



AIR

JUNE 1996

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

VOLUME 10 ISSUE 3

Barry Bateman soaring at Mount Woodside on his HP AT 145 with Brett Hazlett on his 137 Moyes Xtralite on a windy fall day.
Photo by Barry Bateman



HPAC/ACVL Certified Instructors and Schools

HPAC/ACVL Certified Instructors as of Wednesday 31st January, 1996

Name	City	Prov	Tel - Res	HG Status	PG Status
Darrel Bossert	Jasper	Alta	(403) 865 1230	Inst	
Glenn Derouin	Canmore	Alta	(403) 678 4973		Sr Inst; Tandem II
Derek Holmes	Calgary	Alta	(403) 270 7678	Inst; Tandem	
John Janssen	Calgary	Alta	(403) 286 9257	Sr Inst	
Dean Leinweber	Calgary	Alta	(403) 244 3724	Inst	
Rick Miller	Edmonton	Alta	(403) 461 3592	Sr. Inst; Tandem II	
Willi Muller	Cochrane	Alta	(403) 932 2759	Sr. Inst	Sr Inst
Chris Muller	Cochrane	Alta	(403) 932 2759	Inst	Inst
Richard Ouellet	Calgary	Alta	(403) 247 2861	Inst	
Jeff Runciman	Calgary	Alta	(403) 293 9027	Inst	
Georges Thibault	Edmonton	Alta	(403) 457 2507	Inst	
Bernard Winkelmann	Calgary	Alta	(403) 249 6763		Inst
Denis Bigeault	Lasalle	Que	(514) 363 7378	Inst; Tandem I	
René Marion	St-Férol des Neiges	Que			Inst; Tandem I
Philippe Thibodeau	Saint-Hyacinthe	Que	(514) 261 0993	Sr. Inst; Tandem II	
Bernadette Younk	St-Mathias-sur-Richelieu	Que	(514) 658 3829		Inst; Tandem I
Kevin Ault	Cultus Lake	BC	(604) 858 8837		Inst; Tandem I
Barry Bateman	Langley	BC	(604) 888 5658	Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		Sr Inst; Tandem II
Karl Buchegger	Williams Lake	BC	(604) 394 4127		Inst
Maxim de Jong	Sardis	BC	(604) 858 2300		Sr Inst; Tandem II
Sean Dougherty	Penticton	BC	(604) 493 6447		Inst; Tandem I
Max Fanderl	Fairmont Hot Springs	BC	(604) 345 6278		Inst
Claude Fiset	Whistler	BC	(604) 932 7052		Snr Inst; Tandem II
Armin Frei	Vancouver	BC	(604) 737 7440		Inst
Russell Fretenburg	North Vancouver	BC	(604) 990 9010		Inst; Tandem
Andrea Gagel	Vancouver	BC	(604) 732 4418		Inst
Don Glass	Kelowna	BC	(604) 491 4944	Snr Inst; Tandem I	Inst
Peter Graf	Vancouver	BC	(604) 732 0045		Inst; Tandem I
Mike Harrington	Burnaby	BC	(604) 294 1394	Inst	
Brett Hazlett	Burnaby	BC	(604) 421 0130	Inst	
Peter MacLaren	Golden	BC			Inst; Tandem I
Scott Nicholson	Nth Vancouver	BC	(604) 986 3708		Inst; Tandem I
David Palmer	Victoria	BC	(604) 385 2970	Inst; Tandem I	
Randy Pankew	Surrey	BC	(604) 501 1331	Inst; Tandem I	
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		Inst; Tandem
Michael Solaja	Etobicoke	Ont	(416) 620 0115		Inst; Tandem I
Tom Spann	Chilliwack	BC	(604) 793 6885		Inst; Tandem I
David Stanek	Surrey	BC	(604) 535 8304		Inst
Mark Tulloch	Victoria	BC	(604) 658 0119	Sr. Inst; Tandem II	Inst
Peter Watson	Kelowna	BC	(604) 763 1904	Inst	
Laurie Young	Sardis	BC	(604) 858 2300		Inst
Rick Robinson	Timberlea	NS	(902) 876 8583	Inst	
Rocklyn Copithorn	Stouffville	Ont	(905) 640 4339	Inst	
Karl Dinzl	Etobicoke	Ont	(416) 626 2227	Inst	Inst
Michael Robertson	Claremont	Ont	(905) 294 2536	Sr. Inst; Tandem II	
Kevin Thomson	Kitchener	Ont	(519) 742 5744	Sr. Inst	

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

If you don't see your name on this list but it was listed in the Dec issue, it probably means that your certification has expired (31 dec 1995). In which case you will have to attend an Instructors "Re-certification" course which can only be administered by a Senior Instructor. B. Bateman

HPAC/ACVL Certified Hang Gliding and Paragliding Schools as of Wednesday 31st January, 1996

Name of School	HG	PG	Owner	Address	City	Prov	Post code	TeI
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Aerial Sensations Paragliding Ltd.	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams Hang Gliding	Yes	Yes	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
First Flight Paragliding	No	Yes	Russel Fretenburg	Box 75521, 3034 Edgemont Blvd	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
Max Paragliding	No	Yes	Max Fanderl	P.O. Box 564	Invermere	BC	V0A1K0	(604) 342 0461
Mescalito Adventure Co	No	Yes	Maxim de Jong	50639, O'Bryne Road	Chilliwack	BC	V2R1B4	(604) 858 2300
Parawest Paragliding Ltd.	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Pirate Gliding	No	No	Mike Solaja	9667, 5th Street	Sidney	B.C.	V8L2X9	(416) 620 0115
Skyline Paragliding	No	Yes	David Stanek	16011 - 14th Ave	Surrey	BC	V4B1E9	(604) 824 1988
Sun-Wind Paragliding Aviation School	No	Yes	Karl Buchegger	P.O. Box 4788	Williams Lake	BC	V2G2V8	(604) 392 4131
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
Sky Images Paragliding	No	Yes	Rick Robinson	#205 - 175 Knightsridge	Halifax	NS	B3M3Y2	(902) 457 4963
High Perspective	Yes	No	Michael Robertson	RR #5, 865, Conc 7	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 School	Yes	No	Karl Dinzl	23, Deancourt Road	Etobicoke	Ont	M9B3K8	(416) 626 2227
Atelier de la Glisse Inc	No	No	Benoit Tremblay	M. 201 Boul Tadassor	Tremblay	Que	G7H5A8	(418) 545 8368
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	C.P. 763	St Germain	Que	S0C1K0	(819) 395 5224
L'Eole Buissonnière Inc	No	Yes	René Marion	7773 Avenue Royale	Chateau Richer	Que	G0A1N0	(418) 824 5343

(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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Box 2, Site 13, R.R. #2, Cochrane, Alberta. T0L 0W0
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Safety: Fred Wilson

#102 - 1236, Pandora, Victoria, B.C. V8V 3R4
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British Columbia V7N 4M0

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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 Quèbècoise De Vol Libre

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

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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. Contributions may be sent in on a IBM disks, as an ASCII text file or in any of the major word processing formats. Written and typed contributions are also accepted. Disk and photo's will be returned if requested and accompanied with a stamped address envelope.

Send them to; Barry Bateman, 21593, 94a Avenue, Langley, BC. V1M 2A5. (604) 882 5090

Published on 1st Feb, April, June, Aug, Oct, Dec. Deadlines are two weeks prior



HPAC/ACVLC

President's Report

We were out, but we're back in! The aeromodellers (MAAC) had pulled out of the Aeroclub, which had the effect of devastating the membership numbers, since they're about 12,000 strong. Without them, I couldn't see how the Aeroclub could hope to carry on. Without them, the Aeroclub wanted to raise our dues to \$3900. As you may know, I'm finding it increasingly difficult to justify what we now pay to the Aeroclub and in turn to the FAI for the meagre services we receive, or for that matter require. As it is, I've agreed to pay \$2500, an increase of \$700 or \$800 from the previous year. This is hardly an amount that I can justify to you, the members, considering that such a small number actually participate in records, badges, and world competitions. However, this is not the end of this issue. We will continue to press the Aeroclub, and through them, the FAI to reform the fee structure and control the expenses.

I've received two or three requests - which turned into suggestions - that we reduce or eliminate the fees for site insurance. The argument is that site insurance is beneficial to most of the member pilots, and secondly, we have an obligation to protect the landowners to what ever extent we can. The fees can be as low as \$50.00 to insure a site (one additional named insured), and one could argue that this modest amount shouldn't stop any club from purchasing the insurance. On the other side of the coin, we have an important source of revenue for the HPAC, and the desire not to overburden our administrator with frivolous requests. I'd like to get more input on this question before we make any change to the current fee structure, so phone (403 239 7378), fax (403 221 6953), or E-mail (bennett@cadvision.com) if you have some thoughts on this (or any other issue).

Finally! I struck a nerve. I want to thank Darryl Staples and Adam Hunt for contributing their (conflicting) opinions on the state of the national association; however, I think we'll need considerably more participation from the membership on the discussion of this issue before we proceed along a new course. I'm sure Barry has some more room in the Airmail column.

Since I'm determined to create some controversy, I'll throw out another scary thought to add to the heresy I spewed out in the last issue This is about our instruction program. First, a couple of notables. In the last issue of the AIR magazine, I couldn't help noticing that there are now more certified paragliding instructors than there are hang gliding instructors. Paragliding is growing fast, and it will continue to do so. It's becoming increasingly difficult to keep up with all the new certifications, and the issues that arise from breaches in the requirements for maintaining one's certification. So, here's the thought. Perhaps it's time for the instructors to form an alliance, establish a code of conduct, and police themselves within a set of guidelines or some other system of voluntary compliance.

I'm just back from the Kindersley trip, so perhaps we'll have stories and pictures for the next issue. Until then, have a great season and fly safe.
Ron Bennett

The CIVL Annual Meeting by Stewart Midwinter

On Canada's behalf I attended the annual plenary meeting of the CIVL, the international commission of the FAI for hang gliding and paragliding. This year the meeting was near Paris, and I was able to obtain a low seat sale fare which made the trip possible.

There were 27 countries represented at the 3 day meeting, led by CIVL president Per Christian Daehlin of Norway. This was the first meeting in 3 years attended by Canada, the last being in San Francisco in 1993. The meeting took place in a college at Marly-le-roi, about 50 km west of Paris, in conjunction with a parallel meeting of the International Gliding Commission. This was useful (see Class 2, below). Following are some of the key points I made note of at the meeting.

Upcoming Competitions

World Air Games, September 5-21, 1997, and

Pre-World Air Games, September 5-21, 1996:

This multi-sport event will be held in Turkey. The hang gliding and paragliding will take place at Mt. Honaz (2528m ASL) near Denizli, in west-central Turkey.

1997 World Paragliding Championship, and

Pre-World's in 1996 (July 20-30):

This will take place in Castejón de Sos, Spain, about 100 km NW of Ager.

1997 World Hang Gliding Championship in January 1998, and

Pre-World's in January 1997:

This will take place in Forbes, Australia, and will be a tow-launched event.

1998 1st N. American Continental Championships:

Canada made an expression of interest in hosting this event. We have 4 months to prepare our bid. Persons interested in seeing this take place should contact me as soon as possible.

1999 World Hang Gliding Championship:

There were expressions of interest from the United States (for Dinosaur, Colorado), from Spain (for Castejón de Sos) and from Italy (for Monte Cucco).

1999 World Paragliding Championship:

There were expressions of interest from Australia (for Bright) and from Austria (for the Pinzgau valley, the "racing valley" of the 1985 World hang gliding championship).

Class Definitions:

This was much discussed. It has been clarified that hang gliders are distinguished by being able to take off and land solely with the energy of the pilot's legs, i.e. not with the assistance of wind energy. Accord-

HPAC/ACVL Directors Reports & Updates

1996 Sporting Licences

I have received notification from the Aero Club of Canada that the fee for 1996 Sporting Licences will be \$50. They require two weeks for processing, therefore please allow three weeks to ensure that your sporting licence is received and processed before you make a record flight.

Sporting Licence Applications are available from:

Vincene Muller

HPAC Records and Statistics Committee

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

Cochrane, Alta, TOL OWO

ingly, class 2 gliders must be capable of no wind takeoffs and landings. Those class 2 like gliders that cannot meet the no wind requirement will fall into a new class 4. This was discussed with the International Gliding Commission and met with their agreement.

Other Sporting Code changes:

There were a number of other sporting code changes made. The most important: the record category of distance via a single turnpoint has been eliminated. Also, it is clarified that it is permitted to complete a goal flight and continue on for an open distance claim.

And the height-distance relationship is clarified to apply to the height of the pilot above the departure point.

FAI/CIVL Internet web site:

Over the past year I have worked with a small team from other sporting commissions to establish an FAI web site. I prepared a number of CIVL web pages and presented these at the CIVL meeting. Comments are welcome on the CIVL site, as on the HPAC web site.

The FAI web site address is:

<http://www.fai.org/~fai/>.

The HPAC web site address is:

http://www.cadvision.com/Home_Pages/ac-counts/midtoad/hpac.htm.

Other details:

Further details will be available once the official minutes are printed. You can obtain a longer summary of the meeting if interested by sending me an e-mail request to: midtoad@cadvision.com. The complete minutes will also appear on the CIVL web site shortly.

Non-Canadian HPAC/ACVL Membership and the Insurance program

(The following was recently posted on the Hang Gliding digest. It is repeated here so that you may inform any visiting, non-Canadian resident pilots of the status of our membership and insurance program. Barry Bateman).

As administrator for the Hang Gliding and Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) I have had many request recently, primarily from US residents, for information on membership in the HPAC/ACVL and details on our insurance policy. The following will hopefully answer these questions and clarify the HPAC/ACVL's membership/insurance status.

Membership in the Hang Gliding and Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) cost Can\$75 per year and runs from 14th of February until the 13th February the following year. Membership includes a bi-monthly magazine (no color I'm afraid) called "AIR" and third party liability insurance for \$3,000,000 which is valid in Canada, the USA and Mexico..... BUT ONLY FOR CANADIAN RESIDENTS.

Non-Canadian residents can purchase a 90 day temporary membership for Can\$15 which is valid whilst they are in Canada (required to fly in HPAC/ACVL sanctioned competitions) or they can join the HPAC/ACVL as a full member for Can\$75, but in both cases this insurance is VALID IN CANADA ONLY. It is not valid in the USA or Mexico if you are not a Canadian resident.

If you wish to fly in Canada, the HPAC/ACVL will recognize USHGA or any other foreign ratings or an IPPI card for hang gliding and Paragliding as proof of their flying ability.

If a non-Canadian resident becomes a member of the HPAC/ACVL then they may obtain an equivalent HPAC/ACVL level rating providing they meet all of the requirements for the HPAC/ACVL rating. This is primarily the requirement to have passed a Transport Canada hang gliding air regulation exam (HAGAR) in order to obtain an Intermediate rating (and likewise the Advanced and Master ratings).

Also, US instructors who become members of the HPAC/ACVL may also obtain the equivalent

HPAC/ACVL instructors certification providing all of the HPAC/ACVL instructor certification requirements are met.

Further information on HPAC/ACVL membership please contact the HPAC Administration office at:

HPAC/ACVL
21593, 94a Avenue
Langley, British Columbia
Canada. V1M 2A5
ph/fax (604) 882 5090
hpac@mindlink.bc.ca

Yours in Flight
Barry Bateman
HPAC/ACVL Administrator

Instructor Accident Reports.

The following was emailed to me by Fred Wilson, HPAC/ACVL Safety director about reports sent in that may have been caused while students were under instruction. I've decided to publish it here to make instructors aware of their obligations, to their students and the need to file accident/incident reports. Please be careful, students are the people that convey our standards and professionalism to non-participants! No names are mentioned in this report to insure confidentiality Barry Bateman)

I have received a total of 9 accident reports this year involving students.

A student was reported as having a bad accident at Golden. He is listed as a student of * * although the (minimal) report was not clear as to whether or not * * was instructing him (high flights?)... at the time. I have mailed the student an accident report form with the request to answer the above question.

A paragliding student from Ontario had been ridge soaring the north face of Yamaska PG in June '95 for some time (eg an hour). He then managed to hit the roof of a building (sort of a clubhouse) that is near one launch. Some sort of collapse may have been a factor, but I don't know the details. I have heard that an accident report will be sent. He ended up with a badly broken femur and some blood clotting complications. No report filed by unknown instructor.

.....continued on next page

HPAC/ACVL Directors Reports & Updates

tor. Unknown if student was under active instruction at the time. Report is being followed up.

HG Student flew into trees to the right of launch. Unknown if the student was under active instruction at the time. Report not filed by **, the instructor. Report is being followed up.

We have yet to receive a report from ** about the Tandem accident in the USA. At the very least I would expect him to submit the name of the passenger.

We have received complete reports from:

1. ** about one of his students crashes in New York.
2. ** for student crashes at Mt Lehman, and Black Mt. Washington

This does point out that instructors need to be made more aware of what our definition of an accidents and incidents are.

Reportable **Accidents** as defined by Transport Canada guidelines are:

1. Any injury greater other than simple fractures to fingers, all burns or any cuts or other injury requiring medical attention.
2. Any Aircraft damage OTHER than simple control devices: Control Bars or Brakes and A, B or C Lines. Any significant Harness damage is a reportable accident.
3. Any event involving a Mid-Air Collision (including flying into trees or power lines); any near miss or event which requires a reserve parachute deployment.

Incidents Reports are gathered for our own interest and include:

1. Any minor injury not requiring medical attention.
2. Minor damage to control devices such as Control bars, Brakes, A, B and C Lines.
3. Any event where a lesson might be learned, a life saved, an accident avoided. Meaning: What would you like other pilots to learn from this?

Thanks.

Fred Wilson

HPAC Accident Review & Safety Committee
Chairperson

SAFETY ADVISORY

Paraglider Harness with Integrated Safety System

On a paraglider harness with an integrated safety equipment container the fixing of the *splint*-rope to the strap of the release handle was not suitable because of a failure in the sewing. The same construction piece has been used on all the paraglider harnesses; Sup Air Race, Paratech A1, Sup Air Profeel Race, Paratech Sup Air A2, Paratech B1, UP Action LX, and Passenger. Therefore all the harnesses of this pattern could be affected.

In agreement with the following companies Aerosport and UP-Europe the DHV has, as a precaution, decided on the following safety measures:

1. On all paraglider harnesses referred to above the sewing of the 'splint rope', marked with an X, on the belt of the safety release handle is to be tested to a load of at least 20kg.
2. Those which fail must be reworked.

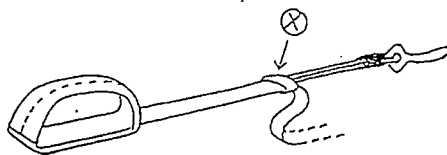
This airworthiness instruction came into force when it was published in the News for Paragliders and Hang Gliders (NfGH). The safety measures must be carried out before the equipment is used again.

The check can be carried out by the owner of the harness.

Reworking can be arranged through the company Aerosport, Grafenstrasse 26, 83094, Brannenburg, tel 08034 1034, fax 08034 3384 and UP-Europe, Gut Muhleck, 82404, Sinseldorf, tel 08856 82413, fax 08856 82416

11 April 1996

Bernd Schmidtler



Safety Equipment on the Harness Husky

The Test Release of Safety Equipment on the Paraglider Harness Husky from the company Finsterwalder demonstrated an unacceptably high strength requirement for activation. This is caused by the velcro bands next to the release *splint*.

In agreement with the company Finsterwalder the DHV has decided on the following safety measures:

1. On all paraglider harnesses of the design "Husky" the strength required to release is to be checked
2. Those release grips that fail the check must be reworked.

The airworthiness instruction comes into force when published in the Nachrichtung fur Gleisegel und Hanggleiterfurer (NfGH). The safety measures must be carried out before the next use of the equipment.

The check and, when necessary, exchange will be carried out by the company Finsterwalder GmbH, Charly Produkt, Am Osterosch3, 87637 Seeg, tel 0049 8364 1286, fax 0 049 8364 8426

AERO TOWING

The letter and authorization which is reproduced on the next page is the result of many hours (years) of work by Armand Achione, HPAC TC liaison. In the next issue Armand will explain what is required of pilots in order for them to set up aerotowing operations.

In the meantime I would like to thank Armand on behalf of the members of the HPAC/ACVL for obtaining permission from TC to allow hang gliding and paraglider to develop further in Canada.

Barry Bateman

**AUTHORIZATION
UNDER SECTION 510
OF THE AIR REGULATIONS**

Pursuant to Section 510 of the Air Regulations, I hereby authorize affiliated hang gliding schools or clubs of the Hang Gliding and Paragliding Association of Canada (HPAC) to tow a hang glider with an ultra-light aeroplane for the purpose of hang glider flight training subject to the following conditions:

(1) The operator of the HPAC affiliated hang gliding school or club notifies the appropriate Transport Canada Regional Office of the following information:

- (a) the legal name, trade name and address of the hang gliding school or club;
- (b) the base of operations;
- (c) the type and registration marks of the ultra-light aeroplane(s) being used;
- (d) proof of appropriate liability insurance to conduct the operation; and
- (e) the name of the flight instructor who shall be responsible for the operational control of the operation.

(2) The information itemized in section (1) shall be provided to the Minister by the hang gliding club or school:

- (a) prior to commencing flight training operations; or
- (b) within 10 working days after any change of the information

(3) The Minister shall be notified within 10 working days of the suspension of operations.

This authorization is valid until the implementation of the Canadian Aviation Regulations, or until the earliest of.

- (a) the date on which any condition specified in this authorization is not complied with; or
- (b) the date on which the exemption is cancelled in writing by the Director, Aviation Licensing, for any reason that in his opinion is likely to have an adverse effect on aviation safety.

Dated at Ottawa April 29, 1996 on behalf of the Minister of Transport.

J.H. Scott;
Acting Director,
Aviation Licensing



Transport
Canada

Transports
Canada

Safety and Security Sécurité et sûreté

May 13, 1996

Your file Votre référence
Our file Notre référence

Mr. Ron Bennett
President Hang gliding and Paragliding Association of Canada
21593 94A Avenue
Langley, British Columbia
V1M 2A5

Dear Mr. Bennett:

Please find attached in both official languages the Authorization for HPAC to tow a hang glider with an ultra-light aeroplane for the purpose of hang glider flight training. The Authorization is conditional upon adherence to specific conditions detailed therein.

If you have any questions regarding the authorization please contact Lindsay Cadenhead at (613) 990-1036.

Your truly,

J.H. Scott
Acting Director
Aviation Licensing

cc: A. Acchione

Canada

21-0017 (96-02)

**AUTORISATION EN
VERTU DE L'ARTICLE
510 DU RÈGLEMENT
DE LA'AIR**

Conformément à l'article 510 du *Règlement de l'Air*, j'autorise par la présente les écoles ou les clubs de deltaplane affiliés à l'Association canadienne de vol libre (ACVL) à remorquer un deltaplane avec un avion ultra-léger dans le cadre de l'entraînement au vol de deltaplane sous réserve des conditions suivantes :

1) L'exploitant de l'école ou du club de deltaplane associé à l'ACVL transmet au bureau régional approprié de Transports Canada les renseignements suivants :

- a) le nom légal, le nom commercial et l'adresse de l'école ou du club de deltaplane;
- b) la base des opérations;
- c) le type d'avion ultra-léger utilisé et sa marque d'immatriculation;
- d) la preuve d'une assurance responsabilité appropriée pour mener les opérations;
- e) le nom de l'instructeur de vol responsable du contrôle d'exploitation.

2) Les renseignements détaillés dans la section 1) doivent être fournis au ministre par le club ou l'école de deltaplane:

- a) avant le début de l'entraînement au vol; ou
- b) dans les 10 jours ouvrables après toute modification aux renseignements.

3) On doit aviser le ministre dans les 10 jours suivant l'arrêt des opérations.

Cette autorisation est valide jusqu'à la mise en vigueur du *Règlement de l'aviation canadien* ou jusqu'à la première des deux éventualités suivantes :

- a) la date à laquelle une des conditions précisées dans cette autorisation n'est plus satisfaite; ou
- b) la date à laquelle la présente exemption est annulée par écrit par le directeur, Licences d'aviation lorsqu'il considère que cette exemption peut avoir des conséquences néfastes sur la sécurité aérienne.

Daté à Ottawa en ce 29 April, 1996 au nom du ministre des Transports.

Le directeur intérimaire
Licences d'Aviation
J.H. Scott

LANDING ON YOUR FEET

*Translated by W. Bertrand
from an article in Parapente Mag
by Pierre Pagani*

In an interview with Jean Francois Clape, the doctor for the FFVL, is once again repeating this message for those who will listen. Landing on your feet would seem rather obvious, would it not?

Well, I guess not. We are seeing more and more pilots landing on their butts after an approach in the sitting position, sometimes prolonged excessively for fun. They have no idea of the risks they are taking. 1994 saw a total of 79 spinal fractures. The human body is made to be standing up and can absorb huge shocks this way, provided he adopts an appropriate landing technique (the PLF). A closure just before landing or landing under reserve can submit the pilot to speeds of 8-10m/s on impact. It is a lot, but military parachutists heavily loaded and wearing good footwear, absorb impacts of over 8m/s, thanks to a well practised position, with no injury. Schools should teach the PLF. You may only use it once in your life but you'll be glad you know it. What conclusions have you come to as a result of your study of your accident profiles on 1995?

With the year not quite over yet we seem to have seen a slight drop in incidents. The causes are more identifiable due to a newly formed FFVL commission that investigates all serious accidents. I have noticed several things:

- 1) There are less accidents by beginner or weekend pilots under competition or prototype wings, this points to pilots finally grasping that they should fly under wings adapted to their level of competence.
- 2) There are still pilots who fly in running shoes or even sandals, these account for 60% of sprained ankles.
- 3) The integral or full face helmet is still not the norm, beware of facial injuries. Also watch out for the beanie helmets that often come off at impact.
- 4) There are less solitary accidents which would indicate less people are flying alone.

How must a person interested in paragliding approach the sport if he wishes to prepare himself for the risks he will encounter? He must plan, in order:

- 1) A long and progressive learning curve, devoid of gaps in the process (rating is only a level, a minimal one at that, not an end)
- 2) A good physical preparation.

- 3) To be happy to fly for a long time in calm conditions.
- 4) To fly under a stable wing as long as possible and to not move up as long as many types of conditions as possible have been experienced.
- 5) Never fly alone.
- 6) To systematically use a full face helmet for vital facial protection.
- 7) To use a harness that allows one to easily stand up at landing.
- 8) To always use proper ankle supporting footwear with shock absorbing inserts and grippy soles.
- 9) And then there is the complicated problem of back protection.

Why is this complicated? Because there are systems whose stiffness is a danger. Too stiff, they do not absorb the shock wave and it is the spine or the neck that gives, or even the lower ribs. It is relatively easy to repair legs, not quite so the pelvis, almost never the spinal chord and not at all a ruptured spleen or liver. Therefore the back protector must absorb and dissipate the shock wave of impact. It should then protect under the buttocks as this is where a blow is most dangerous. The protection must be supple and thick. Of course there is the problem of bulkiness, but what is more important? Manufacturers using different density foams, air bags or of the back-up style are moving in the right direction. All of this must be formalised, with criteria for standards and test for these designs much like other products have. How about te reserve?

I am for it as long as the person has been properly trained to use it. It must also be packed and checked regularly and the handle must not be in a position where it can get hooked snagged on take off. The best would be a handle centrally located, deployable with either hand. Imagine a collision with a simple sprained wrist or broken thumb. Fear of heights, is it manageable?

There are techniques that exist to help one get use to this, they are based on a gradual exposure. In any event one must jump into the fire, so to speak, but gradually. Maybe on a tandem first so that you can relay your feelings to your instructor or not flying to far from the ground. Little by little you get used to it. Psychothera-

pists also have techniques to help one handle his/her fear of height. Nonetheless, fear of heights is natural, everyone feels it more or less. How does one diminish the tenseness one feels when conditions are rough?

With a wing that is a little more high performance, you tend to have more nervous reactions. Unfortunately this leads to over input and to amplified wing movements and on and on. This is the snake biting its own tail, the often seen over piloting. The solutions are obvious, avoid turbulent conditions, wings out of your skill range your harness properly and, a lot less obvious, learn to let the wing fly. Glider students are often told to stop jerking of the joy stick How do you want to sum things up doctor?

We all are aware of the paragliding paradox. It is easy to use, allowing us to have numerous flights before encountering a difficult situation. But statistically, we will find ourselves involved in strong aerological conditions one day. We may be there because we underestimated the conditions or because we envy just a little too much the exploits of various sky gods. All of sudden though, this simple wing is not so simple anymore. Because in the event of big closures things are no longer progressive and your input must be even more precise. Inputs which have not always been practised to the point where they are automatic. So hopefully you are lucky enough not to be too close to the ground so things can sort themselves out. At the root of this is a conflict of interest. On one side there are the participants who want to learn quickly yet safely, and on the other side you have the schools that want to push students through and sell them gear. We should strive to manage all of this at a slower pace, students should be kept in the fold of a school or club for a lot longer, they mustn't be kicked out of the nest so soon with so little skills. Many people get discouraged because they have been sold the image of simplicity combined with a high performance wing. We should all fly under an entry level wing, like a Quantum or the like, for at least the first two years and then move on to a stable intermediate before flying a performance wing. Every year the FFVL welcomes 10,000 newly rated pilots, but we lose half-along the way! We are all trying to go too fast, slow it down. . .

A Gift From the Sky

BY PETER BOWLE-EVANS

The most notable thing about this spring was the general lack of it until the May long weekend. The Friday evening gave the first fight climbing straight up out of lower launch for a splendid dip in cool spring air all over the mountain. Saturday was scratch, as the weather once again brewed up another storm out of the South. My sarcasm that evening was that maybe tomorrow would be a world distance day, bright and sunny with roaring thermals all day long. It stormed most of the night, and it turned out there was three inches of snow in Calgary!

Our bedroom has big skylights in it, which means I start assessing the day's flying conditions before I so much as get out of bed. Oddly enough, I had not started flying when I built this part of our house - I must have had a premonition. So when I peeked open an eyelid next morning and saw clear blue sky with already a few specks of cues, I did not believe it, and rolled back over again. Then I heard the breeze in the trees, enough to prop myself up and look out. There are basically two things that can blow trees around - weather and thermals - and from a clear blue sky it is usually not weather. "Well, let's have breakfast, and by that time it will probably OD and we can carry on with the rest of the day." But it did not OD (over-develop), and nor did it die down. Thermals kept surging off, cues kept popping up, the sky in between stayed bright and clear, and the whole thing said, "Come on - time to go flying!" So off we went - three of us. We had a driver, which was good, as we had quite a definite feeling that we would not be landing at

Nicholson today. Not that it would have made much difference if we had not had one, at least to me: when the conditions are perfect for a long cross-country flight, I am going, no matter what the inconvenience, and the rest of the world on the ground can look after itself.

We followed one another, out from lower launch. Out and up. And up. And up. We were over the mountain in ten minutes, straight over the Horse Creek gap, me low, the other two high. It hardly mattered. Climb a little over Patterson's ridge on Pagliaro Mtn, and head straight over the Washout, climbing all the way. Then start porpoising down the range. Thirty-five minutes passing over the yellow knob - 45 is fast from upper launch normally - Parson, Castle Mtn, Castledale, Harrogate, move out to the front range, boom up high from the Spillimacheen rock, and work a along the green bumps. The weather is kind of out of the North, which means it is approaching from Chancellor Peak. A squall has moved from Chancellor into the Beaverfoot, where it dumps a bit, before moving closer to me. When it starts to push me, it is time to move along. There are all sorts of small snow squalls along the way. As Brisco slips by, we can see the Edgewater gap is not going to be much of a task today - in fact I climbed across it, reaching the far side good and high over the range again. No problem with DQ fields today, Radium coming up. Looking down over the hot springs is neat. This is now within final glide of Juniper Heights, but I think we are going further than that today. Just keep flying. Passing Juniper Heights at 2hrs 30mins on the

dot at 10,000 ft, there is no doubt about going further. At this point you can see Columbia Lake. There is quite a bend in the valley between Windermere and Columbia lakes. I lose sight of the others for a while, before spotting a HG going out to land around Windermere. The radios have long since given up, so I can not be sure it is not one that may have launched from Mt Swansea. I have flown along at 10,500, 11,500, 9,500, and now at about 8,500 feet. It does not make much difference today, except for the temperature, which varies from cold to freezing to icy cold, according to altitude. Approaching Fairmont, Canal Flats is looking tempting, but Columbia Lake looks forbidding and three hours is a long time for only the second flight of the year. So I elect not to go for the next jump to Canal flats, and head out to just south of the Hoodoos.

I photograph Columbia Lake as I come in. What a flight - we went slack a few times, yes; the conditions were strong, yes; it was cold, yes; there were squalls and you had to pay attention, indeed. But it was magnificent! It was high, it was fast, there were three of us. I think we flew partly on the edge of the weather system that dumped the snow on Calgary the night before. The valley was sparkling in spring sunlight as only the Columbia can. I settled into one of the biggest fields in the valley, with the Hoodoos in the background behind. 3hrs 19mins from Mount 7.

It was just one of those days.

A gift from the sky.

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The CLUB CUP '96

Pig Breeding In Lumby

BY STEVE BEST

The Club Cup was started in 1988 by the Vancouver & Fraser Valley Hang Gliding Club (now the West Coast Soaring Club) as a team competition between the western Canadian clubs, held on the Victoria Day long weekend. The Van Fraser Club managed to hang onto the cup (with a two year gap) until 1993, when it was won by the Vancouver Island Hang Gliding Club, who successfully defended it in 1994. In 1995 the Island Club inexplicably changed the name to the "Airborne" (!) Club Cup, and then cancelled the competition when they ran into last minute site problems.

For 1996 the Island Club's young Turk, Todd Hixson, resurrected the Cup, holding the meet in Lumby, B.C., site of the 1995 Canadian Nationals. Lumby lies 22 km. east of Vernon, at the crossing of two beautiful valleys between the Okanagan Valley and the Monashee Mtns. The meet is a 4-man team format, with bonus factors for rookies and for paragliders. 36 competitors turned out despite a dismal forecast of rain all weekend, to prove the forecasters wrong. These lucky pilots were rewarded with good cross country competition in a spectacular setting, an excellent dinner, a live band, and a 1-2 storybook finish by a father-son team.

Day 1.
After a very wet Friday, Saturday, May 18 dawned surprisingly clear and sunny. By the time pilot registration was finished, storm cells had begun to appear and the pilots' meeting was postponed until noon. At noon pilots drove up Coopers where a short out & return task to the Rawlings Lake turnoff (approx. 6 km. north-east of goal) was called. Unfortunately, the blue hole at launch was used up by the drive up the mountain and by glider set-up. A few pilots got off and managed to scratch for a while. Most

sat out a storm cell under their gliders and then either broke down or flew down after the launch window closed.

Day 2. Round 1.

Race from Vernon Mt. to Lumby. 15.6 km.
Anticipating a repeat of Saturday's weather pattern, meet director Todd Hixson called a short early race from Vernon Mt. Vernon Mountain is a 2200' A.G.L. steeply sloped grass mountainside, with room to set up hundreds of gliders. Located at the mouth of the

Competitors watched a couple of wind technicians sink out over the first hour, and it was into the second hour before the sun came out, the first thermals started to shake loose and the first wave of pilots punched off into marginal lift. Half the field sank out below launch or within a glide toward goal. 12 pilots made goal, some after low saves. Meet director Todd landed after 10 km. for his official distance, carried his glider up a 200' high bench, relaunched and made goal.

Fastest to goal was Barry Bateman, with an elapsed time of under half an hour. 2 minutes behind him was George Borradaile, closely followed by his 18 year old rookie son Tyler in third, making goal for the first time in his short competition career. George has been breeding a new generation of pigs, and the Scum Sucking Pigs (George, son Tyler, Martin Dennis and your author) were in first place with three pilots at goal (your faithful scribe attempted to ensure that the Island Club would have to put on the Cup again next year by sinking out below launch). Three other teams managed to put two

Zev Fisher flying his Airborne Blade. The meet officials and pilots wish to thank Airborne for their sponsorship of the 1996 Club Cup

valley linking Lumby to the Okanagan, it was the most likely site to hold on to open skies. An early 2 hour launch window opened at 11:15, with launch times taken for the first hour, and everyone else's time starting at 12:15.

pilots at goal.

The Party

Goal for the meet (as it was for the '95 Nationals) was John & Denise Rouck's field just north of Lumby and, with an early round out of the way, competitors watched landings while they waited for the evenings' festivities in the Rouck's Quonset hut. Entertainment was provided by hang glider pilots launching from nearby Saddle Mt. and by paraglider pilots drifting in from Vernon Mt. on post-round reflights in the improving conditions. Chris Muller

Vernon Mountain launch on day 2. Photo by Steve Best

provided advanced manoeuvre entertainment on his paraglider, capping it off with a touch-and-go off the Rouck's metal woodshed roof in front of a crowd of spectators.

Dinner, catered by the local hotel, was followed by an excellent jam session of blues and rock featuring hang gliding and ultralight pioneer pilot, dealer and builder Randy Rouck on bass and vocals, local Gary Nichols on lead guitar and vocals, Victoria pilot Steve Pearson on guitar and vocals, and multi-talented meet head Todd Hixson on drums (lovely young wife Yvonne Hixson - "I didn't even know he played drums").

Day 3. Round 2.

Triangle - Vernon Mt., Rawlings Lake Turnoff, Camel's Hump, Lumby. Approx. 30 km.

After the improved conditions on Saturday, Todd called a longer task for the last round. However, the weather did not come through, and pilots waited and waited while the wind turned downwind and then cross, the scheduled tarp opening passed, and the launch window got extended. As the launch window slowly slid shut, a few pilots managed to launch into the easterly cross from the easternmost end of the launch area, but only wind technician and local expert Mike Swift managed to find the up button.

Then, with only 10 minutes left before the launch window closed at 3:00, the wind began to straighten out and competitors began punch-

Gliders swarmed over the mountainside, with gaggles glomming onto anyone who showed any sign of going up. Most of the field ended up sinking out, but 10 talented pilots managed to get up and away. George Borradaile thermalled up to 6000' (launch elevation 3500' A.S.L.), and found more lift on course to land just a half kilometre short of the first turnpoint, with the longest flight of the day at 21.8 km. Tyler Borradaile landed at 18.9 km. for second place for the day. Tyler showed great talent in his selection of an L.Z., landing at an ostrich farm owned by a sailplane pilot. After Tyler's radio battery died, the owner ran into his house and came out with an FM radio, getting Tyler back in touch with his dad and his chase crew, and then offered Tyler a beer. A third place tie went to Todd Hixson and Chris Muller, with a distance of 18.6 km. Mark Tulloch was tied for fifth at 17.8 km.

A protest was lodged against competitors who may have launched after the launch window closed at 3:00.

The protest was disallowed by the protest committee, letting the results stand. I cannot comment myself on who may have launched after the window closed (I was already in the air trying to avoid other gliders and the ground), but I can offer the following comments:

- The overall winners and all members of the winning team were off before the window

closed, so the final results were not affected.

- The competitors got into the air in a tight group, which is the intent. No one cheated by waiting a significant period to take advantage of different conditions.

- If we want to fly in lots of meets, we have to accept that they will be put on without an excess of volunteer help by meet directors who want to fly in them. A dedicated launch director is a luxury you might expect at a Nationals. Without one, there is

no way to police borderline infractions of a launch window, and I'm not sure it is necessary. I, for one, am happy to proceed on the basis of pilot honour, and only worry about the blatant stuff. Other pilots

George Borradaile and son Tyler with their hardware. Photo by Steve Best

may feel differently.

The Results

George Borradaile has won his share of hardware over the years, and he was back in the winners' circle with his second & first place daily finishes. It was a special thrill for him to be joined for a wallow on the podium by young pig Tyler Borradaile, whose third and second place finishes put him in second overall. Third place went to former Canadian Nationals champ Mark Tulloch, with fourth and fifth place finishes.

George and Tyler's winning form elevated the Scum Sucking Pigs (George, Tyler, Martin Dennis & Steve Best) to first place in the team standings, despite your author's best efforts to drag them down, returning the Cup to the West Coast Soaring Club. Second place in the team standings went to Team Yvonne (Mark Tulloch, Todd Hixson, Grant MacPherson & Randy Cairns) from the Island.

Kamloops pilot Ian McArthur had his glider ripped off after landing at the mill on the last day. On a happy note, his glider was returned after Mrs. Rouke put an ad in the local paper.

Thank you's go out to Meet Director and organizer Todd Dixson, organizers Yvonne Dixson and Mark Tulloch, local contact/organizer/guide Peter Warnes, and to the musicians at the Sunday night jam session. And a special thank you to Mr. & Mrs. Rouck for the use of their land, Quonset hut and son.

Steve Best, author struts his stuff at the 1996 Club Cup

ing off from numerous launch points. Only at a site this open could so many pilots launch so quickly in iffy conditions. Conditions proved too iffy for one pilot who blew his launch and broke his keel.

Skyfloating

BY COLIN LARK

Wafting around at speeds of 12Mph/18ks, exploring the small bubbles of lift that normally only butterfly's turn in. One minute I'm in supine cranking it round in a free lift to the clouds and the next I'm flying in prone, streamlining my body shape and trying to conserve as much altitude as possible as I go for my next glide. This Skyfloating lark is the kind of fun that I have been missing for a long time.

I wonder how many of us can remember when going flying was always fun, well most of the time? I can remember my first couple of years Hang Gliding, it was much the same as my first year of Paragliding, both were great fun and I couldn't get enough of it. So what happened ! and where has all the fun gone?

I first started flying Hang Gliders in 1977, just at the time when Hang Gliding Schools were at their peak. I can remember there were over 20 students on my course (quite normal in those days) and none of us had the foggiest idea what it was really about until our instructor gave us a demonstration. Wow, I was gob smacked, watching this guy (someone called Gerry Breen) skimming along the slope back and forth his back side only inches above the ground and wing tip almost brushing the grass. We watch him for 5 or 10 minutes and he was having a great time and so were we. Flying entertainment at its best. Gerry was test flying the latest glider, a Hiway Scorpion, flying it supine under the bar. We were on a training hill with a very shallow slope and about 15 Mph of wind. I have been back to that hill recently just for a look, there is no way that anyone could soar a hill so small and so shallow with today's wings, well that is with the exception of a Skyfloater perhaps.

I spent the next 3 or 4 years buzzing around on 4th generation (Exposed Cross Boom) gliders, normally in a supine harness and changing to prone when competing. Competing in those days was great fun, gliders still only weighed 50 lbs (24 kg) and could be flown by scratching the ridge with perhaps only a meter or 2 between hill and wing tip. The climb rate of these gliders was good if not

better than some of today's wings. In those days XC was a new thing. We were still learning about weather conditions and the gliders capabilities when flying in such conditions. Going XC on a 4th generation glider was a real hoot (great fun). Very rarely did you get anxious about making that next cloud or putting it down in a strange field. We're talking about relaxed flying here, wings with great soaring abilities and very forgiving landing characteristics.

Enter the 5th generation (enclosed Cross Boom) gliders, ye har, performance and good flying characteristics, Hang Gliding pilots are now on the move and within only a few years we are all flying them. The gap between beginner and advanced pilot is starting to widen and it will not be long before this gap becomes so big that we become detached from the struggling intermediate pilot. At this point in our history the fun is starting to disappear, gliders are getting heavy and I mean heavy 102lbs (46kg) for some of the top wings or should I

An unknown relaxed pilot "floating" across the English countryside.

call them planks. It's small wonder that so many pilots suffer from back and neck problems, hiking up hills of up to 1000ft (300 mtrs) high and then trying to steer a plank around the sky for a couple hours is no fun. Now, for the first time we are mass producing wings that will never be flown by the new and advancing pilots. Up until this point most Hang Gliders

were being flown and passed down until they were completely worn out or trashed.

Many of you will know this next chapter in our history. We're going for speed, lighter carrying weights and better handling, although a bit twitchy in turbulence and loadsa money, well at least for us experienced pilots. For the newcomer a choice of super engineered Intermediate Hang Gliders (loads of money) or a Paraglider (loadsa fun) at a fraction of the cost. For those few who tried Hang Gliding during this period and made it onto today's high performance wings I take my hat off to you, it would not have been easy.

Those that tried Paragliding had loadsa fun. Light weight , cheap and cheerful floppy things. I can remember there were over 20 students on the first day of my Paragliding course. The Instructor (someone called Robert Whittle) was buzzing around the training slope having a great time. I was gob smacked hey haven't you heard this before !

The fact of the matter is that we have gone very up market. The word affordability doesn't get used much in the flying world these days and therefore excludes a huge market of potential pilots. I can hear some voices saying we don't want any more pilots, the sky is already crowded. There's more space in the sky than there is on Earth ! The point I'm trying to make here is that Paragliding has gone down a similar path to Hang Gliding,

more expensive, more weight and performance wings that are becoming just a little unpredictable in unstable air. I wonder how many pilots have lost their confidence due to wings with too much performance ?

As a retailer of Hang Gliders and Paragliders for over 15 years, I can see the trends. During

this time I have serviced and repaired over a 1000 gliders. I have also sold over a 1000 gliders. OK you could say that I'm boasting and I suppose I wouldn't deny it. However I feel that I can talk with some authority. These are my credentials. I have seen the fun being replaced with an air of tenseness, the broken aluminium, the loss of confidence and the decline in Hang Gliding and Paragliding. Without new pilots we will not flourish, schools and Instructors will disappear and without them we're doomed.

If you think that I'm being over dramatic then take a look around you. How many Hang Gliding Schools in your country ? how many was there a decade ago? We have the skills and technology to create fun, affordable and user friendly wings. We have drifted off and almost abandoned the very essence of flight

I have come to a point where trying to sell gliders for a living is impossible, not enough business to pay the mortgage. I have sold more equipment over the last couple years belonging to pilots that have given up than at any other time. More often than not these pilots are giving up simply because they cannot cope with what they are flying. It doesn't have to be like this. We can put back the element of fun into flying. We don't have to fly gliders that cost over 3 thousand pounds to enjoy ourselves. In fact born again Hang Gliding is here

for all and it only costs half the price, with twice the fun. Skyfloating maybe the saviour.

Here in the UK we have created Skyfloating Centres. We have joined together all Hang Gliding Schools. Each School pays a small amount towards creating a Skyfloating Centre advert. This advert is used in magazines or newspapers to capture potential pilots that we might not of have normally advertised to due to, high advertising rates. No one individual could afford to advertise in this way. However all get together and its easily affordable. We need much more promotion aimed at those outside of the Flying World if we are to succeed.

Lets be sure that we understand the concept of a Skyfloater. A Skyfloater is a wing that should be affordable for the first time buyer, possess the characteristics of a training glider suitable for first day students. It should be light to carry (ideally no more than 25kg), transport friendly, have good, safe and forgiving low speed flying and landing characteristics with good handling qualities and a capability of flying in winds of up to 25 Mph.

I am making an appeal to schools, associations and manufactures. Lets work closer together, lets advertise and promote to the public as one and share the cost. It can be done. Currently we spend more money advertising to ourselves

than we spend on advertising to new markets we need new pilots.

If you are one of those pilots who is thinking of hanging up the helmet through loss of confidence or lack of funds, or just looking for more fun with gentle flying speeds, give Skyfloating a try. If XC is your passion remember Paragliders can fly XC for over 100 miles/160 km with glides of no more than 7 or 8:1. Skyfloaters have glides of over 10:1 so you don't necessarily need a high speed performance wing to fly long distances. I predict many long XC's with Skyfloaters this year and many more hours airtime than usual. Weather permitting of course. Hang up the floppy, store the speed machine and out with the Skyfloater.

And there I was, wafting around at speeds of 12Mph/18ks, exploring the small bubbles of lift that normally only butterfly's turn in, hey haven't you heard this before?

Try SKYFLOATING. it's a whole loada fun

See you up there. Colin Lark

52 long street
Dursley
Glos GL11 4JB
Tel: 01453 546991
Fax: 01453 546537

FUN 2 FLY ADD

“THE MAN WHO TAUGHT ME HOW TO FLY” (A Song~poem)

On a soft Alberta morning
In a place not far away,
On a hill above the townsite
Where the paragliders play,

Came a man and came a woman
There to meet and share a goal.
He had come to teach her flying;
She had come to free her soul.

In the moments on first meeting
Tho’ clear differences they found,
They stayed open to the Vision
And they found the Common Ground.

Each one giving to the other one
According to the need;
There’s something here you really want!”
Produced desire and deed.

Chorus:
He’s the man I’ll remember till I die
As “The Man Who Taught Me How To Fly.

As a team they now proceeded,
And with victory in sight
Made final preparation
For the fledgling’s solo flight.

As he locked the carabiners,
In a voice both soft and low
He gently reassured her
She had learned enough to go.

She asked a final question,
And preparing to inflate,
She paused for but a second just
To ground and concentrate.

She felt his spirit with her now,
Willing her to fly.
Two souls had bonded for a cause
That would not be denied.

Chorus:
He’s the man I’ll remember till I die
As “The Man Who Taught Me How To Fly.”

So fully in the Moment
That no fear could touch her heart,
She matched his will and confidence
And vowed to do her part.

She heard his signal loud and strong:
“Go!” - She made the lunge.
She felt the canopy inflate
As onward now she plunged.

She looked aloft and saw
The canopy full overhead.
She let the risers go, and toward
The precipice she sped.

He ran along beside her,
Guardian Angel on that morn.
The final call was hers to make;
Then fledgling was airborne!

Chorus:
He’s the man I’ll remember till I die
As “The Man Who Taught Me How To Fly.”

She sat suspended - motionless,
It seemed - upon the air.
She heard the cheers of those on land
Who saw her take-off there.

And as she sailed so silently
Across the gentle sky,
She blessed the moment and the man
Who taught her how to fly.

And when she’d landed easily
And climbed back up the hill,
The glory and the ecstasy
Of flight were with her still.

He came to meet her, and she knew
What partnership can be.
The Man Who Taught Her How To Fly
Had also set her free.

Chorus:
He’s the man I’ll remember till I die
As “The Man Who Taught Me How To Fly.”
(Repeat.)
How To Fly. How To Fly.

From Across the Country and Around the World.....

Rob Kells Chute Pack Clinic

Rob Kells, President of Wills Wing ran a reserve packing clinic for hang glider and paraglider pilots at Cochrane (Canada) this past weekend. Of the 59 deployments all systems worked well. Only two required a little less velcro (easily remedied). All pilots were deployed hanging from a swivel and spun prior to deployment. All pilots wore gloves. Deployments times were faster than in previous years. Paraglider pilots were hung from one 'biner' to simulate a riser/biner failure.

Rob has been coming to Cochrane for the past 12 years to run these clinics. The first year he came there was a 50% deployment failure rate and slow times. Obviously these clinics are worthwhile now that we have a 100% success rate!

The clinic starts with a short (and very gory) film, short talk on various types of reserves, deployment sequence, discussion etc. Then deployments followed by repacks. This is repeated Sunday morning. A free BBQ is held Saturday night This year it was attended by around 70-80 pilots. A great time had by all!

We would like to thank Rob Kells and Wills Wing for a great weekend.

The Cochrane Hang Gliding & Paragliding Club

The "Scum Sucking Pigs" mascot, (borrowed from a well known restaurant) devours a "Pink Flamingo" at the 1996 Easter meet at Savona. Be warned, they may show up at the Canadian Nats!
Photo by Vincene Muller

FEMALE PARAGLIDER PILOTS SHATTERS 10km BARRIER

TOEFIELD, Alberta residents saw a new bird overhead today as Lucille de Beaudrap, after towing up to 1000', released and made her first thermal soaring flight. She flew her APCO Spectra 25 paraglider cross country to land 15km from her starting point.

When asked about what made the flight special, Lucille answered excitedly "It was a day of firsts. My first thermal soaring flight, first cross country, highest altitude gain (2500'), and the first time my driver had to actually come and get me!

Special thanks to Anotoly Cohn for making such a great glider, it almost flew by itself."

Ted & Lucille de Beaudrap

Seems like some pilots have been getting some flying in Alberta after record lows and late snowfalls this year. Here are some early reports:

Willi Muller	HG tow	55 km
Ron Bennett	HG tow	32km
Kevin Caldwell	HG tow	30km
Roger Nelson	HG tow	30km
Steve Preboy	HG tow	40km
Doug Litzenberger	HG tow	200km
J.C. Hauchecorne	HG tow	50km

Chris Muller
PG Coch-
rane 55km
Rob Pynaker
PG Coch-
rane 55km
B e r n a r d
Winkelmann
PG Coch-
rane 40km

It was very very very cold. Chris reported frost on his lines and himself. Doug Litzenberger was dressed for the cold but still froze.

I also got an email from Sean Dougherty. Guess

he was towing with the ex-emperor (Martin Henry) last weekend. He had an 81km flight - rumour is that it was longer than the hang glider pilots - I told him that they won't tow him if he continues to go further!

Vincene Muller

Had a report from Ontario that the National Aviation Museum in Ottawa is looking for various pictures on hang gliding. It appears that they wish to use them for reference to do the art-work for their new Virtual Reality Hang Glider exhibit!

If you have any pictures that may be suitable give Michael Robertson a call (905)294 2536 to get more information.

The HPAC Administration Office & Summer Flying

Yes, I do have another life besides doing HPAC administration work. I know it's hard to believe but it's true. To prove it, you may occasionally find that your calls or inquiries do not get attended to immediately. This is because, heaven forbid, I've taken off to go flying.

For example, you will not find me in "the office" between the 3rd June and the 19th June because I'll be in Albuquerque, New Mexico flying in the Sandia Classic, or between 9th July and the 23 July because I'll be flying in Dinosaur, Colorado in the US Nats. I'll probably not be around for the week of the Canadian Nats as well as well (June 30th - July 6th).

I know that this is a terrible sin and that I should be in "the office" 24 hours a day, 7 days a week because of the obscene amount of money I make from the HPAC, but heh! when you've gotta fly, you've gotta fly.

There will be someone checking the answering machine now and again, but unless it's real urgent, try to "hang in" until I return or catch me between comps.

Barry Bateman
HPAC Administrator

AirBorne ws

SHARK ATTACK

During May our new high performance glider, the Shark will be available in two sizes. Development of the 144 and 156 Shark is complete and certification testing will be complete by the middle of April. The third size, the 132 Shark is due for release at the end of May. The Shark has been under development for the last 8 months and the initial competition results indicate that we have been successful in coming up with a performance glider.

Results

1st Australian National Champion (1996) - Rohan Holtkamp (Shark 144)
1st Australian National Sporting Champion (Jan 96) - Rohan Holtkamp (Shark 144)
1st Australian National Woman,s Sporting Champion (Jan 96) - Neva Bull (Shark 144)
1st Bogong Cup (Jan 96) - Rohan Holtkamp (Shark 144)
1st NSW State Tittles (March 96) - Mark Newland (Shark 156)
1st Birchip Flatlands (April 96) - Rohan Holtkamp (Shark 144)

So what's so special about the Shark.....?

At first glance the Shark looks different. The main sail battens are enclosed inside the sail. The battens are tensioned with an internal spring system which not only is faster to load but is much cleaner both aerodynamically and visually. *The enclosed battens have resulted in the removal of 8 meters of bungie and 1 meter of batten tubing from the general airflow.*

The tip strut requires more tension than the other mainsail battens and utilises an over centre lever to obtain the required tension. The strut is permanently attached to the leading edge which also speeds up the set up time.

The leading edge Mylar pocket is wrapped further around the leading edge which improves the surface airflow. The upper and lower surface at the tip had been faired down so that both surfaces meet.

As you start to look closer at the Shark you will find several innovative features inside the sail. The standard VG system which requires the X-Bars to move forward and backward has been replaced by a cam system which operates at the X-Bar leading edge junction. The cam plate is operated by a wire which runs to the nose of the glider. The plate pivots around the X-Bar and pushes the leading edge out which tightens the sail. Several advantages are gained from the X-Bar cam system.

The side wire attachment point is inboard of the cam which allows the side wires to be tight in all VG settings. Tight rigging is a major benefit during launch and general ground handling.

The cross bar hinge point can be moved further back as it is not required to move for the VG system.

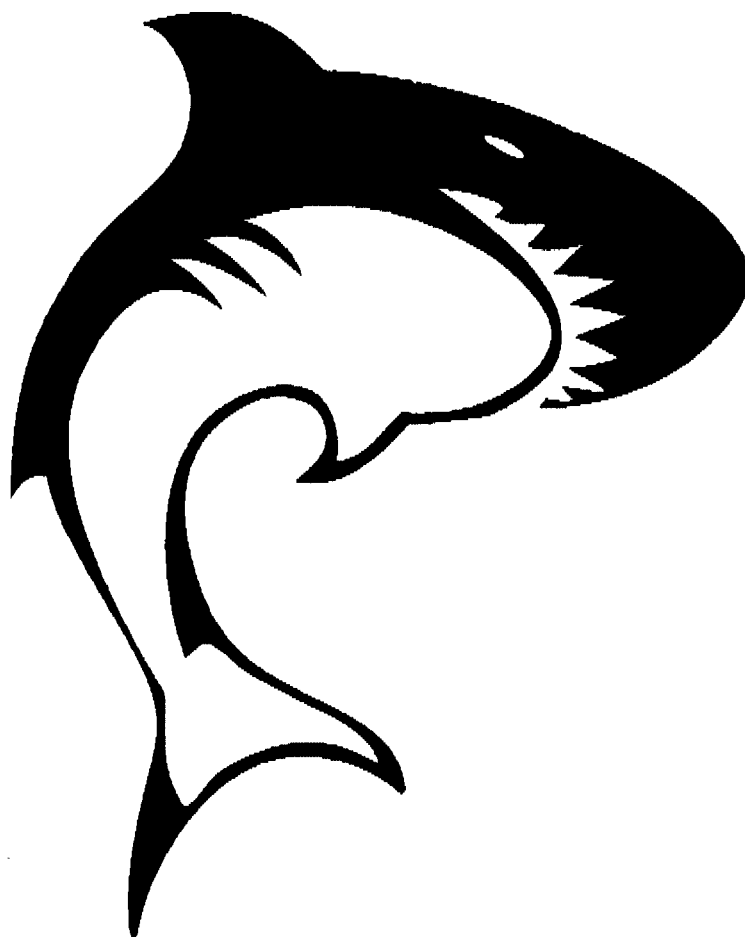
The result is a stronger compression member because the X-Bars are tighter and slightly shorter. Straighter cross bars also reduces the load on the pull back wire which results in easier tensioning. The X-Bar junction also had a ball and socket system which increases the cross bar strength by removing the eccentric loads caused by the X-Bar hinge. The Shark has a canterlevered cross bar. The side wire attachment point further inboard of the cross bars reduces the length of flying wire in the airstream by about 1.5 meters. An increase in the wire angle relative to the king post reduces compression loads on the cross bar which also increases strength.

New X-Bar and leading edge geometry allow the top of the control bar to be moved rearward approximately 150mm whilst still allowing the glider to be assembled flat on the ground. Moving the top of the control bar back improves the static balance and also improves flair authority.

The airframe of the Shark is constructed of imported 7075 Aluminium. The battens are also made from 7075 aluminium which require almost no maintenance. Dive sticks, or washout rods, have been included in the design and are constructed of carbon fibre which result in an extremely strong but light tube. The overall result is a strong glider with minimum weight.

A moderate price increase was necessary due to the material cost of the 7075 tubing. Orders are already strong and we anticipate 6-8 week back orders once the first gliders are seen and flown.

SHARK



SPECIFICATIONS

	SHARK 132		SHARK 144		SHARK 156	
	Metric	Imperial	Metric	Imperial	Metric	Imperial
SAIL AREA	12.3m	132 sq ft	13.4m	144 sq ft	14.6m	156 sq ft
WING SPAN	9.36m	30.70 ft	9.71m	31.86 ft	10.36m	34.00 ft
ASPECT RATIO	7.2		7.2		7.2	
NOSE ANGLE	128 degrees		128 degrees		128 degrees	
DOUBLE SURFACE	82%		82%		82%	
BATTENS	29		29		31	
GLIDER WEIGHT	28kg	62lb	32kg	71lb	35kg	77lb
ASSEMBLY TIME	7 min		7 min		7 min	
PACK UP LENGTH	5.3m	17.39 ft	5.5m	18.05 ft	5.9m	19.4 ft
SHORT PACK UP LENGTH	3.7m	12.14 ft	3.9m	12.80 ft	4.2m	13.77 ft
RECOMENDED PILOT HOOK IN WEIGHT RANGE	50-85kg 110-187lbs		65-105kg 143-232lbs		80-125kg 176-276lbs	

Hook Knives!

They May Just Save Your Life

I wonder how many pilots in Canada fly with hook knives. Do you? How about your friends? If you don't, you might want to reconsider.

Hook knives are devices used to cut webbing, lines, material, harnesses, etc. Sky-divers have long considered hook knives an essential part of their safety equipment. It now seems pretty clear that this simple technology has important safety applications in foot launched flight as well.

At my school, we recommend the use of the long handled version. Usually the handled contains extra replacement blades, The hook knife should not be used except in an emergency. That way it will be razor sharp and ready to do the job it is designed for when you really need it. Mount the knife in a location on your harness that is reachable with either hand. It is also a good idea to tie a safety line between the knife and the sheath which extends the length of your reach. This way you won't lose the knife if you drop it. Once mounted, make sure the knife can be easily withdrawn from its sheath without hanging up. Remember, in an emergency you need the thing in your hand not stuck half way out of the sheath. I suggest lining the sheath with some kind of thin slippery material. (A piece of plastic from a milk carton works well.)

Hook knives are useful in a variety of situations - tree landings, lines wrapped around body parts or stubborn harness buckles which

cannot be released under tension. Believe me, skinny kevlar lines do not break and are as effective as a sharp blade when weight or tension is applied. (Consider the consequences of pressure applied to a line wrapped around your neck)

Here are some real life examples of how a hook knife can save your skin:

You throw your reserve. On landing the wind is strong and you start to get dragged along the ground toward a cliff, highway or other nasty obstacles. A deft swipe with the knife to your bridle can immediately get you out of trouble.

You are forced down in the water and can't get out of your harness or lines are snagged around you as your chute begins to pull you under. Keep your head and put that knife to work.

You are involved in a midair collision and your or the other pilots lines are wrapped around you or one of your extremities. Its time to start cutting!

The above are but a few examples of things that can go wrong in a flying situation. Are you as prepared as you can be?

Treat hook knives as part of your essential equipment. They can be purchased through any paragliding, hang gliding or skydiving or emergency

equipment supplies for about \$25.00 - A small price to pay for the utility and safety they offer.

Glenn Derouin
Rocky Mountain Paragliding
Box 2662
Canmore, Alberta. TOL OMO
403-678-4973

Quote of the month...

A pilot was recently overheard asking a hang gliding instructor who has just recently acquired his PG instructors status, so what's paragliding like....

The instructor thought for a while and replied...

Well it's a bit like sex and masturbating, It's quick and easy, you can do it just about anywhere, your friends laugh at you when they find out that you do it!...

ATTENTION ALL CLUBS

Starting with the next issue, I will list all clubs who register with the HPAC. All You need to do is send in the name of your club, when and what days it meets whether it is for hang gliding, paragliding or both and a contact name and address.

If you wish to have visiting pilots contact you before they fly, this is your opportunity.

Send you details to the HPAC office.

Barry Bateman

Prepping student for launch
Student: Wayne Muzyka
Instructor: Wayne Bertrand
Site: Blue Grouse

Some basic Information for the.....

1996 Canadian National Paragliding Championships

For those who may have missed it before, here is information you may need to make plans to attend the best darn PG competition in North America, maybe the world (said with appropriate Canadian humility and deference to our American neighbours, of course).

Dates: August 3-5, 1996

Location: Mount Seven
Golden, British Columbia.
(3 hours west of Calgary in the beautiful Rocky Mountains).

Contacts: Randy Parkin
Phone/Fax - (403) 256-6869
Internet - randy@keyinc.com
Mail - 33 Shannon Circle SW, Calgary, Alberta. T2Y 2A1

Vincene Muller
Phone/Fax (403) 932-6760
Internet - mullerhg@cadvision.com
Mail - Box 2 Site 13, RR#2,
Cochrane, Alberta, Canada

Site Info:

This is an excellent XC site with flights of 146km possible. The Mount Seven Paraglider launch is at 7600'ASL (about 5100'AGL), directly into prevailing westerlies and 5m/s thermals (and stronger). We fly along the east side of the Columbia Valley, amongst 8000' peaks and ridges, south toward Invermere or north to Donald Station (where LZ's and access become a problem). The scenery is breathtaking; the flying often the same (and occasionally heartstopping).

Those who know list this site amongst their favourites in the world.

Intermediate and above pilots with thermalling experience will feel most comfortable. Those with less experience will be thrilled by glassy smooth morning or evening slidders into an absolutely unmissable LZ (populated by the occasional cow). Evening glass offs are an occasional and extraordinary treat.

Helmets are required for all pilots. Reserves and radios are highly recommended.

Competition:

Typically, we have open distance days on Saturday and Sunday, and a race to goal on Monday - no tarps, turn points or cameras.

The competition atmosphere is serious, but Canadian casual (you're even trusted to self score). The competitor mix has included everyone from the international elite to first time competitors in for a recreational good time. This is an opportunity to watch and fly up close with some of the best.

We expect to be the second (and better) half of the North American Championships this year, with a prize to be offered to the competitor with the best combined score from the US Nationals (Chelan, WA, July 24-Aug 1) and the Canadian Nationals. Chelan is well within driving distance from Golden so do both meets and double your fun.

Registration:

Entry Fee - \$35 Canadian
Fee includes Sunday breakfast buffet and \$5.00 to the National Team Fund. Canadian residents must be insured members of HPAC. Foreign pilots are required to obtain HPAC insurance (\$15 Can). All pilots are required to sign a waiver. Registration can be completed in advance through either of the contacts, at the campgrounds or headquarters prior to the meet, or at the Saturday morning pilots meeting.

Other Attractions:

Golden is a place where the whole family can be entertained. Hiking, biking, mountain climbing, white water rafting, kayaking, sailplaning, horseback riding, golf and other outdoor activities are available locally. Lake swimming and world famous hot pools are available just down the highway.

There will be a hang gliding meet launching from another part of Mount Seven. The community Rodeo also happens this weekend, offering attendant family activities and a large audience for our activities on the mountain. Smile—you're a tourist attraction.

A social for competitors, family and friends is being planned. The scoring room is open to all each competition evening.

Accommodation:

Accommodation is often at a premium as the meet occurs on a busy long weekend. Here are some options to consider.

Golden Municipal Campground*

(604) 344-5412

(this is the informal meet headquarters, tell them you are with the paragliding competition - we have a bulk booking)

Prestige Inn (604) 344-7990

(formal meet headquarters)

Rondo Motel (604) 344-5295

Mary's Motel (604) 344-7111

Sportsman Motel (604) 344-2915

Ponderosa Motor Inn (604) 344-2205

Golden Lion Motel (604) 344-2251

Selkirk Inn (604) 344-6315

Golden Rim Motor Inn (604) 344-2216

Golden Village Motor Inn (604) 344-5996

*mention that you are with the Paragliding Meet - or the booking has been made by meet official Peter Claghorn - you can call him if you have questions at (403)278-6416

This competition has grown every year as the reputation of the site and the hospitality have spread. Half of last years 105 pilots were from the US, with competitors from Europe, Japan and Australia also making the trip.

Weather killed the meet in '95. But many competitors had personal bests and everyone had great flights the week before, including a spectacular day on Friday. We can't guarantee the flying, but we do guarantee you'll have a good time and meet real good people. If you need any other help or encouragement (sorry—we won't help you convince a spouse), let us know.

See you there,
Randy Parkin

Paraglider test on the AIRWAVE SAMBA

By WAYNE BERTRAND

With so many wings on the market and so little information on their respective characteristics I thought that translating some of the excellent tests from some of the magazines I am subscribed to would help Canadian pilots get a feel for wing design and performances. Hope fully I will be able to submit one for each issue of AIR as well as other local publications.

AIRWAVE SAMBA

(translated from Parapente Mag, written by Philippe Lami)

John Pendry, Bruce Goldsmith and Mike Northcott, the three designers from Airwave introduce the Samba, the replacement for the Jive and Voodoo. Homologated 'Standard' ('Performance' when using the trims) the Samba is delivered in a black and grey Sup-Air bag with Airwave printed on it (it is of a large volume and pleasant to carry). The recommended harness is an Airwave Rap or a Sup-Air ABS.

While unfolding the wing one finds a pastel coloured wing (resists UV degradation better) that is quite crackly. The Samba has 48 cells with three closed on each end. Each cell becomes progressively smaller towards the wing tips. The ribs are cross ported using the Airwave Modular-Airflow System or M.A.S. and reinforced at the leading edge with strips of MYLAR. The plan-form is classic and the aspect ratio is reasonable (3.93 projected and 5.3 flat). 4 risers (the A's marked in red) : the rise links, larger than the average are protected by shrink wrap. The D risers-sport a trim tab with travel of 7cm. The speed system, easy to use, is reduced 3 to 1 via two-pulleys affixed to the A risers.

OK, LETS SAMBA!

The inflation is an example of ease, a standard in this class, regardless of the position of the trims without a hard point or a tendency to pass the pilot, what a treat! In flight, using a Skywatch Pro, the Samba puts out excellent speeds: 35kh with trims all the way on, 39kh with trims all the way-off and 44kh speed bar full on (note that these are real speeds not manufacturers specs, see end of article for full info on performance specs).

Today we've got smoking conditions, 3400m ceilings... the Samba, trims all the way on, turns easily into the thermals. It doesn't have the same turning-characteristics of a Voodoo or a Rave, but it is simple to fly and toggle input is very progressive and light to the touch. It is very comforting to fly in the top end of its speed range, especially since it presents little worry in the closure department. While on transition in a headwind, trims all the-way off and standing on the speed bar, my glide angle is slightly inferior to that of a Rainbow but I'm going faster. Things are starting to rock n roll! In a good 7m/s, decidedly turbulent thermal the Samba proves herself quite stable, despite a rather noisy and lively wing tip. After six hours of flight, my arms still have not turned into jelly, finally a wing for people who don't have arms like Schwarzeneger!

GETTING DOWN QUICKLY

Big ears are possible with one or two A lines and they stay folded under the wing, therefore they must be reopened using the toggles (note that the Samba, trims on, gains 2km/h in this-configuration). B line stalls are easily obtained, folding the wing along its span for a descent of-7m/s, stable and effortless. When

releasing the B risers quickly over last few centimetres, return to flight is immediate. However when released slowly, a parachutal phase sets in which is easily exited by a light turn. In a spiral dive, after one revolution to speeds things up, I measured 10m/s.

SUMMARY

The Samba flies fast and well dampened. It has little tendency for closures in turbulence, but when it does happen, boy is it crackly! An excellent balance of speed, glide and flying pleasure. It has the feel of an Airwave, and I like that feeling.

THE NUMBERS

The Samba is available in the following sizes: 60-80kg, 75-95kg, 90-110kg, 105-137kg

With a wing loading of 3.06kg/m², I measured the following:

Position	Speed	Sink	L/D
full speed-trims on	35kh	1.35m/s	7.2
full speed-trims off	39kh	1.8m/s	
max speed-w speed bar	45kh	2.4m/s	5.2
minimum sink		1.2m/s	

NEWS RELEASE

APCO Aviation has announced that the company will pay the entry fee at the 1996 Canadian Paragliding Nationals for all pilots who fly an APCO glider. APCO feels that sponsoring all their pilots rather than just a few elite pilots will encourage pilots to participate in the Canadian nationals. APCO also offer achievement awards for pilots flying APCO gliders who place in Canadian and International Competitions and set FAI recognized World Records.

For more information please contact the APCO Canadian Distributor

Muller Hang Gliding & Paragliding Ltd

Box 2, Site 13, RR #2

Cochrane, Alta, T0L 0W0

ph/fax (403) 932 6760 email: mullerhg@cadvision.com

Water Landing Clinic

There have been numerous fatalities internationally over the past few years due to pilots landing in water who have become entangled in their harness and/or gliders. Many clubs have taken action to train their members in water extrication techniques. The information in the following clinic guideline has been provided through the experience of many club clinics in many countries.

We would be most interested in hearing if other clubs have developed structured procedures and have helpful suggestions or ideas to further develop this clinic.

Water Landing Clinics

Water landings have been in the news frequently lately. A clinic certainly seems like a logical way to promote the safety angle of it. Good fun clinics are a great way to build camaraderie and membership in a club. Club members will line up to be put into a harness, clipped into a glider and thrown into the pool to experience, 1st hand, the intricacies of the fine art of exiting a glider in the water.

Be prepared for a few close calls. You can expect a few pilots to be at risk of drowning, even in a controlled situation like this: - that's why you will provide for the saving grace of our rescue divers who are with the submerged pilot at all times with the back up air supply.

The night will be an outstanding success - all those who participate will find the experience both gratifying and informative. They will learn:

1. To keep calm at all times - you CAN hold your breath long enough to get out.
2. Get out of the harness - don't waste time by trying to unclip. Once out of the harness, you can do what you like, but 9 times out of 10, the glider will either sink to be battered to pulp by the ocean swell - so think of your own safety first.
3. Once out of the harness you still have to clear the glider itself -remember the lines or control frame and wires have to be negotiated.
4. A water landing is the **ABSOLUTE LAST AND NO ALTERNATIVE RESORT!!...**

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.

Extrication Preparation Requirements:

1. Sharp hook knives are mandatory.

2. Provide plenty of old bridle/hang strap material for pilots to practice cutting.
 - a) allow them to experience the frustration of trying to cut slack harness lines.
 - b) Make Paraglider pilots aware of the time factor required to cut away all their A,B,C... lines.
3. Pilots must be practiced in getting out of harnesses when they cannot unclip or cut away the suspension strap.

SCUBA TEAMS:

Provide spare scuba tanks for the divers. You DO NOT want to run out of air. Allocate time for individual training by the Scuba teams in buddy breathing techniques under water. A third Scuba team member can be providing this session or reviewing procedure throughout the clinic. Make no mistake. Pilots are going to need to be comfortable with this life saving technique. Maybe during your session, maybe not.

Swimming Pool requirements:

1. Choose a pool which will allow sufficient booking time to give everyone plenty of time to prepare and practice.
2. Pick an area where the pilots can run the glider into the pool at a depth of water where they could stand up head-above-water. - The rules of the game are that you're "condemned to the deep" the instant you touch bottom. Quite an eye opener if you haven't tried this before. Hang Glider and Paraglider Pilots alike:

NOTE:

1. If you have any old rubbish harnesses (and gliders) kicking around, save them for water landing clinics.
2. If there are significant varieties of harness styles in use in your club or group, provide a harness of each type where possible.
3. NOTE: DO NOT expose harnesses which are still in active use to chlorine bleach or other pool treatment chemicals.

For Paragliders:

1. Put the harness on;
2. Attach a safety line to the carabiner in order to apply just enough pressure so the harness fits normally throughout the session just as it would in a real situation

For Hang Gliders:

1. Any old glider will do provided the hang point attachment still allows for normal base bar clearance. a) DO NOT install any battens or superfluous FUN!

Sometimes you really have to question conventional wisdoms though...

We've noticed an increasing number of pilots (now adhering to the current conventional wisdom of a single steel carabiner) choosing to fly in coastal conditions with the carabiner gate unlocked. The rationale is that this will allow a more rapid escape by unclipping from the glider after a water landing. This is a **very** unsafe strategy - and pointless. From experience in water landing practice sessions (and several real ones) we've found that attempting to unclip from the glider is the most difficult and time consuming way to escape, especially with modern pod harnesses. It is always better to get out of the harness. Leave it attached to the glider.

The quick release carabiners have proven to be equally unreliable. Any carabiner is difficult to find in murky water. Precious seconds are wasted.

From the Scuba Teams perspective: It is a whole lot of fun. The sight from under the water is just as informative as being in the glider. The sight of thousands of bubbles, loose hang straps and a pilot who can't see anything methodically getting out of his harness is good training.

Thankfully the Sydney, Australia. Blue Mountains Hang Gliding Club took a more conservative approach: the pilots ran the glider into the pool at a depth of water where they could stand up head-above-water (keeping two buddy breather divers in the pool just in case) and declared the pilot "offed" into the deep if he/she had to touch the floor of the pool with their feet.

Experiments with hook knives found them to be good but not 100% reliable. I can highly recommend this as a club social activity. 100% FUN.

First things first! Get out of the harness and live to fly again!

Fred Wilson
HPAC Accident Review & Safety Committee
Chairperson

1996 FRASER VALLEY XC SERIES

BY BRETT HAZLETT

The B.C.'s season's first nationally sanctioned points competition went off with a BANG this year with the maximum of four valid rounds realized and a total of 761km or 473mi flown by 19 pilots. It rained continuously during the week before, in between weekend rounds and after the competition but, politely, Mr. O.D. and Mrs. Rain agreed to nick off on the weekends to award us some quality flying.

DAY 1 (Round 1)

An out-and-return race to goal was called; Woodside launch to goal at the Woodside LZ via turnpoint at Little Nic launch; with a task distance of 37km.

Dan Keen was the only pilot to make goal flying a Wills Wing XC 155 for the first time!

Cumulative placing as of Round 1:

- 1st Dan Keen
- 2nd Brett Hazlett
- 3rd Barry Bateman

DAY 2 (Round 2)

Another good day of flying. An optimistic 63km task was called; Woodside launch, west to Dewdney School, north to Allan Lake, south to Dewdney School, and then east to Mt Woodside LZ;

Dan "won again" Keen made aukes of us all flying the furthest at 3 turnpoints and 52km. Cumulative placing as of Round 2:

- 1st Dan Keen
- 2nd Barry Bateman
- 3rd Tyler Borradaile

DAY 3

CANCELLED due to dead calm overcast conditions.

DAY 4 (Round 3)

On Round 3 there were lots of NAKED WOMEN.... ok just a good day of flying.

Conditions were light so we called an interesting Paraglider style/format task; a 27km race to goal with 5 turnpoints; Woodside launch>Harrison Bridge>Microwave Tower>River Canal>Harrison Bridge>Microwave Tower>Woodside LZ.

3 pilots made goal; Brett Hazlett (1st), George Borradaile (2nd), and Dan Keen (3rd). Be-

cause conditions were so light it was difficult to climb high enough to drift back over the microwave tower (which you had to do twice) to take a turnpoint photograph. Pilots had to drift back with unreliable, disloyal lift, 200ft above the trees in leeside turbulence while fumbling with their camera's; in fact pilots were flying in such close proximity to the microwave tower that at least 3 pilots had their instruments falter due to interference from the tower! Anyway, cumulative placing as of Round 3:

- 1st Dan Keen
- 2nd Brett Hazlett
- 3rd George Borradaile

DAY 5 (Round 4)

The last day didn't look good. Conditions: overcast, cloudbase at 3000ft (launch is at 2240ft). In fact the top of the microwave tower at the peak of Mount Woodside was embedded in the uniform cloud cover. Dan Keen, the task master, and I conferred and decided on a task. The pilots meeting was called and the task was announced. "Task... RACE to goal at Hope

bad. We scratched and we scratched and we scratched our way up, until we were sore as hell, then peeled over the back, scaring squirrels and knocking out pine cones in the process. Of course we had to maintain 500ft vertical clearance of cloudbase at 3000ft; that meant that we launched at 2240ft, climbed to a whopping 2500ft(260ft vertical) and headed out XC!

A gaggle formed at the next peak on course; Mount Agassiz. Conditions were smooth and lift was very light. The sun was nowhere in sight and pilots began removing their sunglasses to see where they were going. After about half an hour a few pilots shook the pine needles off their wing tips and headed on course across the next valley to Bear Mountain. It was from Bear Mountain onwards that available lift improved somewhat. Going into the last round George Borradaile was in 3rd place with Barry Bateman just a few points behind in 4th. Of course there was the usual exchange of friendly remarks intended to out-psyche each other. As it happened George

landed at the bottom of the bowl at the base of Mount Hicks thus surrendering his 3rd place to Barry. Now that bowl at the base of Mount Hicks will forever be known as "George's Hick-Up".

The last source of lift that day before goal was Sqwahlook Peak. Sqwahlook Peak was soarable that day to about 2250ft with goal 4.7mi away at 150ft. It was a 12.7:1 glide in a cross tailwind that strengthened lower to the ground. Final glide was across/along the Fraser River with few landing areas (well, you might be able to get it in there!) along either shore. I was first to go on final glide. As I monitored my progress it looked like I would have

enough altitude to make it to the middle of the airport and since the landing area was at the West end of the airport I sped up to burn off the excess altitude. By the time I was 700 ft from goal I was flying full speed with my GPS showing a groundspeed of 87mph in a strong tailwind.

Dan Keen landed just a quarter of a mile short

Brett Hazlett takes off from Mount Woodside, BC during the 1996 XC series.

Photo by Suja

airport!" I shouted. Muffled chuckling erupted amongst the crowd. "Okay, race to Hope, yeah right... whatever." someone laughed. "It's not gonna be a valid round, cancel the day... I've got beer!"; "Let's go home!" yelled others.

217km were flown that day. Lift was weak, anaemic, seemingly nonexistent, wandering, fickle, what ever you want to call it but it was

he is known as Barry "Gilligan" Bateman.
Overall, this year's meet offered some great flying and heaps of fun. The final standings were;
1st: Dan Keen,
2nd: Brett Hazlett,
3rd: Barry Bateman.

"HooRAH!!" to Dan Keen who is now the official 1996 Fraser Valley Champion... I guess?

I would like to personally thank those individuals who offered their help selflessly to make this year's Fraser Valley XC Series a success. In no particular order; Barry Bateman: score keeper, Dan Keen: task master, Suja: time keeper, Denise Rempel: time keeper, Vanessa Juanita: time keeper. The support of the time keepers made individually timed launches and landings everyday possible.

Also, my sincerest thanks to every pilot that participated in this year's Fraser Valley XC Series, especially those that entered despite having little interest in their national point standing. Thank you.

Brett Hazlett
Competition director

Brett Hazlett expounding the theories of final glide optimization in moist air and the homogenization of water droplets and their effect on fluid dynamics as it relates to the negative coefficient that's produced from the static probe of his vario which is optimized's for 15 °C at 63% humidity. Rik Bouwmeester and Tyler Borradaile try to understand they know what he's talking about.

Photo by a very understanding Suja

in a farmer's field taking 2nd place for the day. Barry Bateman took 3rd place for the day landing on a small island in the middle of the Fraser River! He would probably still be sitting on that island with his glider and harness if a Native fisherman, who was fishing by the side of the river, hadn't spotted him and dragged his butt off the island in his fishing boat. Now

Brett Hazlett at the Hope Airport goal on the last day.
Photo by Suja

WANTED

Articles for the AIR

If you like receiving this magazine 6 times a year then you had better send in articles to fill it 6 times a year. The more observant of you will have noticed that this issue is 4 pages smaller than normal.

It's your magazine. It's up to you to determine how many times it get published and how big it is.

Fledgeling paraglider pilot, George Boraradaile gets some last minute instruction from Willi Muller before going 'solo' at the Savona Easter Meet.
Photo by Vincene Muller

How to have your Competition HPAC/ACVL Sanctioned

BY DAN KEEN,
BCHPA COMPETITION DIRECTOR

The 1995 Canadian Point Standings have just been released by the HPAC, and after you have finished looking for your name, you will notice that only three Canadian Competitions counted for points. (*The latest Canadian Points had some errors in it and a revision is in the works. Ed*) Most of the competitions in B.C. last year were rained out, but the '95 KVR Easter Meet and the '95 Club Cup did have some valid rounds, yet do not show up in the standings. "Why is this?" You ask. Most likely, it was lack of knowledge of the HPAC sanctioning requirements by the meet directors. All that hard work, only to sink out just short of goal. Hopefully this article will assist any potential Meet Director in obtaining a sanctioned status.

NOTIFICATION

Pick a date for your competition as soon as possible. HPAC requires that the competition be announced at least 8 weeks in advance, giving every pilot the opportunity to participate. Most pilots have to pick their holidays well in advance; so the earlier, the better. Send your competition announcement to the HPAC Competition Director stating your request for sanctioned status, then send another copy to your Provincial Competition Director. Advertise the meet in the 'AIR' magazine (free), your Provincial Newsletter and the local club newsletters.

The HPAC has a policy of sanctioning only one competition at one time per province, so that two competitions do not compete for the same pilots. Get those dates in early.

INSURANCE

All pilots competing in a sanctioned meet must have valid HPAC liability insurance. You can obtain the latest list of insured pilots from HPAC administrator, Barry Bateman, and check names at pilot registration. Request some HPAC membership forms for pilots buying insurance on the spot. All foreign pilots must obtain HPAC insurance which they can obtain by taking out temporary membership for Cdn\$15. This is valid for 90 days and the forms are also available through the HPAC office. You might also consider obtaining site insurance for your event, launch and landing field at a cost of \$50-\$150, depending on the

requirements. All these forms are available through the HPAC.

AIRSPACE

Although it is not a requirement for sanctioning, it is recommended that organizers apply to Transport Canada for a NOTAM. Information is available through HPAC and they know how Transport Canada works and have made contacts in the department. If you call a task through Class E airspace, all pilots are required to have a HAGAR rating. The HPAC have not yet made a firm ruling regarding non-HAGAR rated pilots flying in sanctioned meets therefore get a VFR Navigation chart for your area to determine whether a conflict could arise.

SCORING

Get a copy of the computer scoring program available through the HPAC administrator. It contains 9 of the world's best scoring systems, covers individual and team formats and even contains a help screen. I recommend the American 1000 pt. system or the Canadian 600 pt. system. The program does all the calculations for daily total, running totals, final standings, and costs just \$5 bucks. Practice with it to be familiar with all of its aspects.

CANADIAN WORLD TEAM FUND

The entry fee must absorb a \$5 per pilot levy to help support out National Teams. If your budget to cover costs works out to be \$25 per pilot then charge \$30 to pay for the levy. This is an HPAC Sanctioning requirement, failure to submit these funds will delete your sanctioned status.

DAILY TASK REPORT

Each and every round that is scored must be accompanied by a "Schedule A" report. It is a simple form which describes the days events.

Part A covers a general description of the site location, altitude, and type of launch for that given round.

Part B covers meteorological information, giving a weather picture for the day.

Part C is task description. Here you will fill in things such as number of turn points, number of pilots making goal, validity factor, etc.

Part D is for general comments by the Meet Director, such as task called was too long for the conditions, or lots of happy faces at goal,

etc.

SUBMITTING A COMPETITION REPORT

After all the trophies are handed out and you take a big sigh of relief, you still have one last job to do, that is to submit a report to the HPAC and your provincial association, this is to gain pilots credit for their National Points Standings. You already have all the information in front of you, now it's just a matter of packaging it into a report. The first thing that goes into the report is your pilot information package which you handed out at the pilot registration. It should contain your set of competition rules and scoring 'methods, maps, landing forms, etc.

Next is the Schedule A for Round I and a copy of the scoring for Round 1. The daily score sheet must include the pilots name, position, distance flown, start time, finish time, and indicate if goal was made. You must submit a Schedule A and daily score sheet for every round. Submit the final score sheet showing the pilots score for each round and final results and position. One last requirement is an article of the event which will be published in our Provincial and National Newsletters. Before the meet, designate a person to be responsible for writing a description of your event, such as the scorekeeper or Meet Director who have all the day to day information of the event. Put it all in a folder, send one copy to the Competition Director of the HPAC and one copy to your provincial Competition Director. They will now have a historical record of your hard work.

This report, along with a cheque for then National Team Fund payable to the HPAC, must be submitted no later than 4 WEEKS after the competition.

CHECK LIST FOR SANCTIONED REQUIREMENTS

- Notification of Sanctioning to HPAC, 8 weeks in advance
- Advertising of the Sanctioned Points Meet, 8 weeks in advance
- Valid HPAC insurance for all competitors
- Computerized high level scoring system
- \$5 per pilot National Team levy

Pilots Recieving a New HPAC/ACVL Rating

Since 26th January 1996

Arbour, Roger	Advanced		Hagar	Lata, Milan		Novice	
Ault, Kevin		Intermediate	Hagar	Leblanc, Guy		Novice	
Badgley, Gary		Novice		Lintott, James B.	Intermediate		Hagar
Belanger, Marc	Novice			Litzenberger, Doug	Advanced		Hagar
Bertrand, Wayne		Intermediate	Hagar	Llewellyn, Noel		Intermediate	Hagar
Bigeault, Denis		Advanced	Hagar	Lloyd, Greg	Novice		
Bossert, Darrel	Advanced		Hagar	Lnenicka, Petr		Novice	
Boulianne, Gilles	Advanced		Hagar	MacLaren, Peter		Intermediate	Hagar
Bouwmeester, Rik	Advanced		Hagar	Mardani, Siamak	Intermediate		Hagar
Bowle-Evans, Peter	Intermediate		Hagar	Mathieson, Charles	Advanced		Hagar
Caldwell, Greg		Novice		Miller, Darrel	Novice		
Children, Philip		Novice		Morson, Vince	Advanced		Hagar
Christensen, Jamie		Advanced	Hagar	Mrtka, Josef	Novice		
Comfort, Glenn		Intermediate	Hagar	Nesbit, Gary		Intermediate	Hagar
Desnoyers, Randy	Advanced		Hagar	Palmer, David	Advanced		Hagar
Dinzi, Karl	Advanced	Intermediate	Hagar	Pankew, Randy	Advanced		Hagar
Einfeldt, Heino		Intermediate	Hagar	Parent, Luc	Novice		Hagar
Fabian, Dan	Advanced		Hagar	Pizziol, Colin J.	Novice		
Fiset, Claude		Advanced	Hagar	Porter, Ian		Novice	
Fotheringham, B.	Novice			Rae, Rob		Novice	
Frei, Armin		Advanced	Hagar	Reich, James P.		Intermediate	Hagar
Fretenburg, Russell		Advanced	Hagar	Rempel, Clifford	Novice		
Gagne, Robert		Intermediate	Hagar	Ritchie, Stephan	Advanced		Hagar
Géinas, André-Marc		Intermediate	Hagar	Roussin, Richard L.	Advanced	Novice	Hagar
Glass, Don	Advanced	Intermediate	Hagar	Schulte, Michael	Novice		Hagar
Graf, Peter		Advanced	Hagar	Spann, Tom		Novice	
Grant, Kerry		Advanced	Hagar	Staples, Darryl	Intermediate		Hagar
Harrington, Mike	Advanced		Hagar	Taylor, Glen R.		Intermediate	Hagar
Hawley, Michael		Intermediate	Hagar	Thibodeau, Philippe	Advanced	Novice	Hagar
Henry, Brad J.		Novice		Trstensky, Rasto		Novice	
Hunt, Jane	Novice			Tulloch, Mark	Master	Intermediate	Hagar
Kinzie, Ken	Advanced		Hagar	Veilleux, Pierre	Novice		
Klassen, Andrea		Novice		Vu, Michael	Novice		
Kurth, Stephan		Intermediate	Hagar				

- Copy of the Competitions Rules and Scoring description
- Daily schedule A task report
- Daily scoring results
- Final scoring results
- Written article about the meet
- Packaged in a folder, 1 copy to HPAC 1 copy to your Provincial Association
- Package submission deadline, 4 weeks after the event

SANCTIONED POINTS FOR INTERNATIONAL COMPETITIONS

If you plan on going to a foreign competition and want to get credit for these meets and apply it to your Canadian National point standings, most of the requirements still apply. I suggest

that you get friendly with the meet director before the meet and explain that you can get credit for the meet in Canada but that you must follow proper filing procedures. Offer to help him with the scoring or some other task, buy him diner if need be, but get him working with you. You'll still need:

- A copy of the rules
- A daily schedule A to be filled out by the meet director
- A copy of the daily scoring results
- A copy of the final scoring results Packaged in a folder, 1 copy to HPAC, 1 copy to your Provincial Association
- 4 week submission deadline

A maximum of 2 quality International results

per year can be used for your Canadian National point standings.

I hope this straightforward article helps any potential meet director to understand the simple requirements for obtaining a Sanctioned Points Meet. If you need any information on running meets or obtaining HPAC requirements, don't hesitate to call me, the HPAC/ACVL Competition director or the HPAC office.

May all your competition rounds contain cloud suck!

AEROTESTS

6 Ch de Camperousse
06130 GRASSE le PLAN
Tel 33 93 77 89 07
Fa.x 33 93 77 89

MODELE	TYPE	CATEGORIE	Ptvmin /	Max	N° de Conformité
MISTRAL	0,90	Equivalence	60,00	80,00	96031667 US
MISTRAL	0,95	Equivalence	75,00	95,00	96031668 US
MISTRAL	100	Equivalence	90,00	115,00	96031669 US
Equivalence* modèle ALIZE					
FRANTIC	TWIN	BIPLACE	155,00	200,00	96051682 FX
MANTA	41	BIPLACE	115,00	190,00	96011630 A
SHUTTLE	BIPLACE	BIPLACE	110,00	180,00	96021639 T
PICK UP S	SMALL	BIPLACE	120,00	160,00	96021648 UP
ZEN	28	COMPETITION	70,00	87,00	96031657 AP
BLUE ANGEL	LARGE	COMPETITION	75,00	98,00	96051683 AG
SAPHO K	27	PERFORMANCE	70,00	85,00	96011624 E
AURORA	MEDIUM	PERFORMANCE	76,00	98,00	96021632 HD
ECLIPSE	MEDIUM	PERFORMANCE	76,00	98,00	96021633 HD
XYON	24	PERFORMANCE	75,00	95,00	96021635 N
MERAK-K	27	PERFORMANCE	70,00	85,00	941014971-K
MERAK-K	31	PERFORMANCE	95,00	110,00	941014991-K
MERAK-K	29	PERFORMANCE	85,00	95,00	941014981-K
SPORT	LARGE	PERFORMANCE	80,00	105,00	96021644 CB
AZTEC	34	PERFORMANCE	60,00	80,00	96021640 FF
AZTEC	36	PERFORMANCE	75,00	100,00	96021641 FF
PICK UP	SMALL	PERFORMANCE	120,00	160,00	96021649 UP
ASPECT	SMALL	PERFORMANCE	60,00	78,00	96031654 AR
FRANTIC PLUS	MEDIUM	PERFORMANCE	80,00	104,00	96031666 FX
FRANTIC PLUS	X SMALL	PERFORMANCE	55,00	71,00	96031664 FX
FRANTIC PLUS	SMALL	PERFORMANCE	65,00	85,00	96031665 FX
FRANTIC PLUS	LARGE	PERFORMANCE	100,00	130,00	96031662 FX
SAMBA	32	PERFORMANCE	105,00	137,00	96031663 AJ
HURRICANE	ECH 100	PERFORMANCE	100,00	120,00	96031659 US
HURRICANE	ECH 97	PERFORMANCE	85,00	105,00	96031660 US
HURRICANE	ECH 93	PERFORMANCE	75,00	90,00	96031661 US
ECLIPSE	LARGE	PERFORMANCE	90,00	115,00	96051672 HD
IBIS	25	PERFORMANCE	65,00	80,00	96051674 A
SOUL	MEDIUM	PERFORMANCE	85,00	110,00	96051671 UP
SOUL	LARGE	PERFORMANCE	100,00	130,00	96051675 UP
EXPERIENCE 11	28	PERFORMANCE	90,00	105,00	96051681 SK
EXPERIENCE 11	30	PERFORMANCE	105,00	130,00	96051678 SK
MERAK 96	31	STANDARD	95,00	110,00	960116251
MERAK 96	29	STANDARD	80,00	95,00	96011626 1
MIDAS	30	STANDARD	80,00	100,00	96021634 W
LYNX	0.93	STANDARD	50,00	70,00	96021636 FS
SABRAII	27	STANDARD	70,00	90,00	96011627 AP
HAVANE	30	STANDARD	85,00	105,00	96011629 A
HAVANE	24	STANDARD	55,00	70,00	96011628 A
JADE	28	STANDARD	85,00	95,00	960216371
MERAK96	27	STANDARD	70,00	80,00	96021631 1
ARCUS LIGHT	300	STANDARD	90,00	117,00	9602 1638 F
ARCUS LIGHT	230	STANDARD	60,00	78,00	9602 1642 F
ARCUS LIGHT	270	STANDARD	73,00	95,00	9602 1643 F
BRAVO	MEDIUM	STANDARD	65,00	85,00	96031650 BP
BRAVO	LARGE	STANDARD	79,00	103,00	96031651 BP
ASPECT	LARGE	STANDARD	100,00	130,00	96031652 AR
BOOGIE	SMALL	STANDARD	58,00	75,00	96021645 UP
BOOGIE	MEDIUM	STANDARD	75,00	100,00	96021646 UP
BOOGIE	LARGE	STANDARD	95,00	120,00	96021647 UP
ASPECT	MEDIUM	STANDARD	78,00	103,00	96031653 AR
MERAK 96	25	STANDARD	60,00	78,00	960316551
SENTRA	25	STANDARD	60,00	75,00	96031656 AP
SABRAII	25	STANDARD	60,00	75,00	96031670 AP
MIDAS	27	STANDARD	65,00	85,00	96031658 W
Isis	31	STANDARD	85,00	105,00	96051673 W
ZEPHIR	90	STANDARD	60,00	80,00	96051676 US
ZEPHIR	95	STANDARD	75,00	95,00	96051677 US
ZEPHIR	100	STANDARD	92,00	115,00	96051679 US
HIGHLANDER	MEDIUM	STANDARD	80,00	100,00	96051680 AG

For Sale

BRITISH COLUMBIA

Hang Gliders:

HP AT 158

100 hours. New lower rigging and in excellent condition. \$1900 obo Will consider trade for an intermediate glider. Call Michael at (604) 785 4461

Wills Wing Sport 167

Beginner/intermediate \$1200

Moyes Exact Pod with

Reserve Chute \$900 firm

Apco Hilite III 24

Beginner/intermediate glider with harness. \$1100 obo

Comet 1

2 gliders, one good, the other needs repairs. \$500. Call Dave collect at (604) 868 2953

Wills Wing Super Sport 163

Red and white. (same as Wills Wing promo adds) Excellent condition. \$2200. Call John at (604) 591 2550

MAGIC KISS 154

Shows some sign of use but generally in a good, safe condition. Extra factory fitted undersurface battens " makes it track straight without any tendency to yaw) \$1000 obo

Wills Wing Duck 160

Good condition, Lady flown a steal at \$900

Super Lancer 220

Good training glider and very air-worthy \$400

Sky Systems Pod Harness

Red, large (fits from 5' 8"- 6' 2") \$350

Used Cocoon harness's

Various makes, colours and condition. \$75 - \$150

Ball 652 Vario

1500 fpm scale. mph airspeed. Total energy vario. Custom machined aluminium ball and clamp stalk (will not break) 2 stop watches plus real time clock attached. Perfect working condition. \$350 obo For more information on any of the above call: Barry at (604) 888 5658

Magic II 166

Blue and Yellow \$600 or offers

Airborne Blade 153

30 hours. Kevlar LE and TE. Violet and white DS. Last years model in excellent shape \$3300 Call Bob at (604) 752 2100

Nimbus 180

Almost new. Asking \$3600 for glider, pod harness, parachute, wheels, flight bag etc. Call Dale at (604) 856 6305

Euro Sport 167

175 hours. In good condition. Requires some stitching around the kingpost hole.

Supp Harness (Medium) with chute (10 yrs old, large)

Full face helmet

\$1000 for everything. Contact Herman at (604) 293 1515

Paragliders:

US VOLES 301 30m²

c/w harness, new Aircotec Alibi vario and 99 channel Kenwood radio \$3000 obo or will consider trade for Honda Gold Wing or Shadow 1100. Contact Dean Fortin at (604) 528 9924

Advanced Omega II 26

75-95kg. Good condition \$1100

Advanced Sigma II 26

75-95kg. Great condition \$2000

Advanced BiPlace tandem 38m²

120-200kg Good condition \$1200 Call Glenn at (604) 678 4973

Firebird Apache II

65 hrs. Current intermediate design for medium weight pilot \$1900 Call Mike at (604) 932 3636

Edel Super Space 27

Yellow, 85-110kg hang in weight. \$2500 obo

North Para Dimension 30

Purple. Hook in weight 85-130 kg. \$1600 Contact Armin at h (604) 737 7440; w 822 3620; email frei@math.ubc.ca

Edel Space Tandem paraglider

38M² Good condition with bag and spreaders \$1500 Apco Top Secura Harness with airbag. Brand new, never been used. \$500 Call Russ at (604) 990 9010

MANITOBA

Dream 145

Weights 45lbs Pink in excellent condition with only 30 hours. A good starter glider for the lighter pilot. \$1200 obo. Call Rick at (204) 254 2114

ONTARIO

Wills Wing SkyHawk168

For more information contact Albert at (519) 650 5322

Stolen

From van parked outside house in **Burnaby, B.C. on 27th May 1996**

Harness bag complete with all accessories, including;

APCO Jetsteam Harness

Wine/Black in color including;

reserve chute, instruments, helmet etc.

If you are offered any on this equipment please contact:

Cliff Remple (604) 540 1502

STOLEN....

Well not quite, but will the pilots that I have "helped out" and "lent" various bits of equipment to whilst "on the hill" (like Mount Woodside) please return them.

The list includes: a blue 1990 US Nats Dinosaur sweatshirt, adjustable hang straps, training wheels and misc other equipment. It's pilots like these that prevent me from "lending" equipment to other needy souls. Please return to: Barry Bateman (604) 888 5658

HPAC

ADVERTISING RATES

Classified adds are free to all **HPAC/ACVL members** for personal adds only. Please try to keep to a max of 5 lines.

Business rates:

Classifieds: .25 cents per word, min. \$5. Photo's and special layout, \$10 per column inch.

Quarter page: \$40

Half page: \$75

Full page: \$125

These rates are for camera ready adds. If any special layout is required call the editor for quote.

Payment required in advance. Make checks payable to HPAC.

For Sale MOYES POD

Suit someone 6 ft plus. \$300 obo Contact Charles at (604) 988 7211

HPAC/ACVL SUPPLIES

FAI SPORTING CODE FOR HANG GLIDING \$15.00

3 1/2" Computer Disk. Includes the complete FAI Sporting Code for hang/paragliding

RECORD PACKAGE \$10.00

Everything required for Badge and Records plus all pertinent forms and information.

SPORTING LICENCES \$32.00

Required for Canadian or World Records, badge applications, and representing Canada at International competitions

New HPAC/ACVL LOG BOOKS \$12.00

Hard back, royal blue covers with gold embossed HPAC/ACVL logo. Convenient size for travelling.

Computer Scoring Program V 3.43 \$5.00

Contains 9 of the Worlds best scoring systems. Individual or team formats, GPS coordinates, Great circle calculations. Easy to use with help screen and technical backup support if required!

Coming soon.....

HG & PG Advanced exam study guide
HAGAR study guide
HPAC/ACVL Golf shirts, T's Sweatshirts, caps etc.

Is there anything that you would like to see the HPAC/ACVL produce or supply to its members? Please contact the HPAC/ACVL Administration office with details or suggestions..... This is your association

HPAC/ACVL supplies are available from the Administration office. Badge and Record supplies may be obtained direct from Vincene Muller, Records & Statistic Director.

1996 COMPETITION SCHEDULE

<u>DATE</u>	<u>PLACE</u>	<u>COMPETITION</u>
Results to Date:		
▲ Jan 26-Feb 10	Australia	WOMENS WORLDS HANG GLIDING CHAMPIONSHIPS: 1st Kari Castle, USA; 2nd Rosi Brams. Germany; 3rd Francoise Mocellin; France. Team: 1st Germany; 2nd Great Britain; 3rd Switzerland; 4th Australia; 5th USA
▲ April 5-7	BC	EASTER MEET 1st Joeeph Mrtka; 2nd??; 3rd??
▲ April 20-21	BC	FRASER VALLEY XC SERIES 1st Dan Keen; 2nd Brett Hazlett; 3rd Barry Bateman
▲ May 18-20	BC	AIRBORNE CLUB CUP 1st George Borradaile; 2nd Tyler Borarradaile; 3rd Mark Tulloch
Upcomming Meets		
▲ June 9-16	USA	SANDIA CLASSIC Albuquerque, New Mexico. Great XC racing. Entry fee includes: pilot and glider transportation to launch, turnpoint film, free oxygen refills, BBQ, T shirt, plus more. 60 pilot maximum field. GPS recommended. Entry fee before May 1st us\$300, After \$350. Contact: Mike Gregg, 12177 St Mary's Drive, Albuquerque, NM 87111. (505) 275 5978 or Mark Mocho (505) 298 2922
▲ June 16-22	Spain	WHGS MEET Sierra Nevada, Grenada. Contact: Juan Morillas ph (34) 58 488560 fax (34) 58 488726
▲ June 23-29	Spain	WHGS MEET Peidrahita. Contact: Steve Ham ph (34) 20 362215 fax (34) 20 362215
ÿ June 25-30	Austria	PWC Zillertal. Contact: Monica Eberharter ph (43) 5282 2281
▲ June 30-July 6	SASK	CANADIAN NATIONALS (HG) Eastend, Saskatchewan. Racing and open distance. Task set to break Canadian/World records. Towing and ridge soaring meet. Entry fee \$70 Spare tow rigs/planes available. For more info contact: Mike Reibling W (306) 352 3337 or Garth Hemming W (306) 295 3233
ÿ July 3-7	CH	PWC Grindelwald, Switzerland. Contact: ph (41) 3653 1212 fax (41) 3653 3088
▲ July 6-11	USA	CHELAN CROSS COUNTRY CLASSIC Chelan, Washington. Contact: Davis Straub (206) 322 1184
ÿ July 15-20	Spain	PWC Granada. Contact: ph (34) 58 488560 fax (34) 58 488726
▲ July 13-20	USA	US NATIONALS (HG) Dinosaur, Colorado. Several meets within one; Over 45's, Rookie, Intermediate and Never made the top 50 divisions. Also a driver comp will be running. Loads of prizes. Organised and run by G.W. Meadows. Entry fee before January 30 us\$325, after \$375. For Information and accommodation info contact "GeeDub" at (919) 480 3552
▲ July 18-28	France	AMERICAN CUP 6 man teams from 6 countries.
ÿ July 19-21	BC	BC PARAGLIDING CHAMPIONSHIPS (The Great Canadian Paragliding Festival) Bridal Falls, Chilliwack. Entry fee, \$40. (\$50 after July 1st) Includes dinner and dance. Pilots meeting 9:00am July 19 at Bridal Falls Golf Course clubhouse. Contact Dan Curylo (604) 251 1500
ÿ July 22-29	Spain	PARAGLIDING PRE-WORLDS Castejon de Sos. Contact: Anna Lopez ph (34/3) 7908482 fax (34/3) 7908656
▲ July 24-31	USA	WHGS Reno, Nevada. Contact: Rat Leonard ph (702) 883 7070 fax (702) 884 4030
ÿ July 24-30	USA	US PARAGLIDING NATIONALS Chelan, Washington. Entry fee ??? Mandatory pilots meeting 7:00pm 23, July. Advised to reserve hotel early (1-800-829-5448) Contact: Don Marcy; days, (206) 587 0700; Even (206) 322 3794
ÿ Aug 3-5	BC	CANADIAN NATIONALS (PG) Golden, BC. Open distance Sat/Sun, race on Monday. Prize to be given to the competitor with the best combined score from the US PG Nat's and this meet! Entry fee; \$35 includes Sunday breakfast. 105 pilots entered last year. Book early! Contact Vincene Muller (403) 932 2759 or email: mullerhg@cadvision.com
▲ Aug 3-5	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden, BC. Entry fee \$30. Racing to goal. Team format = 3 man team including one level 1, 2, or 3 pilot. Contact Doug Keller at (403) 293 4008
▲ Aug 6-11	BC	FLY WEST XC INVATIONALS Golden, BC. 6 meets in 1; HG heavy weights (600 hrs+), middle weights (300-600 hrs) and light weights (50-300 hrs) PG = 250+hrs, 150-250hrs, 50-150 hrs. \$20,000.00 prize money (no, that's not a typo!) 1st prize heavy weights \$5000.00; Middle weights \$3000.00; lights weights \$2000.00. Entry fee can\$250, Entry deadline May 15th. Sponsors welcome. For more information contact; Fly West Hang Gliding Ltd, 199, Marlyn Place, Calgary, Alberta, T2A 3K9 ph (403) 272 0450 or Email to Porteur@Cadvision.Com
▲ÿ Aug 10	BC	20th LAKESIDE EVENT Invermere. Spot landing in the lake. BBQ, party, free camping. \$1000 cash + prizes. PG's welcome (special class) Minimum Intermediate rating. Entry fee \$25. Contact Dano Souders (604) 342 0355
▲ Aug 20-25	Slovenia	WHGS Preddvor. Contact: Bojan Marcic ph/fax (386) 61 612646
ÿ Aug 27-Sept 1	France	PWS Chamonix. Contact: Yves Mollier ph (33) 50555281 fax (33) 50545295
▲ Aug (?)	USA	CAN-AM Black Mtn, Maple Falls, Washington. Friendly Can-Am contest. Contact:
▲ÿ Aug 31-Sept 2	BC	CACHE CREEK TEAM MEET Cache Creek, BC. 4 different sites to be used. 4 man team format. (Team Format may be changed if enough paraglider pilots show interest, let me know!) Entry fee \$30 Contact: Barry Bateman (604) 888 5658
▲ Sept 7-19	Turkey	PRE-WORLD AIR GAMES First time to hold an international competition which includes most major sporting aviation groups. Contact your National competition director for further information.
▲ÿ Sept 19-22	France	COUPE ICARE St Hilaire. Contact: Syndicat d' Initiative: ph (33) 76083399 fax (33) 76972056

▲ = hang gliding; ÿ = paragliding.

Note: Meet directors; Please phone/fax your meet results (first 3 places would suffice) so that I can publish the results ASAP.