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THE OFFICIAL PUBLICATION OF THE HANG GLIDING AND PARAGLIDING ASSOCIATION OF CANADA

VOLUME 9 ISSUE 3



HPAC/ACVL Certified Schools and Instructors

HPAC/ACVL Certified Instructors as of Friday 8th September, 1995

Name	City	Prov	Tel - Res	HG Status	PG Status
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John Janssen	Calgary	Alta	(403) 286 9257	HG: Sr Inst	
Dean Leinweber	Calgary	Alta	(403) 244 3724		PG: Inst
Rick Miller	Edmonton	Alta	(403) 461 3592	HG: Sr. Inst; Tandem	
Willi Muller	Cochrane	Alta	(403) 932 2759	HG: Sr. Inst	PG: Sr Inst
Chris Muller	Cochrane	Alta	(403) 932 2759	HG: Inst	PG: Inst
*Richard Ouellet	Calgary	Alta	(403) 247 2861		PG: Inst
Jeff Runciman	Calgary	Alta	(403) 293 9027	HG: Inst	
Georges Thibault	Edmonton	Alta	(403) 457 2507	HG: Inst	
Claude Fiset	St-Ferreal-des-Nei	Que	(418) 826 0882		PG: Inst
Rene Marion	Beaupré	Que	(418) 827 5735		PG: Inst
Richard Noel	St-Augustin	Que	(418) 527 0604		PG: Inst; Tandem I
Philippe Thibodeau	St-Germain	Que	(819) 395 5276	HG: Sr. Inst; Tandem	
Kevin Ault	Cultus Lake	BC	(604) 858 8837		PG: Inst
Barry Bateman	Langley	BC	(604) 888 5658	HG: Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		PG: Sr Inst; Tandem II
Maxim de Jong	Sardis	BC	(604) 858 2300		PG: Sr Inst; Tandem II
Max Fandler	Fairmont Hot Springs	BC	(604) 345 6278		PG: Inst
Armin Frei	Vancouver	BC	(604) 224 5493		PG: Inst
Russell Fretenburg	North Van	BC	(604) 988 1111		PG: Inst; Tandem
Andrea Gagel	Vancouver	BC	(604) 732 4418		PG: Inst
Don Glass	Kelowna	BC	(604) 765 6919	HG: Inst	
Peter Graf	Vancouver	BC	(604) 732 0045		PG: Inst
Mike Harrington	Burnaby	BC	(604) 294 1394	HG: Inst	
Rick Hunt	Peachland	BC	(604) 767 6717	HG: Inst	
Steve Levitt	Penticton	BC	(604) 492 6101		PG: Inst
Cameron MacKenzie	Nth. Vancouver	BC	(604) 980 7479		PG: Inst; Tandem II
Peter MacLaren	Nth Vancouver	BC	(604) 980 3962		PG: Inst; Tandem I
Joris Moschard	Whistler	BC	(604) 932 8750		PG: Sr. Inst; Tandem II
Janet Moschard	Whistler	BC	(604) 932 8750		PG: Sr. Inst
Bob Newbrook	Langley	BC		HG: Inst; Tandem 1	
Scott Nicholson	Nth Vancouver	BC	(604) 986 3708		PG: Inst; Tandem 1
Eric Oddy	Golden	BC	(604) 344 5653		PG: Inst; Tandem I
David Palmer	Victoria	BC	(604) 385 2970	HG: Inst; Tandem I	
Randy Pankew	Chilliwack	BC	(604) 793 3106	HG: Inst	
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		PG: Inst; Tandem
Mark Tulloch	Victoria	BC	(604) 658 0119	HG: Sr. Inst; Tandem	
Brent Vollweiter	Kamloops	BC	(604) 376 7093	HG: Inst	
Peter Warnes	Lumby	BC	(604) 547 2169	HG: Inst	
Peter Watson	Kelowna	BC	(604) 765 6919	HG: Inst	
Rick Robinson	Halifax	NS	(902) 457 4963		PG: Inst
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Barry Morwick	Winnipeg	Man	(204) 254 4056	HG: Inst; Tandem II	
Jacek Chodanowski	Claremont	Ont			PG: Inst
Rocklyn Copithorn	Stouffville	Ont		HG: Inst	
Karl Dinzi	Etobicoke	Ont	(416) 621 2280	HG: Inst	
Chris England	Mississauga	Ont	(416) 607 8032		PG: Inst
Michael Gates	Downsview	Ont	(416) 636 1696	HG: Inst	
Ray Jarvis	Mississauga	Ont		HG: Inst; Tandem	
Michael Robertson	Claremont	Ont	(905) 294 2536	HG: Sr. Inst; Tandem	
Kevin Thomson	Kitchener	Ont	(519) 742 5744	HG: Sr Inst	
Gary Ticknor	Kitchener	Ont		HG: Inst	

Certified HPAC/ACVL Instructors are those who's Certification is valid and are current members of the HPAC/ACVL

HPAC/ACVL Certified Hang Gliding and Paragliding Schools As of Friday 8th September, 1995

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P.O. Box 2662	Canmore	Alta	T0L 0M0	(403) 678 4973
Aerial Sensations Paragliding	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams Hang Gliding	Yes	No	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
First Flight Paragliding	No	Yes	Cameron MacKenzie		Nth Vancouver	BC	V7R4X1	(604) 988 1111
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave	Langley	BC	V1M 2A5	(604) 888 5658
Get High Paragliding	No	Yes	Armin Frei	116011 - 14th Avenue	South Surrey	BC	V4B1G9	(604) 535 8304
Mescalito Adventure Co	No	Yes	Maxim de Jong	50639, O'Bryne Road	Chilliwack	BC	V2R1B4	(604) 858 2300
Mount Seven Paragliding Inc	No	Yes	Eric Oddy	P.O. Box 2483	Golden	BC	V0A 1H0	(604) 344 5653
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Valley Wings Hang Gliding Inc	Yes	No	Randy Pankew	P.O. Box 2003, Sardis Stn Main	Chilliwack	BC	V2R1A5	(604) 793 3106
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
Grand Valley Hang Gliding Inc	Yes	No	Kevin Thomson	30, Thistledown Drive	Kitchener	Ont	N2E3C3	(519) 742 5744
High Perspective	Yes	No	Michael Robertson		Claremont	Ont	L1Y1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	#167 - 3349, Mississauga Road	Mississauga	Ont	L5L 1J7	(905) 607 8032
Skysailing Ontario Flight	Yes	No	Karl Dinzi	23, Deancourt Road	Etobicoke	Ont	M9B3K8	(416) 626 2227
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	C.P. 763	St Germain	Que	S0C1K0	(819) 395 5276
Survul	No	Yes	Claude Fiset	77, Notre Dame	St Ferreal les	Que	J0A 3R0	(418) 826 0882

(An HPAC/ACVL Certified school is one that carries current HPAC/ACVL school insurance and only uses HPAC/ACVL certified Instructors.)

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Association Canadienne de Vol Libre**

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PROVINCIAL ASSOCIATIONS

**British Columbia Hang Gliding
and Paragliding Association**
2274, Trafalgar Street (bsmt), Vancouver,
British Columbia V6K 3S9

Alberta Hang Gliding Association
Box 2011, Stn M, Calgary,
Alberta, T0E 0M0

Saskatchewan Hang Gliding Association
303 Main Street South, Moose Jaw,
Saskatchewan S6H 4V8

Manitoba Hang Gliding Association
200, Main Street, Winnipeg,
Manitoba R3C 4M2

Ontario Hang Gliding and Paragliding Association
1185, Eglinton Avenue East, North York
Ontario M3C 3C6

L' Association Quèbécoise De Vol Libre
4545 Pierre de Coubertin, C.P. 1000, Succ. M,
Montréal, Quebec H1V 3R2

Hang Gliding Association of Newfoundland
16, Woodbine Ave, Corner Brook
Newfoundland A2H 3N8

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 it's 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, B.C. V1M 2A5. (604) 882 5090

Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior



HPAC/ACVL

President's Report

The AGM has been scheduled for November 4th and 5th in Toronto, and your representatives will soon be preparing to make a whole host of new motions which will affect the way your association operates next year and perhaps for years to come. So, if there are issues that you feel should be addressed at the AGM, now would be a good time to get on the phone to your provincial executives. We're asking them to fax Barry with agenda items for discussion at the AGM or you may wish to voice your concerns by sending a fax directly to Barry at 604 882 5090.

It's not cheap! The cost of getting the executive together once a year is about \$5000. As a matter of policy, the HPAC/ACVL pays the cost of travel for one representative from each province as well as the costs for the HPAC/ACVL executive members. We should all be looking for the cheap seats right now. The good news is, we've done well with our finances this year in spite of our earlier decision to reduce the fees to the member provinces. Increased memberships as well as foreign, site and school insurance sales have contributed to a healthy bottom line.

We still have some expense items such as this newsletter which have to be accounted for prior to the finalizing the financial statements but its a certainty we'll be around for another year at least.

Another thing to be thinking about is a bid for the 1996 Nationals. It would be nice to find ourselves entertaining more than one bid at this year's AGM. Talk it up with the pilots in your area and don't let lack of experience dissuade you, we've got plenty of expertise to go around.

That leads me to another thought. I've been running the Golden Meet for 7 years now, and I think I'm about ready to call it quits. Golden can be a glorious place to fly, second to none really. Unfortunately, its practically in the middle of a rainforest, so the chances of getting good flying weather are about 50/50. In fact, the history of the meet shows that we've had just under 50% flyable days. Additionally, it became fairly evident this year that the pilot population is getting older and (this is frightening) more responsible. Although we had a reasonable turn out for the meet, the group of pilots who signed up were completely different from the pilots who attended the Nationals in Lumby.

My guess is that most of us can only justify one week long flying vacation. This meant choosing, because we simply couldn't go to Lumby and to Golden. Don't get me wrong, I'll still be spending a lot of my flying days at Golden, but I'll be watching the weather and picking my spots. I may still run the Nats at Golden from time to time, particularly in those years when no one else bids for them. So, here's another alternative. Earlier this year, three of us (Kevin, Roger and myself) took a trip out to Kindersley, Saskatchewan with the intention of trying for some Canadian records. Somehow, Kevin got both Danielle and brother Greg to come along, so we had 2 tow rigs and 2 drivers for three pilots. Well, it turned out to be a week of easterly winds, so we didn't set any records, but we did fly every day including some 100 km days, on a week when it absolutely poured in Calgary all week long. But then Kindersley only gets 9 inches of rain all year. Now,

at last count there were 15 tow rigs in Alberta. So, here's the thought, it may be time for a flatland nationals. Of course, someone would have to send in a bid. Rick? Mike?

And finally, I was reminded (due to a letter to the editor from Glen Derouin) that Paragliding is not being well represented on the Board of Directors mainly because the association continues to be dominated by the hang gliding pilots. Also, the paragliding committee was dissolved at the last AGM in a move to integrate the ratings, instruction, etc. requirements with the existing committee system. However, the current position of hang gliding dominance will begin to change as the numbers of paragliding enthusiasts continues to grow, much like the phenomenon we've witnessed in Europe. In the mean time, perhaps we need a mechanism to bridge the developmental period, so that paragliding gets able representation at the BoD meetings. I would encourage you to make your feelings known to your provincial executive. One possible solution is the appointment of a paragliding rep from each province to attend the AGM. For now, both the new paragliding ratings and updated instruction standards have been published in the newsletter, so if you feel that they still need modifications, please send proposed amendments to your provincial reps or fax directly to Barry to be included on the agenda.

I know it's been a little wet in the west but enjoy the rest of the '95 flying season and ...Hang in there,

Ron Bennett, HPAC President

INSTRUCTORS STANDARDS

With each issue of the newsletter, Barry provides an updated list of Certified Instructors and schools. You may have sensed a note of frustration in his article on this subject in the last issue of AIR.

Just as a way of clarifying some of the finer points on the Instructor Certification program, we have decided to print the Structure, Criteria, and Evaluation documents, updated at the last AGM (These are shown on page 3 and 4.Ed). You will note that the structure of the program and the evaluation guide for new certifications is the same for both hang gliding and paragliding. Only the criteria for certification is different.

The Evaluation Guide has been modelled after the Flight Test Guide (TP 5537E) issued by Transport Canada with the hope of bringing us closer to the standards followed in the rest of the aviation community. Still, we rely on our Senior Instructors to make sure that each candidate meets all the criteria for certification before we turn them loose on the public.

Overall, our record has been very good and each year our programs gain credibility such that Hang Gliding and Paragliding find greater recognition as acceptable forms of sport aviation.

HPAC/ACVLDirectors Reports & Updates

FAI WORLD RECORDS

New World Records Approved

Hang Gliding

Tandem

Distance via a single turnpoint 141.1km

Tomas Suchanek, Czech Republic pilot/

Corinna Swiegershausen, Germany passenger

Glider: Moyes Xtralite 164T.

Site: Hillston, NSW, Australia, Aerotow

Date: December 9, 1994

Paragliding

General

Straight Distance to a Declared Goal

220.7km

Marko Novak, Slovenia

Glider Condor Tornado C

Kuruman Airfield South Africa

December 13, 1994

(this record has been superseded by Alex Louw)

Straight Distance to a Declared Goal

250.2km

Alex Louw, South Africa

Glider Apco Xtra 30

Kuruman Airfield South Africa

December 18, 1994

Speed around a 25km triangular course

19.22km/h

Gerard Florit, France

Glider Advance Omega 3-26

May 10, 1995

Tandem

Speed around a 25km triangular course

19.42km/hr

Gerard Florit, France passenger Isabelle

Sigwalt, France

Glider UP Pick-UP L

Site Revard, France

July 30, 1995

1996 USHGA CALENDERS

\$15.00 + 7% GST (+ postage \$3.00)

Available from:

Muller Hang Gliding Ltd

Big Hill Road, Box 2, Site 13, RR #2

Cochrane, Alberta, T0L 0W0

ph/fax (403) 932 6760

Visa and mastercard accepted

World Record Applications

Hang Gliding

General

Speed around 150km Triangle Course

30.77km/h (current record 26.31 km/h)

Martin Henry

Wills Wing HP AT 158

Mansfield, Washington (Tow launch)

July 15, 1995

Feminine

Speed around 100km Triangle Course

23.968km/h

Mia Schokker

Enterprise Wings Desire 141

Mansfield, Washington (Tow launch)

July 15, 1995

Report submitted by: Vincene Muller;

HPAC/ACVL Records Committee

HAGAR EXAMS

Transport Canada has recently increased its fees to write the HAGAR exam. There is now a \$35 fee for anybody wishing to write the exam.

HPAC/ACVL INSTRUCTOR CERTIFICATION COURSE

HANG GLIDING & PARAGLIDING

(Sponsored by the Alberta Hang Gliding Association)

Dates: November 11, 12, & 13, 1995
Place: Cochrane Flying Site, Cochrane, Alberta
Cost: \$200
Requirements: (See "Criteria for Certification on page 6 of this issue) or a list of requirements is available from;
HPAC/ACVL Administrator, Barry Bateman
HPAC/ACVL Instructor Certification Chairman, Ron Bennett

For further information on the course, please contact:

Willi Muller, Senior Instructor
Box2, Site 13, RR #2
Cochrane, Alberta, T0L 0W0
ph/fax (403) 932 6760

1995 CROSS COUNTRY FLIGHTS

If you would like all your flights to be on the Cross Country List, please send the following information to:

Muller Hang Gliding Ltd
Big Hill Road, Box 2, Site 13, RR #2
Cochrane, Alberta, T0L 0W0
ph/fax (403) 932 6760
email:mullerhg@cadvision.com

Name

Province

Sex of pilot

Glider

Hang Gliding or Paragliding

Solo or Tandem

Month of flight

Site of launch

Distance in Km or miles (Will be converted to km by 1.6)

Flights on the Canadian List must be launched from a site in Canada (doesn't matter about the landing). Other flights will go on the "Out of Canada" list. Rating will be the best three flights, Total of best three flights and Total flights (including flights originating outside of Canada)

HPAC/ACVLDirectors Reports & Updates

HPAC INSTRUCTION STANDARDS

CRITERIA FOR CERTIFICATION HANG GLIDING & PARAGLIDING

APPRENTICE INSTRUCTOR

- be a member of the HPAC/ACVL
- have an HPAC/ACVL Novice rating

INSTRUCTOR

- be a member of the HPAC/ACVL
- be 18 years of age
- have an HPAC/ACVL Intermediate rating and 25 hours of flight time
- have passed the Transport Canada HAGAR examination
- have a current First Aid Certificate
- assist for a minimum of 25 hours as an apprentice
- successfully complete an Instructor Certification Seminar
- have the recommendation of a Senior Instructor

TANDEM I ENDORSEMENT

- be a member of the HPAC/ACVL
- have a HPAC/ACVL Advanced rating
- have a minimum of 50 hours paragliding/100 hours hang gliding
- at least 50 flights in the last 12 months
- successfully complete a Tandem I Seminar
- have the recommendation of a Tandem II Instructor

TANDEM II ENDORSEMENT

- be a member of the HPAC/ACVL
- have at least 100 tandem flights as Pilot-in-Command
- assist in conducting a Tandem I Seminar
- submit supporting documentation to the Instruction Standards Committee for validation of endorsement by the HPAC Board of Directors

SENIOR INSTRUCTOR

- be a member of the HPAC/ACVL
- have an HPAC/ACVL advanced rating and 100 hours of flight time
- have had Instructor Certification for at least 3 years
- have taught at least 100 students
- assist a Senior Instructor in conducting an Instructor Certification Seminar
- submit supporting documentation to the Instruction Standards Committee for validation of rating by the HPAC Board of Directors

INSTRUCTOR EVALUATION GUIDE

KNOWLEDGE

- Consider the candidate's ability to answer students' questions and assess his/her knowledge of:
 - equipment design
 - aerodynamics
 - meteorology
 - airspace regulations
 - historical development of the sport
 - learning theory
 - risk management

FLIGHT PROFICIENCY

- Consider whether or not the candidate's flight proficiency provides an appropriate example for students to emulate and make an assessment of:
 - demonstrated ability to perform flight manoeuvres
 - pilot decision making skills
 - general airmanship
 - historical flying practices and safety considerations

CONDITIONS OF CERTIFICATION

In order to maintain HPAC certification an Instructor must adhere to the following provisions:

- be a member of the HPAC/ACVL
- maintain a valid First Aid Certificate
- report any accidents to the HPAC Safety Committee
- report annually to the HPAC Instruction Standards Committee the number of students taught
- attend an HPAC Instructor Certification Seminar once every three years
- sell only safe gliders to properly trained individuals
- ensure students use helmets at all times (plus safety wheels for hang gliding)
- additionally, use certified gliders and reserve parachutes for higher flights

TANDEM INSTRUCTORS

- log at least 50 flights including 10 tandems annually
- use a suitable glider and reserve parachute (plus safety wheels for hang gliders)
- use only the launch method for which an endorsement has been obtained
- use tandem flights only for instructional purposes

INSTRUCTIONAL TECHNIQUES

- Consider the candidate's preparation and presentation of ground school instruction and make an assessment of his/her ability to:
 - identify the main teaching points
 - start new material at the student's level of understanding
 - present material in stages
 - involve the students in the lesson
 - use effective questioning techniques
 - use visual aids as appropriate
 - confirm student learning at the end of each stage
 - use time effectively

FLIGHT TRAINING

- Consider the candidate's demonstrated pre-flight and post-flight instruction to students and make an assessment of his/her ability to:
 - provide an effective demonstration
 - effectively communicate a flight plan
 - break the skills down into simple elements
 - make proper use of oral questions
 - handle students' questions
 - deal with emotional or behavioral problems
 - correctly analyse performance and give a positive debriefing
 - identify major errors first and take corrective action
 - correct minor faults by making one or two suggestions at a time
 - make specific suggestions for improvement
 - recognize physical and/or psychological problems (fatigue, over-confidence, fear, etc.)

NOTES TO SENIOR INSTRUCTORS

To assist you in making your assessments, you may wish to use the Level 3 or 4 ratings examinations to test for the candidate's general knowledge level. Also, the Flight Instructor Guide (TP 975) published by Transport Canada is an excellent resource on instructional methods. Please grade the candidate in each of the four instructional areas. You may have your own method of scoring or you may wish to use the 10 point scale to arrive at an overall result.

.....continues

HPAC/ACVLDirectors Reports & Updates

WATER LANDINGS

Water Landing clinics. You would be amazed at how hard it is to get out of a harness when you land in the water, never mind when there is wind and waves washing your wing.

Paraglider Pilots: if you have any old rubbish harnesses kicking around, save them for water landing clinics. Put on your harness, throw a safety line on the carabiner, apply just enough pressure so the harness fits normally and jump in a pool. Pick a depth where you can just touch bottom. The rules of the games are that you're "condemned to the deep" the instant you touch bottom. Quite an eye opener if you haven't tried this before.

In Australia they are promoting swimming out of the front of your hang gliding harness as opposed to using a hook knife to cut your hang strap. You still have to carry a hook knife and recommend that you carry a pointed knife as well so as to cut the sail if need be.

TRANSPORT CANADA PUBLICATIONS

A new version of the TP4310 Ultra-Light Aeroplane and Hang Gliding Information Manual has been released. It is available at a cost of \$8.56 each, or if you already own a copy, return the original blue or grey cover page along with only \$2.14 to:

Transport Canada
AANDHD
Ottawa, Ontario, K1A 0N8
Fax (613) 998 7416

TP8940 Pilot Decision Making is also available at a cost of \$4.28

A free publication list of other Transport Canada documents can also be requested.

These 3 reports filled by Fred Wilson
HPAC/ACVL Safety Director

SAFETY DIRECTOR'S REPORT

The success of the accident reporting system in Canada is based upon both pilot reports and a network of Safety Officers in each club or area who will investigate and file reports on events and who will hopefully help determine if there are means by which a recurrence of such an accident may be prevented.

I wish to express my appreciation to all those who have and continue to file reports and encourage those of you who have not done so to do so. In particular we are interested in hearing details of reserve parachute deployments - this is one area we are very proud of. Many pilots owe their lives to reserves and wish other forms of aviation would take up the cause.

A full breakdown of all reported accidents and incidents since 1972 through to the beginning of 1995 is published on page 14.

SUMMARY

scale: 1 2 3 4 5 6 7 8 9 10
grade = limited - excellent)

- Knowledge
- Flight Proficiency
- Instructional Techniques
- Flight Training

OVERALL RESULT

Has met the minimum standards in all aspects of flight instruction as detailed above, and HPAC Para/Hang gliding Instructor Certification is recommended.

Senior Instructors Mail to:

HPAC Instruction Standards Committee,
c/o Ron Bennett
339 Hawkhill Place NW,
Calgary, Alberta T3G 3H7

Heino Einfeldt gets a birds eye view of Vancouver, BC from his paraglider whilst flying at Grouse Mountain. Vancouver Island can be seen in the distance on the right hand side. Photo by Heino Einfeldt

Still the King!

The XTRALITE from MOYES!

Two years after winning the 1993 World Championships in the Owens Valley, the XTRALITE proved to still be the best glider at the 1995 World Championships in Ager, Spain.

**1995 U.S. National Champion
Tomas Suchanek - XTRALITE 147**

**1995 U.S. National Women's Champion
Tammy Burcar - XTRALITE 137**

**197 km Triangle World Record
Helmut Denz - XTRALITE 147**

Are you ready to join the winners?

<i>XTRALITE</i>	<i>137</i>	<i>147</i>	<i>164</i>
<i>Area</i>	<i>137 sq. feet</i>	<i>147 sq. feet</i>	<i>164 sq. feet</i>
<i>Span</i>	<i>32' 3"</i>	<i>33' 8"</i>	<i>34' 10"</i>
<i>Aspect Ratio</i>	<i>7.6</i>	<i>7.7</i>	<i>7.7</i>
<i>Glider weight</i>	<i>68 lbs</i>	<i>72 lbs</i>	<i>75 lbs</i>
<i>Pilot weight</i>	<i>130-240 lbs</i>	<i>160-250 lbs</i>	<i>187-253 lbs</i>

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Delivery - right now! Test fly - right now!

custom order with a \$1000.00 deposit. Choose your delivery date.

Don't settle for second best, Call Canada's #1 Moyes Dealer

Air Dreams **HANG GLIDING (604) 658-0119**

615 Brookleigh Road, Victoria, B.C. V8Z 3K1

1995 World Championships - Ager, Spain

PLACE	TOTAL	NAME	COUNTRY	GLIDER	MANUFACTURER
1	9257	Tomas Suchanek	Czech Republic	Xtralite	Moyes
2	9033	Manfred Ruhmer	Austria	Laminar	Icaro
3	8652	Richard Walbec	France	F1	Tecma
4	8326	Darren Arkwright	England	Scandal	Solar Wings
5	87208	Franz Hermann	Switzerland	Xtralite	Moyes
6	8116	Gerolf Heiriche	Austria	Laminar	Icaro
7	8085	John Pendry	England	Klassic	Airwave
8	8067	Alain Chauvet	France	F1	Tecma
9	8053	Mark Schenk	Switzerland	Xtralite	Moyes
10	8007	Jim Lee	USA	XC	Wills Wing

Tomas Suchanek - 3rd consecutive World Championship Title

Moyes Gliders - 5th World Championship Title

XTRALITE - 2nd World Championship Title

WORLDS'S '95

Gliders flown by the top 50 pilots

Moyes	32%
Airwave	16%
Icaro	12%
Tecma	10%
Wills Wing	10%
Enterprise Wings	6%
La Mouette	4%
Bautek	4%
Airborne	4%
Solar Wings	2%

Suitable Gliders For Students

BY MARK TULLOCH
HPAC/ACVL SENIOR INSTRUCTOR

A dangerous trend has started over the last several years. Students are being sold gliders that are not suitable for beginners. While that is not news in some areas, the type of glider being sold is what is in question here.

Over the last 10 years complaints have been voiced by pilots about students being sold uncertified older gliders. Often these models were from pre-certification days and did not have luff lines or stall recovery mechanisms built into their design. Slowly but surely the supply of these gliders has been drying up. So has the supply of good beginner gliders of the early 1980's as successive new pilots wear out the Geminis, Ravens, Javelins, Skyhawks and Sabres that so many of us learned to fly on.

While these good trainers have been wearing out, many third, fourth and fifth generation high performance gliders have been gathering dust in pilots basements. Since experienced pilots change gliders at a higher rate than new pilots enter the sport, there is a glut of older high performance gliders available on the market. The low price tag placed on these older models make them cheaper than most trainer gliders of the same era. Low prices combined with a large selection are a big factor contributing to the dangerous trend of students being sold high performance gliders.

While an experienced pilot might fly an older high performance glider and note that it is very easy to fly, he is comparing it to the gliders he has flown in recent experience. This is unlikely to include good beginner gliders. Comments that a glider is 'So easy to fly even a student could fly it', are made by experienced pilots, not pilots with a student's level of experience.

When the U.P. Comet was released it was the hottest glider in the world. No one would consider letting a student fly it. The same goes for the Magic 3 and Magic 4, the HP and the GTR and many other models. No student should be attempting to learn to fly on these gliders. In today's terms this is the same as selling a student an XTRALITE, a TRX, a Ram Air or a Klassic. A student does not have the skills required to safely fly or learn to fly on these gliders.

Today's student has greater demands placed on them than pilots who learned 15 or 20 years ago. Older single surface gliders with their flat battens and large sail areas launched slower than modern trainers, landed slower, were more forgiving of flare timing and were easier to turn. Modern trainers have defined airfoils which make them more efficient wings which results in a better sink rate and glide ratio. They also have a comparably faster stall speed, slower roll response and a more defined flare window for landing. These are all still within an acceptable range for beginners.

Students who try to learn on a double surface glider face a great deal of frustration compared to those learning on beginner wings. Having watched several students learn and attempt to learn on higher performance wings I have noticed the following in each case.

- Each student did very well in their initial training on good beginner gliders.
- Each student immediately indicated a desire to continue on and pursue hang gliding to the solo high flying stage.
- Each student had trouble determining stall speed when ground skimming.
- Each student had trouble maintaining pitch control and determining airspeed.
- Each student continued to have good launch skills.
- Most students never continued as far as their first high flight.
- Those that started high flying developed soaring skills much slower than students on beginner gliders.

A notable lack of confidence in their flying skills compared to other novice and intermediate pilots has been apparent even after a few years. This lack of confidence is notable as the skill level demonstrated after a few years has been very good.

During a recent trip I took several students from one area tandem. I was surprised to learn that some of them had been learning to fly for three years. More surprising was their discussion about how frustrating training had been. Then they told me that they all had been sold Comets as their first gliders.

As pilots we must change our attitudes about what is suitable for beginners to learn on and what is not. If a particular glider model was not introduced as a beginner glider by its manufacturer, it is not suitable for a beginner to be flying it. Can we afford to frustrate and thus turn away so many potential members and fellow pilots by selling them unsuitable equipment that will probably keep them from continuing with hang gliding? I don't think so. Training is hard enough without making a student try to fly a heavier, hard to handle, hard to land glider.

Following is a list of certified beginner gliders common in Canada and the level of pilot they are recommended for. The level rating is the minimum required by the manufacturer. While this does not list every glider available, it lists most, suitable gliders, currently available.

BEGINNER Gliders

(less than two hours airtime)

Airwave

Vision Pulse 9m, 10m, 11m

Apco

Nimbus SS 160, 180

Delta Wing

Dream 145, 165, 185, 205, 220

Flight Designs

Sabre 170, 200 Javelin 168, 208

La Mouette

Atlas 15, 16

Moyes

Mars 150, 170, 190 XL 145, 165

Ultralite Products

Gemini 134, 164, 184

XTC SS 150, 170

Wills Wing

Raven 149, 179, 209, 229

Skyhawk 168, 188

Falcon 170, 195

NOVICE Gliders

(Two hours airtime)

Airwave

Vision Mark IV; 17, 19

Vision 16, 18, 20

Apco

Nimbus DS 160, 180

Moyes

Mission 170, 210

Ultralite Products

XTC DS 150, 170

INSTRUCTORS COMMENTS

from the 'NET'

From: "Jeff J. Greenbaum"
<102516.1401@compuserve.com>
To: HANG GLIDING
<hang-gliding@lists.utah.edu>Subject:
Re: Ron Thompson's "Mis"understandings

I agree that the current situation makes it very difficult for instructors to make a living, and I wouldn't want to try it myself, but I as a consumer don't necessarily want to subsidize instruction to the extent that some shops are requiring. For example, a paraglider that a dealer pays \$1800 for sells for something like \$2800 (+ tax). On an expensive item, that's a pretty big markup. What makes it worse is that I have to buy a new paraglider every 2 years because of porosity. The only way to fix the problem is to charge more for instruction, or increase the frequency or length of instruction. Now, before every dealer on the net gets out the flame throwers, let's look at the situation in another sport:

Skiing. I used to be a marketing research analyst for Crested Butte ski resort in Colorado. On average, 25% of the people skiing on any day would be taking lessons. At some resorts like Taos, it's more like 35%. It didn't used to be that way. Ski resorts saw the number of people taking lessons declining year after year and decided to do something about it. People paying for a lift ticket at Crested Butte were not subsidizing the ski school. I have watched the same situation evolve in the sport of Paragliding. Pilots see instruction as something that they may have to do for a couple of days before they get 'signed off'. When I started flying, the CLASS I rating (under the APA) was a serious endeavor that

often took people (ie: me) a year or more to achieve. It is alarming to me to see people getting CLASS I's at the end of a few days of lessons and then going out and getting hurt or killed. Instructors want to make more money instructing, and I think they should. People should not start paragliding if they think that they can get completely trained for less than \$1500 - \$2000. The problem is that potential pilots' expectations are of a much lower price because of the developing price competition among instructors, so some changes would be needed:

1. CLASS I's should only be given to competent pilots who have had sufficient training and free flying.

Instructors should stress that they will not necessarily get a rating upon completing a lesson set. They should also expect to take a certain number of days of lessons that should be determined by USHGA.

The increased cost of a lesson set should be a result of this greater number of training days.

2. We, as an organization, need to support this effort using peer pressure at our flying sites and information in our national publications. We have something that ski areas only dream about: the ability to mandate a certain ability level to use certain sites. If someone is a rated pilot, we must assume that they are competent. Let's make sure that they are. This will accomplish the goal of supporting instructors and providing more reasonably priced equipment.

Ron Thompson

Sorry to even feel the need to respond to your post Ron, but you struck a nerve.

Most schools that teach either HG or PG do so out of their love of the sport (PERIOD)! They soon find out that there is little if any monetary reward, coupled with HUGE responsibility, political turmoil, and misunderstandings like yours. We want to teach our students as much as is "feasibly" possible. I think most instructors have the utmost sincerity to teach their students properly and to have their students meet at LEAST minimum criteria of skills. True, there maybe a few instructors that are not thorough enough, but they are the exception, not the mean. If there is an instructor that is issuing ratings to students that have not attained the proper skills, then confront them directly and follow this up with

talk to your USHGA representatives. Better this than cry about a standard retail markup of a retail item. When was the last time you paid full retail for a wing anyway? That you think that the schools subsidize their teaching via wing sales is entirely incorrect. I would go bankrupt almost immediately if I were to try to survive with the profits made from paraglider sales alone. The markup that paragliders sell for is exactly the same as any retail item in the same price range, especially specialty items. On top of this, most of the intermediate and advanced pilots purchasing 2nd wings pay far below retail and with some negotiation, most of the real shops will be more than fair in this regard. Doubling the amount of teaching time in a novice lesson plan (that is properly designed) is unnecessary and a sure way to go out of business. We try, for the sake of students, to encourage them to take advanced (Post Class 1, more specialized) ridge soaring clinics and usually get them to go on more than 1 or 2 mountain/thermal clinics. Good schools set up a lesson program that is not guaranteed in any amount of time, but on skill achievement and demonstration of such. Any student to receive a rating from a good instructor will have met the minimum criteria for their rating. Their are some schools that have unlimited programs with lessons, and this is fine. That you think that we are making up for lack of profits from our lesson programs by charging higher markup on our wings shows you are not at all aware of our industry. Charging \$1500 to \$2000 for a lesson package, come on, we don't all have the income you make. In your next life, you will be hereby condemned to be a paragliding instructor and to top that off you will also own a school. Then you can tell us how you run your school. Fly high, safe and far,

Jeff Greenbaum Hang 4, Adv HG and PG instructor, Tandem Instructor PG

From: jkelley@islandnet.com (Jamie Kelley)
To: hang-gliding@lists.utah.edu
Subject: First glider

Bought my first glider, a beautiful Vision Mark IV-17 from a post by O'Brown from this newslist and I want to express my gratitude to this Hang-gliding group for facilitating and making this sort of transaction possible.

.....continued on page 13

INTERMEDIATE Gliders

(Ten hours airtime)

Airwave

Formula 144, 154
Genesis (Vision 13)

Moyes

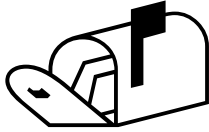
XT 145, 165
XS3 142, 155

Ultralite Products

XTR 145

Wills Wing

Harrier 177
Spectrum 144, 165
Sport 150, 167
Super Sport 143, 153, 163



Airmail.....

Dear Barry

As you probably know, you have not missed anything here this season. Today (August 17th) the snow line is at the 7000 ft. level. That means the high paragliding launch is covered in snow.

We got to the point of a banner for the Paragliding nationals this year. A couple of the new pilots also built this "bulletin board" at the Nicholson LZ this spring. I generated the "Welcome" sign from my office CAD system. This is just laminated drafting media, and will not last. A winter project is to get this hand painted onto something more permanent - and there is someone willing to do it. I think it would be appropriate to include the HPAC/ACVL logo and the AHPA logo as well as our Mt. 7 and the BHPA.

Our road is to the point that a design contract is presently under way, to provide a single lane, two wheel drive road to the lookout. Completion date for the design is for the 30 September.

In all the atrocious weather, we have been able to burn, and now have completed our south side clearing. I just have to get the Forestry guy up there one day to agree that it is OK and give me his approval and release.

That's all the Mt. 7 info for now,
Yours Truly
Peter Bowle-Evans

1995 CANADIAN NATIONAL PARAGLIDING CHAMPIONSHIPS

Letter to the Editor

We would like to thank the competitors for entering the Canadian National Paragliding Championships, August 5-7, 1995 in Golden, B.C. Thank you for your patience and understanding of the conditions which resulted in the cancellation of the meet. We hope that you will be able to come next year and that we have a repeat of the weather conditions experienced in 1994.

A cheque of \$1588.00 has been sent to Peter Bowle-Evans, chairman of the Golden Flying Site Fund on behalf of the competitors.

A list of the sponsors who donated prizes to the competition is included. Please support our sponsors who have donated goods and services to the Canadian National Paragliding Championships.

We wish you all the best,
until next year, Best Regards
Randy Parkin, Meet Director
Willi Muller, Co-Director

1995 CANADIAN NATIONAL PARAGLIDING CHAMPIONSHIPS

INCOME

107 entries @ \$35		\$3745.00
Cash on hand	3605.00	
Accounts receivable	140.00	\$3745.00

EXPENSES

Trophies	\$432.00	
Breakfast	770.00	
National Team Fund	535.00	
Miscellaneous		
[maps; boards; tapes		
printing; postage.]	420.00	\$2157.00

Cheque to Peter Bowle-Evans,		
Golden Site Fund		\$1588.00

To Glenn Derouin c/o HPAC/ACVL "AIR"

Dear Glenn

I thought you might appreciate a little information regarding the new rating system as it was obvious from your letter in the last newsletter that you were working with a few of the facts.

I was at the meeting you attended in Vancouver in November 1993 and like all others present, appreciated your enthusiasm and willingness to help implement a new rating system. It is unfortunate perhaps that you did not arrange for your provincial delegates to be aware of your attendance and thus make sure your ideas and plans were included on the agenda earlier. By my recollection your offer of assistance was accepted and you were going to work with the appropriate director to further work on those ideas. I was happy to hear at the '93 AGM that you had done a lot of footwork towards getting a consensus and that almost all of the provinces agreed to follow the example of the U.S. system. It was your solution that was presented at the November 1994 AGM.

At the U.S. AGM the previous weekend, the USHGA decided to change its paraglider and hang glider rating systems to more closely match for more effective use of site ratings. Adopting their idea made even more sense for us as the previous paragliding rating was unsuitable for doing this. Thus it was decided to follow your suggestion of paralleling the U.S. system, just now it would be the revised U.S. system. A meeting was arranged by volunteers, from most provinces, willing to give up their evening hours to adapt your proposed system to the revised system.

I realize that the minutes as printed in a newsletter are likely to be edited for space so you might like to know that three pilots that only fly hang gliders were in attendance with three delegates that fly paragliders. And yes,

Please support the sponsors of our Paragliding Nationals.

Pro-Design USA	Redding CA	(919) 222-4606
Edel USA	Ketchum, ID	(208) 726-1100
North American Paragliding	Ellensburg, WA	1-800-727-2354
Smith Sunglasses		
Aloft Magazine	Portland, OR	(808) 988-5798
APCO Aviation Ltd	Holon, Israel	972(0)-9-334322
Mt. 7 Paragliding	Golden, B.C.	(604) 344-5653
Prestige Inn	Golden, B.C.	(604) 344-7990
Muller HG & PG	Cochrane, Alta	(403) 932-6760

Left: The new sign board at the Nicholson LZ at Golden

"Official" News From Germany!

Klaus Taenzler of the DHV (German Hang - Gliding Association) states the situation has changed for good for both HG and PG foreign pilots:

Foreign pilots are allowed to fly in Germany; the only thing that is needed is an IPPI-Card, which is issued by the FAI; No "Guetesiegel" is needed for your Glider. You can get the IPPI-Card through the HPAC/ACVL for \$10 which will be equivalent to your current Canadian rating.

If you happen to be in Germany and you do not have a IPPI-Card, then you must get a Guest-

Card from a German HG/PG school; this card is valid for one year; in order to get this Guest-Card you may have to demonstrate your abilities.... Generally, the IPPI-Card seems to be the better choice.

Sites:

HG/PG is limited to "official" sites in Germany; since every outdoor-sport activity in Germany is threatened by environmental activists, *PLEASE* stick to the "official" sites. There are about 200 (?) sites all over Germany. Most of the sites are maintained by local pilots/clubs. On the other hand, unauthorized flying might endanger the whole site. (This is valid for *all* pilots in Germany). Klaus Taenzler promises an electronic version of the DHV official site guide which will be put on the Web ASAP.

XC:

You may go XC after launching from an "official" site (if your national license includes XC-flying). Your insurance should of course cover possible damage in case you don't make it to your projected landing zone. It's a good idea to get an up-to-date ICAO-map.

Additional restrictions:

If Germans are involved, then German rules are valid. E.g. if a non-German pilot wants to fly biplace with a German passenger then the Glider has to have the "Guetesiegel".

If in doubt, contact the German Hang-Gliding association: (DHV)

Deutscher Haengegleiterverband e. V.

Postgach 88 D-83701

Gmund am Tegernsee.

Tel (+49) 8022-7031 Fax (+49) 8022-7996

the results did receive approval from all provincial representatives, including the paraglider pilots and instructors.

You really need to check your math regarding percentages.

Anyway, we really wanted to thank you for all the advance work you put into getting the provinces to all look at potential paragliding rating systems as it made it much easier to get everyone on side when it came to choosing a system.

I guess after you have that good laugh you will have to look around and wonder why you are the only one complaining about the system. I hope you will be around Canada enough this year that we will get the opportunity to fly together.

Blues skies,
Mark Tulloch, paraglider pilot.
P.S. I fly hang gliders too.

Report submitted by Fred Wilson
HPAC/ACVL Safety Director

continued from page 11.....

As well, I'm extremely grateful for the thoughtful, generous and thoroughly professional way Bill conducted this long distance, international internet transaction. I sought the assistance of several members of this list and was touched by the kind and cogent responses I received. Despite all the whining and waivering I'm hearing from this group, its members are truly a remarkable bunch. This whole experience was delightful and I'm only days away from taking my Hang 2 exam and first solo flight. I must also make some comment on the exceptional quality instruction I'm receiving from Mark Tullock here in Victoria, Canada. To date, I've had 11 tandems with Mark, countless hours of instruction, encouragement and well over 100 launches from various training hills. I expect that before I solo, that number may well double. Mark's program has no definite finish date; I fly when both he and I are comfortable and confident in my abilities to pilot a glider responsibly. Mark's patience, cheerfulness and expertise provide a successful environment for me to develop my skills exponentially and comprehensively. He's not too successful though in tempering my enthusiasm for flight - I'm aching to scratch some thermals and get aloft. What a magnificent obsession! Impressed with my cyberspace purchase, Mark has asked me to post the following requests from a couple of his students:

WANTED: Vision Mark IV-19 and/or Vision Pulse 11. Interested vendors can either relay a message to me or call Mark Tullock at (604)658-0119. Jamie Kelley jkelley@islandnet.com

The Golden Hour

By James M. R. Gerwing

Listen Up! Take Note!

Oh, that the whole world knew
I've taken rank with the chosen few
By virtue of the time I flew

It was my finest hour.

Daedalus, he Icarus with
Bid me rise above the myth
So hear ye! Hear ye! kin and kith!

I flew the golden hour.

Inventors. brains and wealth of kings
Constructing all these flapping things.
Their victory now all hollow rings.

But I soared the sweetest hour.

Tower jumper, faith filled man,
Belived in that which I can.
'cause I flew, I flew, Halleju, oh man!

A precious, sparkling hour.

Otto, Orville, Wilber too
Did the best that they could do
But all those chaps I outflew

They pointed to the hour

On shoulders of giants make I this claim.
On men of dreams and faith and brain.
Assist me now; my fame proclaim:

The hour. I soared the hour!

HPAC/ACVL ACCIDENT & INCIDENT REPORTS 1972 - 1995

Scales as used on the Accident Summary forms

INJURIES Index

<u>Number</u>	<u>Meaning</u>	Summary 1972 ... 1995				<u>Total</u>
		<u>HG</u> <u>Acc.</u>	<u>HG</u> <u>Inc.</u>	<u>PG</u> <u>Acc.</u>	<u>PG</u> <u>Inc.</u>	
0	No injuries	186	516	12	30	744
1	Minor - no visit to hospital	53	92	5	6	146
2	Minor - brief visit to hospital	52	24	7	7	88
3	Significant - hospital visit but not overnight	165	0	13	0	178
4	In hospital at least overnight but less than 7 days	105	0	13	0	118
5	In hospital from 8 to 28 days	30	0	13	0	43
6	In hospital over 28 days but no permanent disability	6	6	1	0	7
7	Significant permanent disability	8	0	4	0	12
8	Permanent paralysis or brain damage but self-supporting	5	0	1	0	6
9	Incapable of self-support after recovery	8	0	0	0	8
10	Fatal injuries	50	0	3	0	53
?	Unknown	69	60	3	5	137

EXPERIENCE Index

<u>Number</u>	<u>Meaning</u>	<u>HG</u>		<u>PG</u>		<u>Total</u>
		<u>Acc.</u>	<u>Inc.</u>	<u>Acc.</u>	<u>Inc.</u>	
0	No training experience	2	3	0	0	5
1	During Introductory course	57	24	10	13	104
2	<20 Flights <100	37	32	5	3	77
3	Airtime <1 hr and flights >100	26	18	5	2	51
4	<1 hr airtime <2 hrs	27	36	2	0	65
5	<2 hrs airtime <5 hrs	28	28	3	2	61
6	<5 hrs airtime <10 hrs	17	33	2	1	53
7	<10 hrs airtime <5 hrs	60	59	3	2	124
8	<25 hrs airtime <100 hrs	83	67	2	3	155
9	<100 hrs airtime <500 hrs	98	105	1	1	205
10	Airtime >500 hrs	32	32	1	0	65
?	Unknown	263	261	28	22	574

PHASE OF FLIGHT

<u>Number</u>	<u>Meaning</u>	<u>HG</u>		<u>PG</u>		<u>Total</u>
		<u>Acc.</u>	<u>Inc.</u>	<u>Acc.</u>	<u>Inc.</u>	
TO	About to launch, launching, just launched	121	139	12	8	280
TW	While under Tow, directly related to towing	45	23	1	1	70
Flt	During flight, excluding landing ma12neuers	221	250	37	32	540
LZ	Landing maneuvers, actually landing, just landed	213	230	11	8	462
n/a	Related accidents while not hooked into glider	18	47	0	0	65
?	Unknown	97	24	2	0	123

	<u>ACCIDENTS</u>	<u>INCIDENTS</u>	<u>Total</u>
Hang Gliding	737	691	1428
Paragliding	65	47	<u>112</u>
			1540

	<u>Parachute Deployments</u>	<u>1995 reports</u>	<u>Total 'Chute Deployments</u>	<u>Grand Total</u>
Hang Gliding	49	2	51	
Paragliding	11	6	17	68

NB: Incidents are defined as those events involving control bar damage or insignificant sail damage and/or injured no greater than broken fingers, cuts and scrapes not requiring medical attention.

Air Pirates Abroad.....

The 1995 World Hang Gliding Championships

PENNED BY... "THE BIG CALAMARI"

The Canadian team:

Chris Muller, Air Pirate, *Callsign:* Little Tuna.
Don Glass, Air Pirate, *Callsign:* Big Calamari
Kristi Ohlhauser, Fair Maiden *Callsign:* Rallygirl

I started my quest by hitchhiking to Golden, where I met up with Chris. I spent Sunday night at the Muller's, and Chris and I stayed up late, making our corporate logos for our gliders. Monday morning I managed to get on a flight to Amsterdam, and then trained to Barcelona where I proceeded to "climatize" for a week, and allow my liver time to re-orientate itself to competition mode.

I called the meet HQ in Ager (about 200 km inland from Barcelona) and left GPS coordinates of my location in Barcelona for Chris and Kristi who arrived a few days later. Using our fluent Catalanian Spanish, we proceeded to locate and procure our transportation. Our four wheeled terror was a tiny Opel Swing with an abhorration made of metal toothpicks affixed to the roof which the rental car company called a rack. With 1.2 litres of raw power under the hood, Chris took the helm of the good ship lollipop and demonstrated his finely tuned European driving skills which he acquired last year. Driving in Spain was really easy; we just did as we pleased, and yelled out the diplomatic "Americano, Americano" to all whom we pissed off.

We Arrived in Ager 3 days before the competition started. I went for a quick flight that evening after picking up my Klassic that I was given for the meet. We registered for the comp, and entertained ourselves by cutting our competition numbers into bones to apply to our gliders, along with the corporate Jolly Roger flags which we pasted to the top surface to be baked on by the Spanish sun.

The unoriginal Americans saw our bone pile, and the "wild and crazy" ones took our idea as their own, adding to their sky or die image. I guess the die part is quite important on their team, especially if their imported supply of Geritol ran out; their team had over 120 years of hang gliding experience; almost 20 years per pilot. Chris and I figured if we both

combined our hang gliding and paragliding years all together, we would almost have 20 years...

The next day, Chris and I did a four hour aerial tour of Spain, covering as many turnpoints as possible before flying back to Ager. With no task or goal, this leisurely tour was definitely the way to see Spain, in air conditioned comfort and no windshields to clean. On the way home, we discover "Bad Boy Beers"; 1 litre refreshments at the local supermarket. We stocked up and enjoy the ride home. That night we discovered that Randy Haney was in fact coming, which gave us a third scoring member for the team.

We decided to experience the Speed Bar that evening, and visit the famous Declan Doyle (meet organizer) in his place of business. The Speed Bar changed names a few times during the meet, as nights of celebration or "sorrow drowning" provided more and more tales of inappropriate activity prevailed.

Friday, we flew another practice day, a shorter flight along the ridge and then over the back. At the opening ceremonies Friday evening, we learned that a Taiwanese pilot had been killed earlier on, and a minute of silence was observed; the only negative part of my whole tour. Randy shows up with his car; and we decided to use it as our little Opel with the 200 year old ladder that we acquired for a rack could barely hold 2 gliders. We sent our rental back to Barcelona with Darren Arkwright's girlfriend the next day.

Day 1. Saturday.

We're late getting organized, but it's ok, as everyone else is the same. After a half-bottle of windex, Randy is ready to go, and we head up to launch. We

Don Hitching

flash our pass to the armed police guarding the road up to launch, but they ignore us, as they are busy strip searching another party who didn't have the proper identification. An 85 km dogleg task was called, south over the foothills and then east in the flats to Calaf; 4 different start tarps at 15 minute intervals. We all launched, and the ensuing gaggles with 194 pilots made for busy thermalling. I dove into

Kristi in Opel

one large gaggle to do battle, and left it a few minutes later after discovering that it was faster to climb in the lighter lift around the gaggle, than to fly in the centre where 110% of your attention was devoted to collision avoidance. Eventually, you only concerned yourself

The Team plus Mark Bennett

with avoiding the gliders which were actually going to hit you within the next 2 seconds, and just ignored the rest. I am still amazed that there were no mid-air collisions; a monumental achievement on behalf of all the pilots.

Chris pushed out ahead with the lead gaggle (50 or 60 gliders) and took a course line out into the flats and made goal in 2:08, 45 for the day. I was slower, and took a course on the foothills; staying low and slow. With my GPS dead, (I guess I was playing with it too much in Barcelona) I managed to locate myself on the map, and scratched towards goal. I spent 10 minutes or so trying to locate the goal field at Calaf, the town which I was flying over. With Chris radioing me instructions on how I could not miss it as there was at least 90 gliders parked on the ground, I finally opened my eyes and looked North to the sea of white triangles, and finished in 2:37, 83 for the day. Randy did not fair as well, landing near the Ager LZ. Mats Karlsson won the day with a time of 1:41, one of the only days where the Bobsey twins (Manfred Ruhmer and Tomas Suchanek) were not out front.

Day 2. Sunday.

A straight race to Calaf, 75.2 km; with an elapsed time start (no tarps). A bit of a slow start for me, we headed off towards goal. Chris and I flew together, but I got low, and was forced to slow down again. Chris made goal in 1:40, tying John Pendry for 46th place for the day. Kristi followed my low trek beneath me in Randy's car. With words of encouragement like "Is that you circling down?" over the radio provided me with the inspiration and fortitude to scratch high

enough to make goal in 1:44, for 59th place. In a mad rush to get to goal before Chris and I landed, Rallygirl earned her callsign by turning Randy's car sideways doing 100 km/h or so around a hairpin corner, coolly averting the oncoming traffic in the other lane. A group of Spanish farmers watched in horror/amazement waiting for Randy's Opel to crash through the field and go cross-country, but their last view was the rear bumper with a high pitched "Americano, Americano" drifting through the air. (Ok, she didn't really yell Americano). We decided not to say anything to Randy, as he had a bit of a bad day. His GPS died in flight, and Chris and I did what little we could over the radio, trying to locate him and explain where goal was. After a few hours of searching/driving, we located him about 50 km past goal, halfway to Barcelona. Manny wins the day in 1:21, 5 minutes ahead of the next pilot.

Day 3

Task was called over the back into the mountains. The Solar Wings Scandals seem to be doing well, so I drilled holes in my flamingo's neck in an attempt to increase high speed performance. Task for the day: Two turnpoints and goal at Vilamitjana; a 125.57 km task, 4 start tarps at 15 minute intervals. The window opens immediately after the pilot's meeting. It's 20 minutes before the first pilots are ready to launch, and after launching around 30 pilots, it starts to blow down. The launch lines become more and more packed as pilots try to push their way to the front. After approximately 30 minutes, a cycle comes through, lasting about 5 minutes in which 100 or so pilots including Chris and I manage to launch (there's no wanking at the worlds!). Randy waits as the day looks like it will be better later. The cycle quits and the remaining 70 or so pilots are left on the hill for two hours. 30 more pilots elect to use a shallow crosswind launch and manage to get into the air, but over 40 pilots are left on the ground for the day. The day was valid, but a protest is filed that there was not sufficient launch time for all 194 competitors to fly.

The outcome of the day was: Manny #1, beating Tommy by 30 seconds. Chris couldn't quite scratch into goal, landing 6 km short for 41st, Randy managed 53 km after his late start,

and I made a paltry 14 km. The outcome of the protest (decided 3 days later) was that the protest would not be honoured, as there was sufficient "launchable air" to launch all competitors in the launch window (including the 20 minutes immediately after the window was opened; leaving many unhappy with the decision).

Day 4.

100 km task. Elapsed time start. We all get good starts. I am looking for redemption, and push hard on a glide over the flats and into the mountains. Chris selects another route, and goes it alone; getting low and managing to scratch back up after some inspirationally divine music (some good thrash) drifts across the airwaves on our radio frequency.

Jumping over the mountain ranges, I leave my gaggle low, and push on ahead. As we cross the range into the valley with the goal field about 50 km ahead, pilots either take the E or the W side. I can see a group crossing to the east side, but I am too low, and cannot glide across the valley so the decision is easy. I have also caught up to a fast gaggle; the lead on this side of the valley. Lift is light, and everyone works low, ratty drifting thermals. We jump across a gap, and I get cheese grated, unable to make it over the peak to the next thermal. I work bits of lift for an extra 5 or 6 km, and sink out, 28 km short. My gaggle makes it in (less one, of course...) I'm a little depressed, but this was the only day where I managed to beat Chris!

Chris flying

Opposite page: Top right, Don Glass on his way to the Worlds. First Class transportation provided courtesy of the HPAC/ACVL; Bottom Kristi the "Rallygirl" in the "Good ship Lollypop" This page: Top left, Chris Muller, Kristi and Don Glass with Mark Bennett trying to ease his way onto the Canadian Team; Bottom, Chris Muller flying away from Ager launch.

Chris in the meantime had crossed the valley, and entered into his own version of hell. 2000 foot vertical cliff walls, and no landing fields provides for some fun flying. After managing to grease his way back out, Chris makes 63 km, 37 km short. Randy landed at 59 km, 41 km short. 87 Pilots make goal, With Manny taking the day (as usual).

Day 5

Two turnpoints over the back and goal at Vilamitjana, 106 km. Chris makes goal just behind pseudo-Canadian Mark Bennett, placing 74 for the day, Randy comes in 96th. I scratch a low save from final approach (only 10 km from the start tarp, so I'm really desperate...); I make cloudbase and then fall out of the sky, managing 27 km. The 109 pilots at goal do little to cheer me up, but the bad boy beers on the ride home help a little.

Day 6

The last day before the cut. I am flying badly, and need to do well. Chris is in the high 40's overall, I'm in the low 100's, and Randy is around 150. 4 turnpoints then Vilamitjana goal is called (around 100 km); as we pen the course on our maps, it makes an up-side-down pentagram (well almost...). We launch into strong S winds, and ridge soar the range. 190 pilots are ridge soaring, with no-one willing to jump the backside into the rotor and questionable lift. A few people go, and we can see them scratching in the distance on the next set of hills low. Chris, Randy and I keep searching for anything to drift over the back with; Chris makes an attempt and turns back, low. Out of pure frustration, I jump over alone. Bouncing through the rotor, I make the next ridge where I loiter for another hour. Chris joins me, and we get the first turnpoint and push on. We're late and the day starts shutting down. I land with the monster distance of 18 km, just past Randy who jumped earlier and made the same distance, and Chris lands 2 km past me. My flamingo egressed from my glider somewhere after the first turnpoint, obviously disgusted with my performance. Tommy the Commie wins the day with 61 km, (I start to feel a little better, because Tomas is at least 10 times a better pilot and he only made it 3 times farther than me...). Manny makes a bad move, and only makes 20 km, allowing Tommy a chance

to catch up. The day is devalued to 500 points, which puts me at 122, and Randy at 127, out of the competition. Randy leaves for home, and with him goes the team vehicle.

Day 7/Night 7 (my competition was over, so a lot of my tasks were taken on in the evenings) I borrowed a dope-chute from Gibbo to fly for the next few days, to allow my landing gear a chance to repair itself, and spent some time in the Steve bar (Moyes, who spent his evenings consuming in excess. One night he drove back to the Aussie hotel and scratched up one Aussie van, and then did the same with the other van the next night. We never saw Steve in the mornings; he would show up on launch shortly before the pilot's meeting, sometimes after, and his glider was already prepared for him. I guess it helps to be famous; you can even get the bar named after you - temporarily...). Anyways, I took on an impromptu bouncing job one night at the Steve Bar, after 3 French Swift pilot/crew entered into a disagreement with Declan around 4:00 am. After the chairs, glasses etc. started flying, things got a little rough, and the Steve Bar was rechristened the Bleed bar. A few hours of mopping and cleaning removed most of the rosy shine inside the bar, but the blood-letting on the street was still visible even after we left.

Task. for the day: A long 126 km task, into the toolies, and goal back at Aren. Good lift on the way out to the first turnpoint, but shade shot down many pilots on the way back. Manny returned to his good form, and took the day in 3:11. Chris finished a very respectable 13, in 3:19.

Day 8

Three turnpoints, Goal at Ager, 128 km task. A long headwind day, Manny the U-boat captain wins again, in 3:43, followed by his little buddy Tommy, in 4:08. One other pilot makes goal in 4:48. The masses, including Chris are within 30 km of goal.

Day 9

125 km task. Tommy pulls out his magic hat, and tricks Manny by flying through the tarp sector, but not taking a picture. He flies back and takes a shot 15 minutes later. In a show of good sportsmanship, Manfred

Chris Muller

putters along on course until his buddy can catch up. There's no one else good enough to offer him a challenge I guess... Surprise Surprise at goal. Manfred is first in, beating Tomas by one minute, but Tommy's elapsed time is 14 minutes better. 56 make goal; Chris lands 8 km short, placing 61.

Rallygirl and I wait for Chris in Ager, and he shows up around midnight, after hitchhiking to the Ozzy (Aussie) hotel, and borrowing their retrieve vehicle. Sucks to be at the worlds without wheels... During our wait for the lone Buccaneer, stories float back all evening of some crazy pilot doing loops at the tops of the thermals. After questioning Chris and hearing that he did one wang just before the start tarp, we both wonder if our mentor Skirby has finally arrived. We search around for him, but hear no more...

Don Glass ready for launch

The launch

Top right, Chris Muller getting ready; Bottom right, Don Glass and his pink flamingo; Bottom left Gliders launching at Ager, Spain.

Day 10

87 km task. Gibbo sacrifices his soul and makes goal in 3:30, declaring ownership of the sky. Manny's 8 km short, but Tomas plummets in with the rest of the masses 35 km short. Chris feels sorry for Tommy the Commie and lands immediately.

Day 11

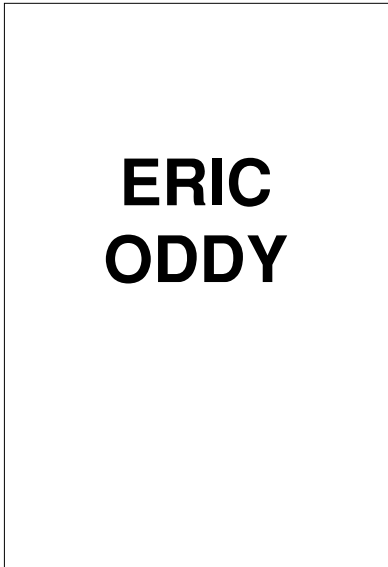
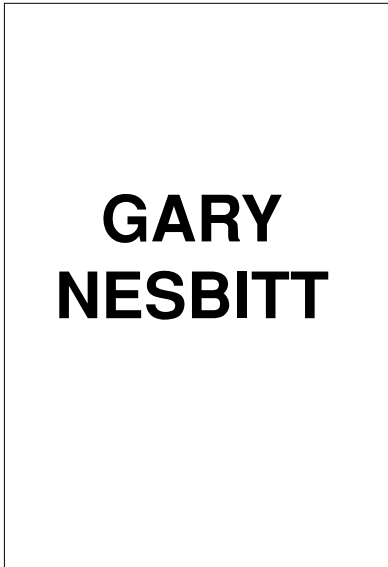
The last day. Using a brilliant new Air Pirate psycho-logical advantage strategy, Chris spends 30 minutes or so dope chuting before the pilots meeting. Everyone switches between watching and cringing as he coolly glider walks, and kingpost hops the dope chute around launch and through the gliders in the setup areas. Fortunately his Oakleys hide the whites in his eyes when it looks like he may squash someone's glider.

The scores come out. A head to head battle ensues, with Tomas Suchanek ahead of Manfred Ruhmer by 3 points. I fly Gibbo's dope chute XC towards goal, land in the sticks, and hike out to the highway to catch a ride to goal. There's a group of five gliders low on the horizon, climbing for final glide. Climb rates are slow and sometimes nonexistent. The gliders drift closer and one starts gliding for goal, very low. It's Manfred on final glide but as he gets closer it becomes painfully obvious that he will not make it. He pounds into the dirt, trying to get every last inch of distance out of the glide, but he is about 20 meters short of the goal line. Tomas spends the next thirty minutes planning on how to celebrate before he wangs over across the finish line for a third time. Chris kicks butt, and finishes 4th for the day, moving him up to 40th overall.

We scrounge rides back to Ager, and go party at the Speed Bar for the night. A Kiwi chick initiates butt biting in the speed bar, and many pilots are unable to sit down the next night at the closing ceremonies. Tomas is looking a little worse for wear after a Brazilian chick gives him a few good rounds the previous night; upset that he won't have his way with her. Like I said, it helps to be famous... We pack up to leave on Sunday. I catch a ride to Zurich with Pete Lehmann, and then ride trains and sleep in the airport at Amsterdam to try to get on the morning flight to Calgary.

I suffer for an agonizing 8 hours with my legs folded like pretzels, and finally return to Canucksville, back to a wonderfully wet season of hang waiting and water.

Ok. Almost over. The worlds were the best competition I have ever attended. The flying was fantastic, the people were great, and generally it was a whole lot of fun. I learned

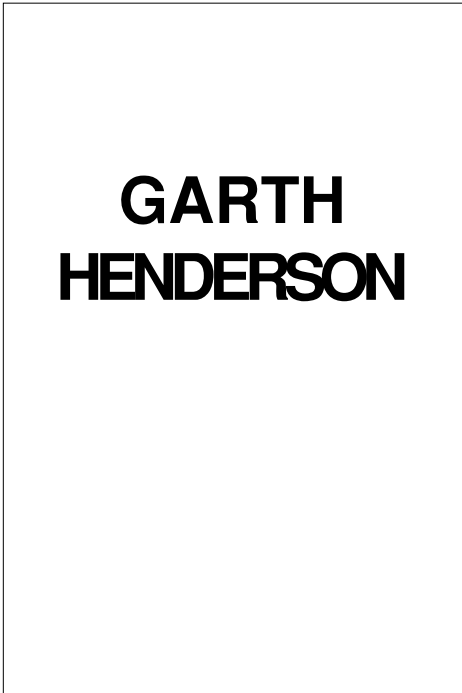


Top left, Gary Nesbitt from Prince George enjoys some air at Golden; Top right, Eric Oddy thermals with a student; Right, Garth Henderson flying at Golden; Bottom, Flying at Golden before the Paragliding Nationals
Photo's by Vincene Muller



that you can only place third at best in a competition with Manny and Tommy; They both could have zeroed on the last day (ok, they only needed 200 pts or so) and still won. Those guys are not human... Chris and I would like to say thank you to the following people and organizations for their donations, encouragement and assistance, which without, I would not have been able to go:

- Willi and Vincene Muller
- Peter Warnes (Cumulus Contracting)
- Martin,1996 Monique Werner,
- Airwave Germany
- Rob and Sandra Northcote
- Martin Polach
- The HPAC
- The AHGA
- The BCHPA
- The Okanagan Soaring Association
- Chris Johnson (Airwave England)
- Wills Wing



1995 Cache Creek Team Meet

By BARRY BATEMAN

After all the cancelled meets in August due to the bad weather, most pilots were looking at the "Team Meet" with some trepidation. The week before the meet, held over the Labor Day weekend, had given some excellent flights in the Fraser Valley and hopes were up that maybe this meet, unlike many meets in B.C. this year, wouldn't be rained out.

This speculation was confirmed upon my arrival in Cache Creek on the Thursday prior to the meet, when I found that 8 pilots had been flying there for the past week with the hopes of finding

some flying. It didn't matter what type of flying, as long as the sun was shining!

Conditions at Cornwall on Thursday were not what one would call "booming". In fact it was downright scratchy.

Cornwall Lookout is not known for getting high over launch and one typically has to drift down range a little before they get up high. Well I drifted of down range, and drifted, and drifted and..... pushed out and landed.



When you consider that you have 5000 foot of vertical to play with, my 45 minutes translates into an extended sled run. Ah!, but tomorrow would be better, at least the sun was still shining.

Friday found us back up on Cornwall getting ready to launch at around 1 o'clock. There were a few pilots who were going to fly their paragliders so we 'allowed' them to take off first as they can set up quicker. This had nothing to do with the rest of us hang glider pilots wanting to have the thermals marked

They took off, one by one and we watched in eager anticipation for them to start turning and climbing, because we're such nice guys that we wanted them to have good flights.

Well the conclusion was that they had taken off too early and it would get better later. We as hang glider pilots know that sort of stuff.

When we joined the paraglider pilots in the LZ shortly after we launched, we were disturbed to find that they weren't able to buy as all a beer for letting them take off first as the Ashcroft Manor was closed and under receivership.

The "Manor" is an old heritage ranch manor that has been turned into a fine restaurant and tourist shop. Surrounded by tall trees giving lots of shade where one is able to sample the Cream pies, cheesecakes and wash it down with the "amber nectar" in a civilized setting. For this weekend we had to revert back to sucking on tubes! Ah.... but at least the sun was shining.

The meet headquarters is at the Cache Creek Campground owned by Kim Jenner, who happens to also be an hang glider pilot. Apart from having conveniences like a swimming pool hot tub and laundry rooms, it also has a room that we are allowed to use free of charge were we can hang up our maps, leave the landing form box and hold the pilots meetings. (That bit a free advertizing will cost you a 12 pack Kim)

Saturday morning dawned bright and sunny with the "meadow" camping spot filled with 4x4's with "sticks" on there roofs. As usual, when the pilots were ready to go flying they wandered over to the "meet headquarters" to (maybe) sign up and ask which site we'd be flying from that day. (I tried organizing times for the pilots meeting in past years but majority rules so now I don't even bother!) The next challenge for the pilots was to test their IQ as they now had to make up teams of four, (which

TILTED THERMALS PAGE 5

is one more than most of them can count to after the beer that was consumed the night before) and then they had to find a name to call themselves. This part is easy as most of them receive lots a suggestions from the other teams. Anyhow, when the chaos dies down everyone heads of to a; have breakfast, b; go back to bed or c; drive to launch.

At this meet we are fortunate enough to have the luxury of being able to choose from 4 sites, all within an 45 minutes drive, so today I started of with Cornwall. (Lets see how well the rest of this motly bunch can scratch eh!)

STANDING ON VAN

12:30 found most of us setting up on the mountain with a few strange looking characters setting up their gliders with bright red, orange and blond hair pieces. Ah... The Hair Club for Men team. Should have known!

Willi was most impressed with my latest acquisition. Having been told that the wheelchair lift that I had installed in my van was for Carolyn who is visiting me from Australia, he saw through my bulls**t when he saw me using the chair lift to help unload my glider from the roof. Hey, what's wrong?, as we get older we need these sort of things. Anyway, keep an eye on Willi's truck... bet you he'll have one installed by next year!

Experience has taught me that if you form a "Task Committee" you can "pass the buck", so Willi Muller and Martin Henry were coerced into becoming the 'committee'. They set a task of a race to goal at the old Clinton airport. A distance of 44.25 km. 3 pilots had to make it pass the campground to make it a valid day and the window opened at 1:00 with everybody's time starting at that time.

The rush did not materialize as the same pilots that graciously let the paraglider pilots fly first yesterday allowed them to go first again. And they say there is some animosity between the

two disciplines! Their ensuing flights did not spark a lot of enthusiasm, so the pilots trickled off one by one.

The results at the end of the day showed that the goal was not obtainable and that Chris Muller had the longest flight of the day with a flight of 17.25 km followed by Jules Beaudry and Josef Mrkta tying at 13.35 km, just pass the minimum validation distance. That put "The Blind Waffling Pilots" just ahead of the "Married old Farts" and followed by "the Hair Club for Men" It should be noted here that both the "Married Old Farts" and "The Hair Club

for Men" had at least 1 paraglider on their teams. When they enquired about bonus points for the paraglider pilots they were deemed as probably having an advantage and therefore the points would count as equal.

That night everone participated in the excellent Sirloin Steak meal that was provided in a pleasant outdoor

setting courtesy of the Cache Creek Campground (that's another 12 pack you owe me) which was included with the entry fee.

It was then down to some serious drinking and tales of dare and woe as each and every pilot explained how they had the best; tactics, low-

HANG GLIDER WITH HAIR

Opposite page: Chris(tine) Muller This page; top; Lucille de Beaudrap from Alberta flying her paraglider; Middle, Barry Bateman making Willi Muller envious with his "Easy Boy" lift system; Bottom, Chris(tine) Muller proving that (s)he's a cross dresser. Photo's by Vincene Muller

LUCILLE FLYING PARAGLIDER

est save, glide ratio, sink rate, glider/harness color combination etc..... as they watched the sun sink on the horizon. (The beer, was of course, to wash down the bulls**t)

Day 2 dawned.... bright and sunny. The meet director in his wisdom decided to call "Clinton" as the site of the day and due to finishing up various duties was one of the last to leave the campground. It should be mentioned that Clinton hasn't been flown in quite a while so it was with a little surprise that 'yours truly' encountered a convoy of hang gliding vehicles coming back down the mountain as I was making my way up.

There were rumours of the Indian blockade just north of us being extended down to Clinton as the lead drivers had found a 2 1/2 foot diameter tree that had been felled across the road. In fact rumour has it that a mini confrontation actually took place up the mountain!!!

Now picture this if you can..... about 15 hang glider vehicles loaded up to

.....continued on next page

continued from previous page.....

the hilt, driving up 6500 ft mountain on a narrow twisting track, all independent of each other, and one by one they encounter an every increasing number of vehicles driving back down. With a lack of spots to turn around in, some of the vehicles had to be back down the hill for a while, which invariably meant that they then met other vehicles driving up, which then meant that they had to back down the road which..... well you get the picture.

Horns were honking and pilots and drivers were shouting back and forth giving directions (or mis-directions as the case may be) making it difficult to tell if they had grins or snarls on their faces. Well, to me it resembled an LA rush-hour when there has been an accident so I just wanted to get the hell out of there. Unfortunately I was stuck in the middle with you (sounds like a great line for a song to me!) and by some strange miracle, I didn't get lynched, so while I still was able to do so I called Cornwall again as the site for the day.

Pilots couldn't complain about the lack of XC this day as by now most of them had racked up over 110 km and they hadn't even set up the gliders!

The task committee today, in their creativity, called the same task as yesterday. But cunning devils that they are, they made the day validation distance further. Four pilots felt that this was an attempt to stop them pulling further ahead in the standings as by now the two members of the task committee were facing a great adversity and knew that the winning team was rapidly pulling ahead and leaving them behind. It was felt that this tactic would guarantee them a "close" 2nd place finish instead of being "left in the dirt" if the day was not validated!

The plan worked, and although three of the leading team were in the first 6 places, the day could not be validated. Chris Muller, in a brave attempt to do justice to his team, cruised overhead to become the only pilot to make the minimum validation distance.

Meanwhile... Stewart Trowesdale, always one to take on a challenge, had gone back to the

campground to borrow a chain saw from the wonderful and ever willing to help, Kim Jenner. (One more 12 pack!) and proceeded to rape and pillage the roadside up to the Clinton Lookout. For his trouble, Stew had a great flight there with 1000 fpm thermals and an XC flight back towards Cache Creek. He said that as soon as he reached the area where we were flying, it stabled out completely and he glided till he hit the dirt. (At least that what he say's!) And still the sun was shining!

Much drinking again tonight. Pilots started making murmurings about heading home because of the stability, but 4 pilots knew the truth! Some of the members of the other teams had already seen the writing on the wall.

Dawn broke to the sounds of mutiny as members of various teams tried to slip out of the campsite and head off home without being spotted by their ex-team mates. Pilots were jumping ship quicker than a "sailor on shore

HANG GLIDER

leave in a whole house" and when the dust settled there remained 15 dedicated (stubborn, god-damm-it, I'm gonna fly) pilots hanging around under the grey overcast sky waiting for the meet director to make up his mind what he was going to do. He had breakfast, that's what he did. It paid off too because by 11:00 am the sky showed signs of clearing so it was back up to..... Cornwall.

When the band of hardy souls arrived at the top of Cornwall they were treated to some spectacular views..... the cu-nim's building all around us, the curiously shaped wave type looking cloud directly overhead and the patter of raindrops landed on our heads to the thunder rumbling overhead. We hung around enjoying the show when someone mentioned that all the vehicles loaded up with gliders that were parked on the top in the open would make a good lightning conductor!!! Strangely it was about this time that we headed down to the set up area amongst the trees and away from the open.

CONFRONTATION

Top, Willi Muller and those "Tip Things"; Above, Standoff on the road up Clinton; Right, the convoy heading down waiting for vehicles to turn around. Photo's by Vincene Muller

VEHICLE LINEUP

1995 ATLANTICS

BY CHRIS WALTERS

Its Friday morning, July 7 with just about everyone who flies a motor-less, heavier than air aircraft in Atlantic Canada standing at the edge of Huges Brook launch site in Corner Brook, Nfld. We are all passing comments on how beautiful a day it is and how great this launch looks. The sun is bright, the air is warm and the pilots are ready! Visiting this weekend are three hang glider pilots, and two paraglider from Nova Scotia, as well as two "hangers" from the Ottawa area, not a bad

crew for the Atlantic Hang Gliding and Paragliding Championships.

For some time this is their first time to Huges Brook, others haven't been in four years and for the local pilots it's thrilling just to have this many people on launch again. All thoughts are the same, "will we get to fly". The winds are already moderate southwest, which is across the launch face. Although these winds are launchable in light conditions, the strength

and gustiness warrant some hang waiting.

Conditions remain consistent for the day, across with gust. Eventually evening arrives and our paragliding friend from Nova Scotia, Rick Robinson, decides its time to commit to aviation. Rick had no problem inflating his canopy and is easily off launch, however the winds in the valley, much to my surprise, are stronger than expected! Rick while not being affected by turbulence, cannot penetrate into the wind! We watch as Rick lets go of all brake on his paraglider and slowly slides towards the LZ.

Conditions were looking definitely super unstable and we all laughed at the stupidity of the other pilots that had headed of home. Steve Best, the only one remaining from his team, at last realized that his fellow team members had named their team, the "Scum Sucking Pigs", after themselves! It was so unstable looking that the meet director covered his butt again by selecting an ad-hoc safety/task committee of three. (The two other original members of the task committee had whimped out and gone home!

After much deliberation they deemed we were all men enough for the conditions and set a task of a race to Savona with the minimum validation distance being the feedlots on the way out of Cache Creek. Launch would be in 15 minutes with a 45 minute launch window.

The window opened and..... nothing! We sat on launch like lemmings. Eventually I suckered, I mean encouraged Jim Snell to launch in his big boat (Moyes 162 GTR, he'd trashed his Foil the week before when he tried to see if it would fly upside down). He disappeared around the corner and was last seen, how can I put this..... grovelling! One by one we all took off and half an hour later we were hitting the dirt in and around the vicinity of the LZ.

Back at HQ the only thing left to do was hand out the trophies. When I quietened down the crowd of 7 pilots and 2 drivers, I proceeded to read out the results. Chris Muller was the highest placed pilot but even that couldn't overcome the floundering of his fellow team members. Maybe it was their hair getting in their way!!! Second place ended up as a tie between Jules Beaudry and Josef Mrtka.

But individuals don't count at this meet, team flying is what it's all about (give me another beer) and the best team this year were "The

Blind Waffling Pilots" made up of Jules Beadry (he's from Quebec so he has an excuse) Darryl Staples (that last crash at Grouse was what finished him!) Brett Hazlett (who's only been flying for less than a year so he doesn't know any better) and yours truly Barry Bateman, Meet Director, Organizer and most importantly, scorer. (bribes are accepted).

There was one other prize. This was for the "Most Improved Pilot" and I originally intended this as most improved flying-wise. But there is one pilot that keeps showing up at meets, joins them just for the spirit of entering and generally ends up towards the bottom of the standings. This year was no exception as he went off and flew the sites of his choice, even though he was in the meet. This pilot has another redeeming point. Unlike many of the pilots I fly with, this pilot is not selfish and is always ready to lend a hand and help out when asked. He proved this again at this meet by going out removed the tree that had been felled across the road up Clinton. But his most redeeming point is that he never refuses you a beer, even though you haven't repaid him for the last couple of dozen you've begged of him. That pilot is Stewart Trowesdale. Unfortunately he had pissed off and gone flying by himself so I couldn't hand out the trophy to him, where is the guy when you need him?, so I tracked him down at work and presented it to him there at a later date.

As evening fell over the wonderful Cache Creek Campground, (one more 12 pack for good measure) the dust settled on an empty meadow as the last vehicle pulled out.... and the still the sun was shining.

*(This article is dedicated to all you wankers who keep telling me they have nothing to write about. I have just babbled on here for the last two and a half pages about a **One Day Meet!** Barry Bateman, Ed)*

As Rick moves to the middle of the valley, you could see the winds pushing him back. Demonstrating excellent pilots skills, Rick begins an eight minute flight that has him flying backwards approximately one mile, adjusting his glide angle so that he lands in an old drive-in theatre parking lot. While we all recognize the dire consequences that this type of flight could have had, friendly jokes and comments are made about his flight, finally evolving into his present monicker "Reversible Rick"

Shortly after Rick's historic flight the wind kicks up again as well as gustiness. Tom Bushell spends about fifteen minutes on launch but the gustiness prevents him from establishing a neutral wing and launching. It's getting late now, conditions are not improving so I call Tom back off the cliff, closing the launch window and thus ending the day.

Saturday dawns bright and warm with the local flight Service Station predicting light to moderate southwest wind and heavy haze. Quality warm front! Expecting the same conditions as yesterday, some pilots decide to go swimming at Steady Brook, some five miles away while the more senior pilots decide to wait on the hill willing the weather to improve.

Around three o'clock I've had enough hang waiting. Conditions are light and across with a light thermal cycling through. The take off was easy, Unfortunately the site tenaciously held on to its precious lift and five minutes later my feet plopped back down on terra firma. During the next hour five more flights are made, with all finding no lift in the stable conditions. Our reward today was not airtime but a refreshing dip in Hughes Brook itself.

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On our way back we meet up with the guys who had left earlier for a swim. We explained conditions were ideal for sleigh rides and that they should go up for a flight. The road to the top is four wheel drive material and my truck was the only one capable of carrying up gliders. In order to take up the junior pilots gliders it necessitated transferring our gliders to another truck, which meant they stayed at the bottom. This turned out to be the mistake of the meet!

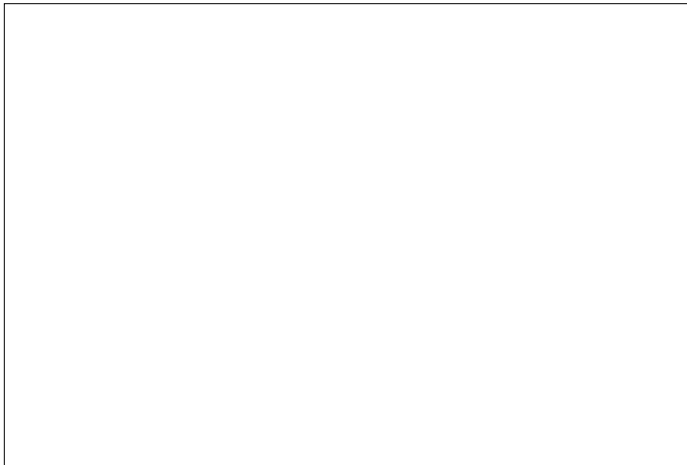
Arriving at launch, conditions are ideal for sleigh rides. As the gliders are set up I wander out to the cliff edge to reassess the air. Something is wrong herreeee! Winds are straight in, steady almost as if... MAGIC! Damn. damn, damn. Now I had a problem. There are four pilots ready to go who may possibly get their first soaring flights at Hughes, while there are five gliders at the bottom of the hill whose pilots have spent five hours getting baked on launch and who were told by me that conditions would not improve today. The problem was that it was a thirty minute ride to bring our gear up, and I didn't think conditions would last that long,.... maybe?

You see, the Hughes launch is affected by a sea breeze. Sometimes on very hot stable days the breeze will come in just far enough that it forces the warm air up out of the Brook valley, a condition very similar to magic air. I had forgotten this little detail and now had to humble myself before my peers and explained that I had goofed.

The ensuing beating wasn't all that bad, with two of the guys going down to get the gliders

(not before I had in writing that they would bring mine up) while we launched the pilots who were ready to go.

As I said, conditions were stable but light lift was present. Mike Butt launches first, managing a couple of passes before turning away from the ridge. We watched, open mouthed, as



Mike and his Atlas hardly lose any lift in the buoyant air, even as he is well away from the ridge. Janice Taylor is next and this will be her first flight of Hughes. Conditions are still stable but beginning to fade. Janice formulates her plan and prepares herself for launch. She executes a flawless foot launch and flies well out in the valley, again hardly losing any height as the air remains buoyant. Next is paragliding pilots Brian Wheaton. Conditions are quickly fading and I expect it to start blowing down hill at any time. Brian is a little nervous and does a couple of inflations to get the blood going. Unfortunately on the next

attempt the air is shifting downhill and off launch. The window is closed with Mike and Janice safely on the ground, ten and eight minutes each. It's about this time that the guys show up with the gliders, Oh well.

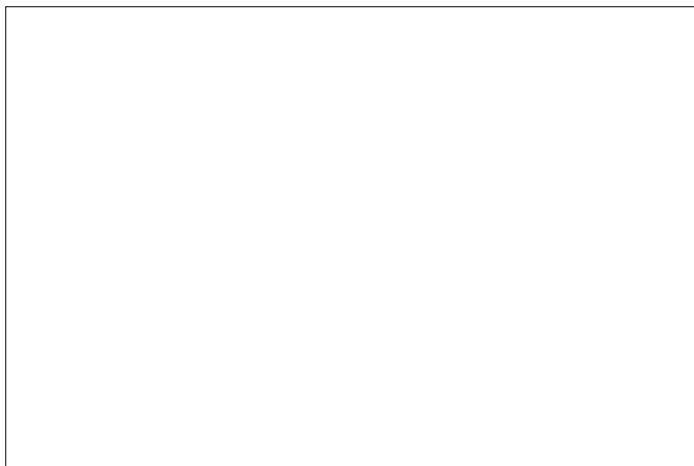
Sunday arrives and we awake to the promise of rain showers and strong southerlies. We hold the

AGM of the HGAN in the morning then later that afternoon run over to Hughes to make sure conditions are poor, which they were, and to present awards. The winners are; Hang Gliding, Mike Butt 1st, Janice Taylor 2nd; Paragliding, "Reversible" Rick Robinson 1st, Brian Weaton 2nd.

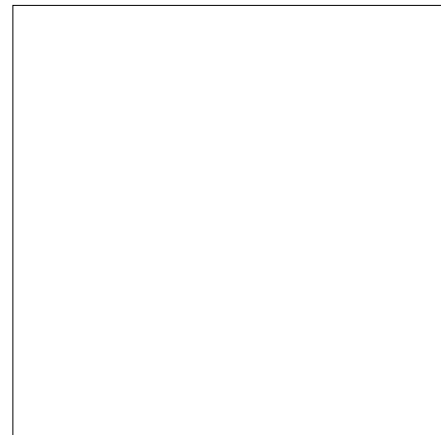
While the weekend may not have been a success flying wise, many pilots went away complaining of the extra ballast they were carrying. Friday nights fare consisted of Lasagna plus salad, and beer of course, while Saturday nights feast had gourmet dishes of B-B-Q Moose steaks. Much thanks go to my wife Deb who

completed the planning for the social events. In her words "I'd rather be here than over there doing nothing". So ended our half of the Atlantic Hang Championships.

I must add one little tidbit. Most pilots stuck around until Wednesday morning hoping for some airtime. Unfortunately that persistent warm front also hung on till late Wednesday afternoon when the westerlies kicked in. The only two pilots left were the guys from Ontario, and along with myself, we all had good flights late that evening. All went cross country, and some got to cloudbase at 4500 ft ASL. The next day we all logged two hours in broken thermals, with only one pilot leaving the ridge. Sorry guys, just had to put that in.



Top, Looking south down the Humber River Valley at approx 4000 ft ASL. Two miles from Huges Brook launch and two miles to go before the next landing field; Bottom, Looking west towards Corner Brook and the Bay of Islands, over launch at Huges Brook at approx 3500 ft ASL Photo's by Chris Walters



Andy Gamp and Richard Ouellett sharing the sky at Cochrane. Photo by Vincene Muller (Photo not related to article)

Nova Scotia Fly-In

BY CHRIS WALTERS

Late May saw three Paragliding pilots and six Hang Gliding pilots descend on the Parrsborro area of Nova Scotia. This was the first time ever a competition of this sort was held here, and it went very well thanks to the effort of Rick Robinson and Eileen Vaughn.

The event was held over three days, Saturday to Monday. Saturday conditions were overcast, clearing in late afternoon with light conditions. All pilots managed some much needed practice off a 300 ft. training hill in Fox River. Sunday turned out to be the banner day, with first ever soaring flights off Hidden Falls launch. This launch was cleared especially for this get together and it did not let us down. Chris Walters and Tom Bushell soared their Hang Gliders for 25 mins. and 20 mins. respectively in light, broken thermals. Unfortunately, the cloud cover would develop and shut everything down, putting both pilots on the ground. Two Paraglider pilots and one Hang Glider pilot both had extended sleigh rides. Great new site on the east coast.

Monday dawned with strong winds and overcast, with the promise of rain late in the day. As conditions mellowed in late morning Chris Walters and Tom Bushell decided that flight was possible. Chris went first, and upon fooling up his launch (had to clear a line of trees to make main ridge) decided to try a cross-wind landing. Unfortunately, because of poor execution he flew into tree line rotor and was "thumped" to the ground. It was a hard hit, but no personal injury. Tom Bushell launched just after Chris's mishap and had no problem. After about ten minutes though Tom called it quits as the air was somewhat turbulent and "just wasn't any fun".

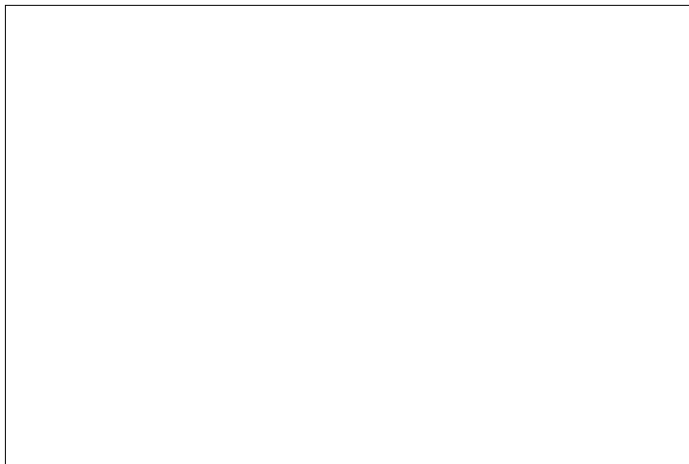
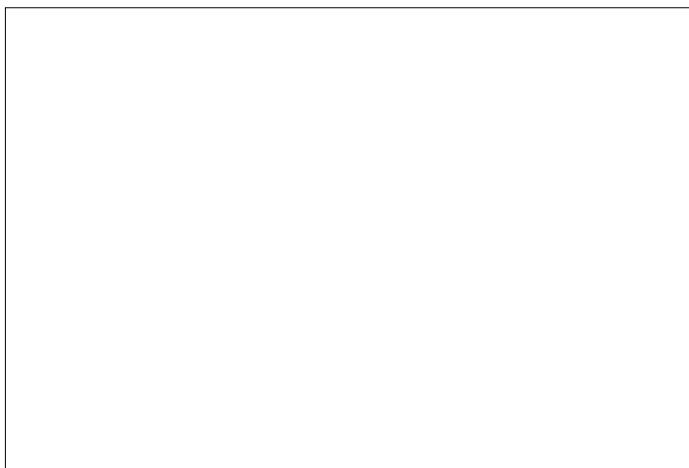
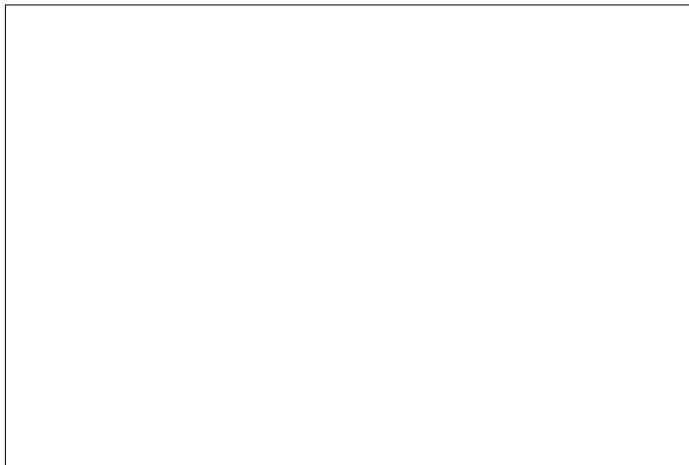
So ended the Fly-In. Except for Chris's accident all went well with the beginner Paraglider and Hang Glider pilots getting in an excellent weekend of training. One new valuable site was established and all pilots went home feeling rewarded for their weekend efforts.

Final results:

Chris walters	1st Hang Gliding
Tom Bushell	2nd Hang Gliding
Rick Robinson	1st Paragliding
Michael Wheaton	2nd Paragliding

Prepared by Chris Walters

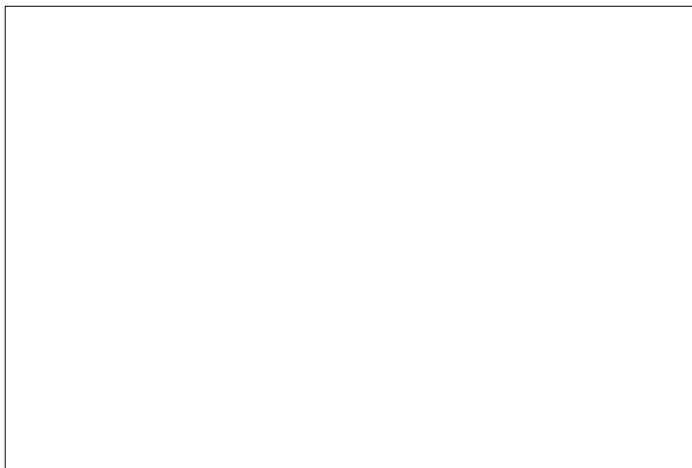
Top, Micheal Wheaton getting ready to fly from Fox River; Middle, Mike Butt launching from Kirk Hill during the Nova Scotia Fly-In;
Photo's by Chris Walters:
Bottom, Chris Walters glider after flying into a tree line rotor in an attempted cross slope landing. Photo by a nice friend of Chris!



1995 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
April 14-16	BC	SAVONA EASTER MEET
April 22	BC	6th ANNUAL BLACKCOMB PARAGLIDING MEET - 1st Heino Einfeldt; 2nd, Darren Kinley; 3rd, Pierre de Montigny
April 29-30	BC	WEST COAST SOARING CLUB XC SERIES - 1st, George Borradaile; 2nd, Martin Henry; 3rd, Martin Dennis
May 14-24	BC	CANADIAN CHAMPIONSHIPS (HG) - 1st, Kari Castle, USA; 2nd, Chris Muller, Alta; 3rd, Lionel Space, USA.
May 20-22	Que	COMPETITION ANNUELLE DU CLUB DE VOL LIBRE YAMASKA
June 4-11	USA	SANDIA CLASSIC - 1st, Dave Sharp; 2nd, Glen Volk; 3rd, Mark Bennett
June 24-25	Alta	23RD ANNUAL COCHRANE MEET
June 30-	Ont	OHPA FLY-IN
June 25-	Spain	1995 WORLD CHAMPIONSHIPS - 1st, Tomas Suchanek, CZ; 2nd, Manfred Ruhmer, A; 3rd, Richard Walbec, F.
July 1-3	BC	CLUB CUP - 1st, Tod Hixson; 2nd, Mark Tulloch; 3rd, Stewart Trowesdale
July 10-15	USA	CHELAN CROSS COUNTRY CLASSIC
July 7-9	Nfld	ATLANTIC HANG GLIDING CHAMPIONSHIPS - HG: 1st, Mike Butt Nfld; 2nd, Janice Taylor, Nfld; PG: 1st Rick Robinson, NS; 2nd, Brian Weaton, NS
July 1-9	USA	US PARAGLIDING NATIONALS -
July 22-29	USA	US NATIONALS (HG) - Tomas Suchanek, CZ; 2nd,
July 23-29	BC	GOLDEN CLASSIC - Rained Out. Non Valid Meet
July 28-30	BC	THE GREAT PARAGLIDING FESTIVAL - 1st, Dean Johnson, BC
Aug 5-7	BC	CANADIAN NATIONALS (PG) - Rained Out. Non Valid Meet
Aug 5-7	BC	WESTERN CANADIAN CHAMPIONSHIPS - Rained Out. Non Valid Meet
Aug 26-27	USA	CAN-AM - 1st, Jeff Remple, BC; 2nd
Sept 2-4	BC	CACHE CREEK TEAM MEET - Winning team; The Blind Waffling Pilots - Barry Bateman, Darryl Staples, Brett Hazlett, Jules Beaudry
Nov 10-14	Aust	QUEENSLAND STATE CHAMPIONSHIPS (HG) Killarney, NSW, Australia.
Nov 16-19	Aust	MANILLA MUG (HG) Manilla, NSW, Australia.
Nov 16-19	Aust	MANILLA MUG (PG) Manilla, NSW, Australia.
Dec 2 - 9	Aust	VICTORIA OPEN (PG) Bright, Victoria, Australia
Dec 26 - Jan 4	Aust	PARAGLIDING FLATLANDS Forbes or Hay, NSW, Australia. (Tow Meet)
Dec 28 - Jan 4	Aust	AUSTRALIAN HANG GLIDING NATIONALS Forbes or Hay, NSW, Australia. (Tow Meet)
Jan 6 - 14	Aust	BOGONG CUP (HG) Victoria, Australia.
Jan 16 - 23	Aust	HANG GLIDING FLATLANDS NSW, Australia (Tow meet)
Jan 26-Feb 10	Aust	WOMENS WORLDS HANG GLIDING CHAMPIONSHIPS Bogong, Victoria, Australia.
Feb 11 - 19	Aust	PRE-PARAGLIDING WORLD CUP Bright, Victoria, Australia
Feb 28 - Mar 3	Aust	AUSTRALIAN PARAGLIDING OPEN Corryong, Australia
Mar 9 - 16	Aust	NSW PARAGLIDING STATE CHAMPIONSHIPS Australia

If anybody is interested in attending any of the Australian competitions, please contact:
Vincene Muller, Box 2, Site 13, RR#2, Cochrane, Alta, TOL OWO. Contact information will then be forwarded.



The day before the Canadian Paragliding Nationals
Photo by Vincene Muller

Any Female Canadian Pilots
who qualify and are interested in
attending the

Women's World Hang Gliding Championships

26th January - 10th February, 1996
Bright, Victoria, Australia

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Barry Bateman as soon as possible
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