then tie the tow line at each end of the finished weight (see figure b:).

As you can see, a small amount of weight has a substantial effect on the clearance between the glider and the towline.

In addition to the weight, operators should practice very cautious application of towline tension, making sure that the glider has completed its turn back into the tow position. Applying pressure before that moment substantially reduces glider/towline clearance and jeopardizes pilot control.

The Wesselmann Winch which is manufactured in the Netherlands. Note the two sets of controls, one for each of the two winches, fore and aft of the trailer.

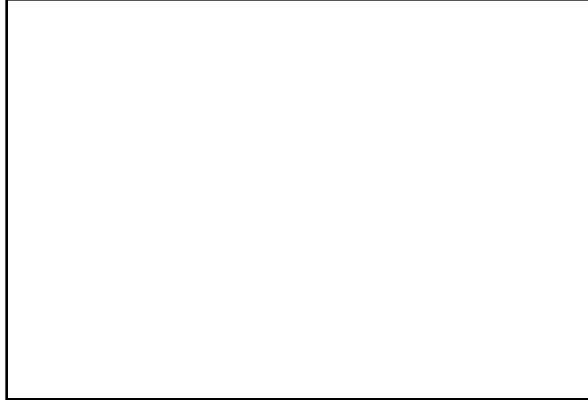
**Pulling the Towline:**

The second problem unique to step towing is occasional "events" that occur while pulling line from the winch during the down wind leg.

The events I refer to are usually the result of the towline becoming tangled during the payout. The resulting "lock up" comes usually as quite a shock to the unsuspecting pilot who suddenly finds themselves being pulled aft, then ending up in a radical stall. At this point either the weak link goes or the towline releases, either way the glider will usually suffer a radical stall, a few choice words and thank you very much for certified gliders.

This same situation can occur if the operator accidentally makes a brake application or puts the winch into drive. In this situation the operator can minimize the effect by getting the system back into a release mode letting the line payout.

The problems related to payout are inherent with step towing. To eliminate the problem operators must take extra care to assure the towline is "loaded" properly (preventing any knotting and or binding of the towline) and that accidental breaking and or drive situations are carefully avoided.



From the pilots point of view, extra care during the down wind stage of the step tow

should be taken to monitor for sudden line tension increases. Careful two way communications between the operator and the pilot is a good way of warning of impending problems. Any sign of unusual or unnecessary increases in the line tension should be followed by an immediate release (after all there is no point in hanging around waiting to find out just how bad things are going to get). A good rule of thumb....any sign of trouble release!

Step towing like any towing requires an operations plan. The use of check lists, and pre-flight planning procedures minimizes the risk and improves the results. Anyone considering this type of towing should contact the experts and get some experience before going out and buying our building a system.

\*(Contact:

*Wesselman Winches,  
Kanaaldijk zuid 35,  
7671EG Vriezenveen, Netherlands  
phone: 31-0-5499-65816*

*for information on a excellent towline recovery chute for stationary winches).*

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# FAI WORLD RECORDS

BY: VINCENE MULLER  
HPAC/ACVL RECORDS & STATISTICS

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. A list is sent of 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 file a "Pending" claim also.*

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.)

## WORLD RECORDS

(Records with a "PENDING" application are in brackets.)

### HANG GLIDERS

<u>GENERAL OPEN DISTANCE</u>		<u>(CANADIAN)</u>
<u>DISTANCE IN A STRAIGHT LINE</u>	488.19KM	332.8KM
DISTANCE VIA A SINGLE TURNPOINT(DOGLEG)	412.56KM	154.19KM
DISTANCE OVER A TRIANGULAR COURSE	196.07KM	25.23KM
DISTANCE TO A GOAL	488.19KM	172.17KM
OUT & RETURN DISTANCE TO A GOAL	310.30KM	215.18KM
GAIN OF HEIGHT - ALTITUDE GAIN	4,343.40M	3,330.0M
SPEED OVER AN OUT & RETURN 100KM COURSE	35.90KM/H	34.468KM/H
SPEED OVER AN OUT & RETURN 200KM COURSE	35.8KM/H	35.8KM/H*
SPEED OVER A 25KM TRIANGULAR COURSE	42.62KM/H	15.828KM/H
SPEED OVER A 50KM TRIANGULAR COURSE	38.462 KM/H	
SPEED OVER A 100KM		
<u>TRIANGULAR COURSE</u>		
SPEED OVER A 150KM TRIANGULAR COURSE	26.31KM/H	
DURATION	7HRS.50MINS	
<u>FEMALE</u>		
DISTANCE IN A STRAIGHT LINE	335.76KM	
DISTANCE VIA A SINGLE TURNPOINT-DOGLEG	292.06KM	
DISTANCE OVER A TRIANGULAR COURSE	114.107KM	
DISTANCE TO A GOAL	172.27KM	
OUT & RETURN DISTANCE TO A GOAL	131.96KM	
GAIN OF ALTITUDE	3,970.0M	1894.0M
SPEED OVER A 25KM TRIANGULAR COURSE	26.00KM/H	
SPEED OVER A 50KM TRIANGULAR COURSE	21.02KM/H	
SPEED OVER AN OUT & RETURN 100KM COURSE	24.2KM/H	
TANDEM OPEN DISTANCE	165.0KM	
GAIN OF HEIGHT - ALTITUDE GAIN	3,352.00M	1,546.0M
OUT & RETURN DISTANCE TO A GOAL	131.96KM	

### CANADIAN OUT OF COUNTRY RECORDS

<u>OPEN DISTANCE</u>		
DISTANCE IN A STRAIGHT LINE	148.6KM	100KM
SPEED TO A GOAL & RETURN	22.5KM/H	
GAIN OF HEIGHT - ALTITUDE GAIN	2,952.0M	
DISTANCE TO A GOAL	73.33KM	
<u>FEMININE</u>		
DISTANCE IN A STRAIGHT LINE	148.6KM	
GAIN OF HEIGHT-ALTITUDE GAIN	2,952.0M	
DISTANCE TO A GOAL	73.33KM	

### PARAGLIDERS

<u>WORLD RECORDS</u>		<u>(CANADIAN)</u>
<u>GENERAL OPEN DISTANCE</u>		
DISTANCE IN A STRAIGHT LINE	283.85KM	146.22KM
OUT & RETURN DISTANCE TO A GOAL	134.86KM	
DISTANCE TO A GOAL	182.50KM	146.22KM
OPEN DISTANCE VIA A SINGLE TURNPOINT(DOGLEG)	252.00KM	109.32KM
GAIN OF HEIGHT - ALTITUDE GAIN	4,526.00M	2,300.00M
SPEED OVER A 25KM TRIANGULAR COURSE	(pending 16.13km/h 04/20/93)	
SPEED AROUND A 100KM TRIANGULAR COURSE	(pending 36.488km/h 01/10/92)	
DISTANCE OVER A TRIANGULAR COURSE	(pending 89km 05/17/93)	
SPEED OVER A 100KM OUT & RETURN COURSE	(pending 22.42km/h 06/06/93)	
DURATION (note that this record can no longer be applied for)	11hrs.23mins	
<u>TANDEM OPEN DISTANCE</u>		
DISTANCE IN A STRAIGHT LINE	(pending 114km 28/11/92)	
	(pending 183.7km 12/28/92)	
<u>FEMININE</u>		
OPEN DISTANCE-DISTANCE IN A STRAIGHT LINE	128.50KM	
OPEN DISTANCE WITH A SINGLE TURNPOINT (DOGLEG)	129.10KM	
GAIN OF HEIGHT-ALTITUDE GAIN	2,971.00M	
<u>CANADIAN OUT OF COUNTRY RECORDS</u>		
OPEN DISTANCE		73.74KM
OPEN DISTANCE VIA A SINGLE TURNPOINT (DOGLEG)		96.21KM
GAIN OF HEIGHT-ALTITUDE GAIN		3,672.0KM

(\*also a world record)

# Lets Get Ready

## A Pre-Season Check-Over

By MARK TULLOCH

Spring is just around the corner and now is the time for a little preparation for the upcoming flying season. Pilots are well known for fudging a little on the maintenance schedules for their equipment. So right after you finish reading this entire issue cover to cover, make some time to do a little more reading that will help you have your best flying season yet in 1994.

Your recommended reading list is as follows:

**All Pilots;**

- Your glider manual
- Your batten chart
- Your parachute packing manual
- Your Log book

**Paraglider Pilots;**

- Paragliding Flight by Dennis Pagen

**Level I and II Pilots;**

- Hang Gliding for Beginner Pilots by Pete Cheney

**Level III and IV Pilots;**

- Performance flying by Dennis Pagen

**Hang Glider Pilots.**

Starting with your glider manual carefully read through the maintenance section. When were you supposed to do a sail off inspection? When were you supposed to replace the wires? Carefully check for nuts and screws that have backed off. How many safety rings or pins are missing? Replace them and add a string so they do not get lost again. Follow the guidelines the manufacturer set out.

**Paraglider Pilots.**

Re-read your manual, especially about canopy care. Check every inch of every line visually. Measure them as instructed in the manual. Replace all stretched and damaged lines. Patch any nicks or tears in your canopy. Check the lines on your accelerator system for excess wear at the pulleys. Do not forget to shake out each cell of any leaves, dirt or other objects that may have found their way in.

Battens should be re-worked to conform as close as possible to the curves on the chart. After truing the batten, compare it to the same batten from the other side.

If you are uncomfortable packing your own reserve parachute, take it to your nearest dealer and have it done. Your parachute manual will direct you to this every 90-120 days. Open your canopy and hang it in a dark

room for several days before packing it. This will allow the creases and wrinkles to fall out and air out the fabric. If you have a canopy produced before 1985, have it inspected. It may need a new deployment bag or bridle. Consider having a para-swivel installed.

While your parachute is out of your harness, now is a great time to full inspect your harness. All stitch lines should be checked. Visually inspect each strap. The carabiners should be steel, not aluminum. Aluminum carabiners can stress fracture. This damage is not always visible to the naked eye. Velcro hooks should have all loose threads and dirt cleaned out so it cleanly grabs the pile. The harness can be washed in the bathtub with warm water and a soft brush. Avoid using soap unless required and then only use a soft soap like dish detergent. Rinse well and allow to air dry but not too close to a direct heat source.

While you are in the washing mode now would be a good time to put your harness bag, glider bag and batten bag in the washing machine. Set on warm or cold, gentle cycle. Do not use detergent. Hang to air dry. Never put in the dryer. Most bags have a coating which will delaminate if put in a dryer.

Zipper silicone (or most silicone sprays) will not only make your zippers slide better but will prolong the zipper life. Use on zippers on your glider bag and harness.

Pull out your log book and review, at a minimum, last years flights. The best learning tool we have is our own experience. Relive those flights and remember any mistakes you made. How will you handle the same situation this year? How can you improve? What do you want to improve on this year?

Pull out your best flying reference book and re-read it. Better yet, buy one of the latest books and see what new and informative ideas are out there.

Now go ahead and read the rest of this newsletter but come on back when you are done. Get your manuals and books together and set aside some time to prepare both your equipment and yourself for the new flying season.

Mark Tulloch, BC