



AIR

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VOLUME 10 ISSUE 4



HPAC/ACVL Certified Instructors and Schools

HPAC/ACVL Certified Instructors

as of Thursday 35th August, 1996

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Derek Holmes	Calgary	Alta	(403) 270 7678		Inst; Tandem
John Janssen	Calgary	Alta	(403) 286 9257	Sr Inst	
Stephen Kurth	Dawson City	Yukon	(403) 993 6524		Inst; Tandem I
Dean Leinweber	Calgary	Alta	(403) 244 3724		Inst
Rick Miller	Edmonton	Alta	(403) 461 3592	Sr. Inst; Tandem II	
Chris Muller	Cochrane	Alta	(403) 932 2759	Inst	Inst
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Richard Ouellet	Calgary	Alta	(403) 247 2861		Inst
Jeff Runciman	Calgary	Alta	(403) 293 9027	Inst	
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Michael Schulte	Fort St John	BC		Inst	
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David Stanek	Surrey	BC	(604) 535 8304		Inst
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Laurie Young	Sardis	BC	(604) 858 2300		Inst
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Certified HPAC/ACVL Instructors are those who's Certification is valid and are current members of the HPAC/ACVL)

HPAC/ACVL Certified Hang Gliding and Paragliding Schools

as of Thursday 35th August, 1996

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P. O. Box 2662	Canmore	Alta	T0L 0M0	(403) 678 4973
Pirate Gliding	No	Yes	Mike Solaja	9667, 5th Street	Sidney	B.C.	V8L 2X9	(416) 620 0115
Aerial Sensations Paragliding Ltd	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams	Yes	Yes	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
Flight Paragliding	No	Yes	Russel Fretenburg	Box 75521, 3034 Edgemont Blvd	Nth Vancouver	BC	V7R 4X1	(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	V0A 1K0	(604) 342 0461
Mescalito Adventure Co Ltd	No	Yes	Maxim de Jong	50639, O'Byrne Road	Chilliwack	BC	V2R 1B4	(604) 858 2300
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Skyline Paragliding	No	Yes	David Stanek	16011 - 14th Ave	Surrey	BC	V4B 1E9	(604) 242 1988
Sun-Wind Paragliding Aviation School	No	Yes	Karl Buchegger	P.O. Box 4788	Williams Lake	BC	V2G 2V8	(604) 392 4131
Valley Wings Hang Gliding Inc	Yes	No	Randy Pankew	13284, 79th Ave	Surrey	BC	V3W 8H4	(604) 501 1331
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	219, Greenwood Ave	Timberlea	NS	B3T 1H8	(902) 876 8583
High Perspective	Yes	No	Michael Robertson	RR #5, 865, Conc 7	Claremont	Ont	L1Y 1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	430, Vera Place	Windsor	Ont	N9A 5W3	(519) 255 9711
Sky Adventure Hang Gliding	Yes	No	Siamak Mardani	Box #245, Stn "B"	Ottawa	Ont	K1P 6C4	(613) 721 1597
Skysailing Ontario Flight School	Yes	No	Karl Dinzl	23, Deancourt Road	Etobicoke	Ont	M9B 3K8	(416) 626 2227
The Hang Gliding Shop	Yes	No	Armand Accchione	P. O. Box 128	King City	Ont	L0G 1K0	(905) 833 1975
Atelier de la Glisse Inc	No	Yes	Benoit Tremblay,	M. 201 Boul Tadassor	Tremblay	Que	G7H 5A8	(418) 545 8368
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	465, Castelneare	St-Hyacinthe	Que	J2S 6S1	(514) 261 0993
École Buissonnière Inc	No	Yes	Ken Risden	7773 Avenue Royale	Chateau Richer	Que	G0A 1N0	(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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This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to its members. The views expressed in this newsletter are not necessarily those of the HPAC/ACVL, its directors or the editor. The Editor reserves the right to edit contributions. 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

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HPAC/ACVL

President's Report

This presidents report is taken from a letter that Ron Bennett sent in reply to our instructor program. It may help various pilots see some of the problems facing the HPAC/ACVL, it's instructors and members. The HPAC/ACVL AGM is coming up in November. Input from both instructors and members is not just welcomed, it's necessary, for after all, this is your association.

Barry Bateman, Editor

Dear Ken:

Re: Your letter of April 30th, 1996

In your letter you asked several questions, some of which have by now been answered by Wayne Bertrand. However, your main concern appears to be the HPAC's policy with respect to the certification process. Firstly, you must be aware of the unfortunate situation that arose as a result of certifications that were never advised to the HPAC by a previous Senior Instructor in Quebec. This matter only came to light just before last year's Annual General Meeting. There were several Quebec pilots who thought they were certified, only to learn that the HPAC had no record of it. I understand that you only found out when you went to apply for HPAC School insurance.

Secondly, I must point out that the sport of Paragliding is still in its infancy stages here in Canada. I agree that proper certification standards are necessary to the safe practise of the sport, but getting such a system off the ground does not happen overnight. In western Canada the system is up and running and we are no longer finding it necessary to make exceptions (which we deemed to be in the best interest of the sport).

Our intention is not to let people by-pass the system as much as it is to keep from alienating our long standing members and member schools. In spite of this, I stated from the outset that I would not act unilaterally on this issue, and any course of action would have to be supported by the AQVL. As it turns out, I understand the AQVL will try to organize another course, and to date no other certifications have been issued (a one-time extension has been granted to Philippe Thibideau for a Paragliding certification that was previously issued by Pierre Laplante, and this will expire at the end of 1997).

Another issue for the HPAC is that of choice. We need more than one Senior Instructor in each region of the country, so that pilots have a choice when they decide that they would like to get an HPAC instructor certification. This is no different than offering students a choice of schools when they would like to take a lesson in hang gliding or paragliding. The HPAC does not set a price that a Senior Instructor is required to charge to course participants. We prefer to let the market determine how much a course should cost. Therefore, it is important that there is competition in the market place. We certainly do not want anyone to have a monopoly on the sale of HPAC programs.

And finally we, as an association, need to decide how we can better run the instruction program, because we currently expend an inordinate amount of our financial and human resources on the management and maintenance of the instruction program, and we simply do not have the resources for proper enforcement of our own policies. This is an issue of growing concern, particularly if the growth rate of paragliding starts to go exponential. There are already more paragliding instructors than hang gliding instructors in Canada. This is further compounded by the greater accessibility of tandem paragliding flight. It's easier than flying tandem on a hang glider, and more people are doing it. We never have been overly concerned about the additional risks of tandem flight because there were only a handful of hang glider pilots doing it, and they (generally) had been doing it for a long time. Now we have a whole new set of risks and it's beginning to show up in the accident statistics. There is a group of PG instructors in the west that is calling for summary judgment against anyone who violates the rules (policies) of the HPAC, meaning the expulsion of that member. Unfortunately, the list of those to be expelled would include at least one past president of the HPAC and one world team member. Perhaps that's what it will come to, but I'll let the Board decide at the AGM in November.

Ron Bennett
HPAC/ACVL President
HPAC/ACVL Instructor Committee Chairman

Administrators Report

Well, I was going to have a dig at Ron for not sending me a presidents report, but he saved his butt at the 11th hour by sending me something to put in its place! Mind you, I shouldn't just mention Ron for as you'll notice, Fred, Vincene and Armand are the only directors who provide updates. I know that the other directors have other ongoing projects but I guess they wish to keep it to themselves! Come on guys... You were elected by the members (albeit indirectly) so how about keeping the members informed?

The HPAC/ACVL AGM is taking place this year in Cochrane, Alberta in November and the next issue of AIR (due out in October) will be your last chance to put forward your views or comments to the rest of the members before the AGM. There are a various things that need to be addressed and these will definitely affect **YOU!** I'm mentioning some of them in this issue so as to give you the opportunity to respond publicly before the up-coming AGM. The directors really do welcome input from you, but if changes are made that affect you, and you don't agree with those changes **DON'T COMPLAIN** if didn't make your thoughts known.

What follows is not the official AGM agenda but a some of the topics that will be brought up for discussion. Some may be implemented, others set aside for further study and others may be rejected, but one thing is for sure, the decisions that are made will affect you!

HPAC/ACVL Directors Reports & Updates

So please, we would like to hear your comments on these proposed motions;

(The motion is first, followed by the reason for it in Italics)

- That all Certified Instructor courses be advertised nationally in "AIR" at least 6 weeks prior to the course taking place.

(So that everybody has the opportunity to attend a course and to prevent A Senior Instructors from having one of their "buddies" work for them and then state that they (their buddies) have attended an Instruction Certification Course and is/are therefore a "Certified Instructor").

- That all (new?) instructors be charged a processing or annual fee. (Amount to be determined by the directors)

To cover the cost of processing their applications (which usually entails many phone calls) the production and distribution of the "Instructors package", as well as the Level rating exams, (plus all related forms) and the supply of "Student Diplomas".

- That HPAC/ACVL insurance only be available to those members who have an HPAC/ACVL rating. (Minimum of Novice)

Firstly; To cover ourselves, (the HPAC/ACVL directors, its employees, members etc.), against being sued from a situation in which an HPAC member who is un-rated is involved in an accident and has 3rd party liability insurance coverage. Secondly; If he/she hasn't proved that they can safely fly (ie; have an HPAC/ACVL rating) then should they be able to purchase insurance and potentially jeopardize our insurance policy)

- That a minimum time be required between obtaining the Novice, Intermediate and Advanced ratings. 3, 4, 6 months, a year?

To insure that an "Advanced pilot" for example, is in fact, an advanced pilot. At the moment it is possible to become an advanced pilot as soon as you pass the exam(s) and achieve the minimum number of hours. Would you call a pilot who has been flying for only 6 months to a year an "Advanced" pilot?

There is one other topic which has got to be addressed and that is the running of the HPAC/ACVL administration office. The workload of the administration office has now increased to a point where it is impossible for it to continue the way it stands at the moment and the time has arrived where the HPAC/ACVL has got to decide in which direction it wishes to move.

I have drafted up a letter and sent it to all HPAC/ACVL directors explaining the situa-

tion as I see it, my recommendation and my desire to have it addressed at the up-coming HPAC/ACVL AGM. What follows is based upon the aforementioned letter and it is being published in this issue of AIR so that you, the members, may respond to it and voice your opinion publicly in the October issue of AIR which will receive before the AGM.

Please take this opportunity to respond because I can almost guarantee you that this will affect you, either in your pocket or in the services you currently receive.

Barry Bateman
HPAC/ACVL Administrator

RE: Administrators Position

I find myself in a difficult position regarding some concerns that I have with the administrators position for as you know, I am the administrator and anything that I say concerning that position can quite easily be taken as *fulfilling my own needs*. But this is far cry from the truth so you will have to place some trust in me when I say that what I'm about to suggest is not for my own benefit, but for the ultimate benefit of the HPAC/ACVL and future administrators. Unfortunately I'm the only one who knows exactly what is involved in running the HPAC/ACVL office and the administration duties that it entails so you must bear with me again with my evaluation of the situation.

I believe that the administration office has been a far greater success than the HPAC/ACVL directors or members ever thought it would be. Before the advent of the administrators position, we had an association that had many well meaning programs in place but did not have the manpower or co-ordination to ensure that they were correctly functioning. This situation resulted in things like pilots receiving level ratings, instructor certification and flying on the Canadian team *without ever being a member of the HPAC/ACVL*. Membership numbers from provinces were sketchy at best and there was no real sense of "cohesion".

Thankfully this has changed. Since we came on-line in 1993, we have generated an up-to-date database which links every pilots membership, level rating, and Instructors status together. This insures that as each pilot obtains another skill level, we can check to see that all criteria have been met, and then duly record it. As communications increased between the office and the members and directors (phone,

fax, letters, and later, e-mail) pilots began to realize that there was a "real person" at the other end of the line and found that assistance was readily available to them and consequently had their problems, concerns or request addressed quickly. (in most cases, I'm only human!).

Because of this efficiency, there has developed a general feeling that the HPAC/ACVL is now a bona-fida association, maintaining an office that is well run and organized. This has been reflected in the fact that many old time pilots who have never been part of the HPAC/ACVL, or pilots who haven't been members for many years are once again renewing their memberships. This, along with the growth of paragliding, has resulted in an increase in membership from a total of 700 members in 1993, to 881 in 1995, a 25.8% increase. Not bad when you consider most other national HG & PG associations are recording 2 - 5% increases!

Having the HPAC/ACVL office has benefited members and others in many ways, ie;

- Provincial associations are able to receive up-to-date memberships information, membership list, mailing labels, the status of Instructors and schools and national co-ordination for things like AGM's etc.;
- Detailed information to inquiries on such topics as, the HPAC/ACVL insurance policy, insurance for pilots, schools, & land owners, membership applications, ratings, Instructors status and certification, certified schools, safety reports, overseas contacts, IPPI cards, and travel insurance.
- Meet directors can request a 'competition list' so that they can check pilots membership, insurance, HAGAR and rating status;
- Instructors now receive an 'Instructors package' which, besides their Instructors certificate contains documents that explains what their duties and obligations are, how to administer and process rating applications and such items such as annual reports and school insurance application forms.
- Producing membership and rating cards to members on "short notice" (<1 hour!) to pilots leaving to overseas or entering competitions.
- Foreign National associations and their members seeking information on flying in Canada, our rating system, insurance policy and contacts names throughout Canada.

Besides these "member services" there is the other work that goes on behind the scenes. This includes;

HPAC/ACVL Directors Reports & Updates

- The actual processing of membership and rating applications, and insurance for schools and sites.
 - Keeping the database records up-to-date (ie: change of address, the number of exams sent to instructors, HAGAR results and expiry dates of school insurance and instructor certification).
 - Filing and storing all records.
 - Depositing HPAC/ACVL money.
 - Maintaining the administration account books.
 - Purchasing and maintaining an inventory of all office supplies.
 - The purchase and maintenance of all office equipment.
 - Make "post office runs" every other day.
 - The constant upgrading of the HPAC/ACVL database.
 - Generating and producing all HPAC/ACVL forms including, membership and insurance cards, insurance and HPAC/ACVL decals, and rating exams.
 - Corresponding with our insurance agent.
 - Dealing with Transport Canada.
 - Responding to request from the Aero Club of Canada and maintaining an open line.
 - Handling media enquiries when there is an accident or fatality.
 - Preparation for the annual AGM.
- In other words, I'm running a business!

But most of you are aware of this already. The problem is that the administrator is only "employed" to;

- a) Process membership applications
- b) Process rating applications and
- c) Process school and site insurance.

This currently represents approximately 30% of the actual work that the administrator does.

In 1995 I kept accurate records of the amount of work that I did for the HPAC/ACVL This equated to;

Database administration	502 hrs 5 mins
AIR production	162 hrs 28 mins
HPAC documents	186 hrs 7 mins
Total	850 hrs 40 mins

or, over **21 weeks of full time employment***

So far this year (as of 14th Aug) I've logged **1248 hrs and 25 mins**, or over **31 weeks!** and I still have 4 1/2 months to go to year end!

Think about those hours for a moment. Imagine working for over 6 months of the year full time. Receiving an income for about 2 1/2 months

of that time and then, in the remaining 5 months you've not only got to generate an income, but you've also got to compensate for the almost **4 months of volunteer work!** *I don't think the HPAC/ACVL can rightly expect anybody to continue working, on an on-going basis, under this situation.*

Ok, lets be fair. Part of that recorded time this year was spent putting together the new paragliding exams, upgraded the hang gliding exams and re-formatted them both, then arranged to have them printed. This was not part of my job, I didn't have to do it but, I'm still quite happy to do some volunteer work.

I believe that the time has come for the HPAC/ACVL to look ahead and decide in which direction is wishes to go regarding the Association, and more specifically, the administration office. In my opinion, I think that the HPAC/ACVL has basically 2 options;

- 1 We abandon the HPAC/ACVL administration office or
- 2 We pay the administrator for all the work that he/she does.

I have received other suggestions like using more volunteer help. But while this may initially seem like a good alternative I believe that it would be fraught with problems, namely;

- Volunteer help is generally unreliable.
- There would be a lack of cohesion. (Volunteers would be spread out all over the country creating even more phone calls, faxes and e-mail for all concerned)
- Volunteers would require continuously updated information which would have to come from the administrator, creating even more work.
- The time taken to inform the volunteer of a request (who needs it and what they want) could take almost as long (if not longer) than to respond directly to the request.
- The majority of the "unpaid" work cannot be performed by anybody else. (ie; banking, bookkeeping, mailing, answering the phone, checking the answering machine, responding to e-mail and various other general "office duties".

As for abandoning the HPAC/ACVL office, that would be a real shame. We have come a long way in a short period of time. I have received nothing but positive response from members, directors and visitors alike and it seems to me that pilots are beginning to take Pride in their National Association. It would be a pity to throw this all away after coming so far.

That leaves us with the option of paying the administrator for **ALL** the work they do. Of course, there may be other ways to overcome this problem, but to be honest with you, I have not found any that appear to be a viable alternative. You could of course suggest that the administrator only does what he's paid for. That's fine, but what happens when a call for information comes from, someone overseas, or from a member, a director, TC, or the Aero club? ("Sorry, I'm not paid for that", and hang up? I don't think so).

So I guess the question is; Where do we want to see the HPAC/ACVL as an association in 5 years and beyond. Do we just "want to go fly" and muddle along like we did before? Or do we want an association that we can be proud of, that provides a high level of service to its members, that not only sets various standards and criteria for the safety and freedom of its members but is also able to ensure that these standards are adhered to? If you wish the later the you will need to pay somebody to do this. Look around you, just about every major National hang gliding and paragliding association in the world has full time paid staff!

So what is this going to cost and where is the money going to come from? I think first we have to ask; Just what work should the administrator be doing? How much skill and expertise is required to do the job? How many hours will they work each year? and How much should the administrator be paid? I see 3 areas where the money could be generated;

The first, and probably the most viable, is increasing the membership fee. The HPAC/ACVL hasn't had a membership fee increase for over 5 years so an increase would not be totally out of place.

The 2nd option is for the HPAC/ACVL to generate more income in other areas. This could be in the form of merchandise sales, increased membership, charging more "user fees" in areas not covered at present (instructors for example) and/or increasing the fees which are in place.

And lastly, a touchy subject. I still believe that the HPAC/ACVL illegally gave away money to the provincial associations when it transferred \$8 of the HPAC/ACVL's membership fee to the provincial associations. This has been reduced to \$5 this year but, as far as I'm concerned, it is still the HPAC/ACVL's money.

HPAC/ACVL Directors Reports & Updates

Of course, the money could be generated from a combination of any of the above.

Because of all these variables I have spoken with Martin Polach, the HPAC/ACVL treasurer and requested that he review the books, check out the market place, study the administrations work load and come up with a figure that would cover the cost of a full (part-time) administrator, in which way it can most easily (and painlessly) be generated and most importantly, what the cost will be to the individual member. I believe that with a adequately paid administrator they will be able to devote more time and energy into the HPAC/ACVL giving them time to pursue other areas like producing HPAC/ACVL merchandise and doing more PR work which hopefully will increase our membership and therefore offset the cost of the administrator.

I therefore recommend that the HPAC/ACVL directors pursue the avenue of paying the administrator a reasonable income for the amount of work that they do for the HPAC/ACVL.

Please give the above serious consideration as the future direction of the HPAC/ACVL is at stake. I (or anybody else) cannot be expected to continue working under this work load supplying this amount of volunteer labour. Please speak to your members, get there feedback and be prepared to deal with this at the upcoming HPAC/ACVL AGM in November.

Barry Bateman
HPAC/ACVL Administrator

** based upon 40 hour work weeks*

Kevin Caldwell with his home-made winglets. Due to their size they are said to be able to reduce decent rates in the event of a structural failure as they will create as much lift as the wing itself! Photo by Vincene Muller

HPAC/ACVL INSTRUCTORS COURSE FOR HANG GLIDING AND PARAGLIDING

Sponsored by;
**The Alberta Hang Gliding and
Paragliding Association**

Dates: November 9-11, 1996
Place: Cochrane Hill Flying Site,
Cochrane, Alberta
Fee: \$200.00
Requirements: Please contact HPAC Administrator for
list of requirements for participants.
Registration: 9am Saturday November 9, but please
confirm attendance.
Information: Willi Muller ph/fax (403) 932-6760
email: mullerhg@cadvision.com

Accommodations can be booked at the motel in Cochrane.
Please contact us and we will make a booking.
You can share accommodations for a reasonable price.

***** BONUS *****

The HPAC Annual General Meeting will take place in
Cochrane the same weekend, plus the
Alberta Hang Gliding & Paragliding Association's
Annual Xmas Party.
!!! All are invited !!!

HPAC/ACVL ANNUAL GENERAL MEETING

Sponsored by;
**The Alberta Hang Gliding and
Paragliding Association**

Dates: November 9-11, 1996
Place: Cochrane, Alberta
Information: Vincene Muller ph/fax (403) 932-6760
email: mullerhg@cadvision.com

Saturday Nov 9 - 7:00pm - AHPA Xmas Party
Sunday Nov 10 - 7:00pm - Wine and Cheese
Party hosted by the AHPA
(everybody welcome)

A complete schedule will be posted in the
next "Air" magazine.

HPAC/ACVL Directors Reports & Updates

AIRSPACE REPORT Stop the Press!

That's the old cliché for a hot story.

Well it has been about 4 year and we (HPAC members) finely have authorization to Aero-Tow hang gliders.

In the April issue of AIR in the 'Directors Report' is the basic outline that the authorization is based on. The list is plane and simple without to many hurdles or hoops to jump though. So, when a club or hang gliding school wants to start a Aero-Towing flight park they must provide TC with information that is listed in the authorization.

If you remember where you put last month's issue of 'AIR', go grab it and you'll see that Barry published the Aero-Towing Authorisation word for word. So the following is simple explanation of the information that you will need to bring with you to your regional TC office to register your Aero-Towing operation.

(1) To start the operator for the time being has to be a HPAC affiliated school or club. A letter from the HPAC office would help to establish the fact that you are HPAC affiliated.

Other requirements are, the operator will have to notify the appropriate TC office (this means your regional TC office) to supply the following information;

- (A) The legal name, trade name and address of the hang gliding school or club. In this case what ever legal business registration documents you may have.
- (B) The base of operation, so TC will know where it is happening.
- (C) The type and registration marks of the ultra-light airplane(s) being used. Yes this means that you have to register your ultra-light even if it's a Trike, Yes, it's an ultra-light. Which also means you need a ultra-light pilots licence to fly the tug.
- (D) Proof of appropriate liability insurance. This does not mean HPAC insurance, but insurance to commercially operate a ultra-light to tow a hang glider!
- (E) The names of the operator or flight instructor who shall be responsible for the operational control of the operation. This I hope

will make the pilots involved in this type of operation responsible for their actions and decision. It may also offer some protection in that if there is a problem with one operator hopefully only that one operator will be penalized, and the rest of us will still be able to legally Aero-Tow.

Between now and the next AGM, I'll be working with a couple of the HPAC directors to develop Standards for Aero-Towing.

Off the record, a lot of people with in TC are going out on a limb for us. It would have been easier and less risky for TC to have said NO, because the way the laws are written in Canada the government gives us the privilege to Fly, it's not a right. We are at this time being given a chance to prove ourselves and what we do with this Authorization can either earn us credibility with TC or have them believe we can't think for ourselves. So, "don't screw this up".

This authorization can be cancelled at any time. I mentioned it in the last issue and I'll mentioned it again, "if you or your club decides to start Aero-Towing don't re-invent the wheel!, start with the existing technology and go from there". Go to Florida or some place that has an Aero-Towing facility and learn as much as possible. Lets just say it is easier to learn from someone else's mistakes then your own!

Fly High, Fly FAR, Fly Safe
Armand Acchione

Administrators Comment:

I would personally like to thank Armand for all the work that he has done to legally achieve aero towing in Canada. He could have quite easily have just pursued this avenue for his own operation but instead decided to involve and seek permission for everyone associated with the HPAC/ACVL.

If anyone of you have had to deal with Transport Canada you will know what an immense achievement Armand has made. Like he said, it has taken four years (and probably 300 trees!) of working his way through the bureaucratic jungle, never knowing if he would succeed, but in the end it paid off. So please, and I quote Armand, "do not screw this up"! Abide by the rules that TC has laid down, consult either Armand or myself if you wish to start towing operations and prove to TC that we can continue to be self regulated.
Barry Bateman

DON'T LEAVE HOME WITHOUT IT!

Additional Medical Insurance that is!

If you are planning on a trip outside of Canada, do not forget to purchase extra medical insurance over and above your provincial healthcare plan. Remember that your medicare coverage will only pay the same amount as in your province, any additional costs will be charged to YOU. Medical expenses in Canada are very reasonable compared to the rest of the world, especially the United States. Don't take any chances, make sure that you have good coverage.

If you work for a large company they may have a good group policy. Check it out. Make sure that you don't need to purchase additional travel insurance.

When shopping for travel insurance make sure that you check the policy before buying. Price is not that important, correct coverage is! Look under Exclusions. Does it specify 'Risk Sports', if so, what are they. Note that most policies will not cover accidents where alcohol is involved. Also make sure that you read the policy and know the procedure to follow when you have need to use hospitals or medical assistance while travelling. Most policies have a 1-800 number to call for any emergency. Call it (or have somebody do it for you).

The paperwork you need to do when making a claim is time consuming, but when you consider the alternative its not too bad.

Travel insurance can be purchased quite reasonable. Most major credit cards have very good travel insurance plans. One Canadian travelling in the US called the 1-800 number provided by his gold visa card and signed up using his cell phone while waiting to cross the border. His coverage for five days was \$8. Two days later he was injured in an accident requiring 10 days in hospital, major surgery. His wife was flown to the US, he was shipped back to Canada via air ambulance. Cost to the insurance company was around \$200,000.00. Pretty good value for \$8!

At the moment you can get good coverage for around \$1.50 per day travelling to the US. Daily coverage travelling anywhere else in the world is around \$0.85.

Submitted by Vincene Muller

HPAC/ACVL Directors Reports & Updates

FAI Hang Gliding and Paragliding Information Addressees

The FAI is pleased to announce that we are now connected to the Internet. Several services are now available :

1) FAI is now on the Web. You can visit us at:
<http://www.fai.org/~fai/>

At this site, you will find a wide range of information, including FAI Statutes, By-Laws, and Sporting Codes; world records; championships results; sporting calendar; dates of FAI meetings; and other details relating to Air Sport Commissions.

The information will be updated at regular intervals. We hope that this extension of FAI's services will prove useful for air sports enthusiasts throughout the world.

2) We have started topical mailing lists to distribute FAI information, including records notifications and championships information. People wishing to subscribe to this list are invited to send a message to the following Email address :

civl-info-l-request@fai.org
mentioning "subscribe" in the subject field of their Email message.

Please note that if you have an interest in another discipline, you can subscribe to the following mailing lists:

AIR SPORTS:

ciam-info-l (Aeromodelling)
cia-info-l (Free Balloons and Airships)
igc-info-l (Gliding)
cima-info-l (Microlights)
gac-info-l (General Aviation)
ipc-info-l (Parachuting)
civa-info-l (Aerobatics)
icare-info-l (Astronautic records)
cig-info-l (Rotorcraft)

TECHNICAL ISSUES:

ciaca-info-l (amateur-built aircraft)
cimp-info-l (medico/physiological issues)
cica-info-l (aerospace education)
envir-info-l (environmental issues)

In each case, you need to send a message to the corresponding -request@fai.org address. For example, if you wish to subscribe to cia-info-l, send a message to cia-info-l-request@fai.org mentioning "subscribe" in the subject field of your Email message.

Safety Bulletin's

Enterprise Wings Desire 141

A recent inspection of a Enterprise Wings Desire 141 revealed that the luff lines had stretched well beyond minimum settings.

The glider had approximately 120 hours on the airframe and had experienced 2 or 3 "hard" landings during its lifetime. The luff lines were as much as 2 to 3 inches below tolerance. To correct the problem new lines had to be made. (Desire owners should be aware that there are no adjustments that can be made). Do not attempt to correct the specifications by adjusting the compensator cable setting as this could have serious effect on the "full VG" minimum specifications)

This serves as a reminder to all pilots, that annual inspections of their gliders should include checking the tolerance of their all important luff line system. Please refer to your owners manual for inspection procedures.

Martin Henry
WCSC Safety director

FUN 2 FLY

Dated 8 July 1996

A fatal accident occurred at the Revard site (73 France), the pilot dropped out of the harness due to the failure of the sewing which attaches the leg straps to the harness.

According to the witness the manufacturer of the harness is FUN 2 FLY from South Africa. On this harness there does not appear to be any factory label or serial number.

We are therefore asking you to inform any pilot who may be using the FUN 2 Fly harness of a potential problem.

The police proceeded to look into the enquiry so we do not have much information, but we think that it is better to inform the users instead of waiting for the accident to repeat itself.

Yours faithfully
Pierre Daeron, *AEROTEST*, France

Important Note: when sending a message to a -info-l-request@fai.org address, please note that -l stands for -L written in lower case.

Thierry Montigneaux,
FAI Executive officer

Transport Canada Aviation

is now on the web. Check out <http://www.tc.gc.ca/> Their Home Page is set up. Individual documents will be loaded up as they are passed into law. Our Air Navigation Orders, Aeronautical Information Periodicals and Aviation Regulations are being rewritten and combined into one document: the Canadian Aviation Regulations (CARS for short) due to be completed Sept. The CARs will be available to the general public in August from Canada Communications Group - Publishing (CCG-P). Information regarding availability and pricing can be obtained by calling their Customer Service Department (1-819-956-4800). CCG-P will also be mailing information on how to subscribe to the CARs to all current holders of the Air Regulations and Air Navigation Orders publications. The CARs will also be available on 3.5" diskette and on CD-ROM.

In Canada the Transport Canada Aviation TP4310 E Ultra-Light Aeroplane and Hang Glider Information Manual states in the prologue to Chapter 4: (Note the 1st two sentences...)

"By definition, hang gliders and ultra-light aeroplanes are aircraft. Therefore, they are subject to regulations which cover the movement of aircraft in Canada. However, certain of these regulations that could be very restrictive and hinder the development of hang glider and ultra-light flying have been identified and changed to allow more freedom of operation"...

To help you appreciate the intent of these changes, a summary of items affecting our area of interest is presented in the Ultra-Light Aeroplane and Hang Glider Information Manual in the form of exemptions. Refer to the Canadian Aviation Regulations for a better overall understanding. Page 0-2 of the Manual states that "Hang Glider activities in Canada are largely self-regulated".

Continued self-regulation will continue if we remain aware of the guidance set under the standards in Canadian Aviation Regulations. Transport Canada has shown little interest in taking a hands-on approach towards regulating our day to day operations. Lets keep it that way.

Fred T. L. Wilson
HPAC Accident Review & Safety Committee
Chairperson

TRUE CONFESSIONS

BY LINDA PYNAKER

You might say that “scratching” with my paraglider has left me sore and I’m not talking about this being due to mosquitoes at the landing field. I’ve just lacked expertise at turning the proper direction. This, combined with a lack of depth perception, has left me sadly short of the landing field. Last year in July, I “dropped in” on some folks at Don’s Trailer Court beneath the Golden, B.C. launch. I followed this up by walking out from Cornwall several days in a row. Then this year, I almost could have tweaked the treetops out in front of launch at Vernon Mountain and ended up having to ford their never ending creek to get to the landing area.

I confess that, when I’ve almost completed my 360° degree turn to catch a thermal ride and I hear that characteristic ROAR in my ears indicating my glider is about to tug, tug, tug upward, I typically grit my teeth and brace myself. I usually have to leave after a while and collect myself before tackling the next one.

Linda flying at Golden in July

I finally reached a turning point at Golden in June this year. Oh yes, things started out pretty much the same, with the exception that I made

much better decisions about when and which way to turn. I flew above launch, but I eventually found myself gliding over the trees out front evaluating alternate landing areas. “This is getting to be a very unpleasant habit,” I thought. But, I figured I had one other last resort.

I made my way over to a spine that countless times I’ve observed Herr Muller skying out from. Sure enough, I heard the welcome beep, beep of my vario. I went for a 360° degree turn and, for the first time, I found myself thrilled when I heard the rush in my ears and I eagerly anticipated the rise to “liberation” I made 3½ complete turns amidst a few wing tip collapses with my vario beeping the entire way. YEE HAW!

I then sailed out into the valley (no point in pushing my luck) and reached the landing field with lots of altitude to spare. Oh yes, I regretted that I hadn’t hung in there longer, but, on the other hand, I really wasn’t up to giving Don’s Trailer Court a second visit. Maybe next time!

Still practising,
Linda Pynaker

THE CANARY ISLANDS

AN ENDLESS FLYING VACATION

BY DAVID STANEK

The Canary Islands are a group of Volcanic Islands in the Atlantic Ocean approximately 65 miles off the coast of NW Africa; also known as "The Islands of Never-Ending Spring".

These islands are famous among European pilots for fantastic flying conditions through the Fall and Winter months.

The many coastal ridges are situated to take full advantage of the sea breezes thus creating a flying paradise.

Lanzarote Island - The Ultimate Flying Landscape

Take your choice : soar from 200 - 300 metre grassy rolling hills on the south side of the island offering a perfect mix of thermal and ridge lift or experience the 700 metre steep ridges with clean laminar lift running 20 kilometres on north side of Lanzarote.

The smooth 7-15 knot wind that consistently blows from 10 am to 6 pm on a daily basis creates the conditions to provide almost limitless air time ... All launches and landings are within a 30 minute easy drive from the condominium resort in Puerto del Carmen.

Tenerife Island - A Flight of Dreams

A highlight of a trip to the Canary Islands is the *Sunset flight from 3700 metre Volcano*, Pico de Tide located on Tenerife Island. Your access is via a spectacular Gondola. You launch from a point just above the highest station approximately 3600 metre ASL. You land on a beach, you go for a drink ...

Besides flying, the Canary Islands offer the adventurer a world possibilities including : volcano tours, scuba diving, sailing, surfing and trips to the African Coast.

Climatic Conditions :

Average air temperature :	25°C
Average ocean temperature:	20°C
Average wind speed:	15 knots

Beginning in November 1996 and continuing through February 1997, Skyline Paragliding Ltd. will offer a series of 14 day paragliding tours to Lanzarote and Tenerife Islands. Check out our add in this issue for further details.

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

At Sandia this year, "World Famous" Canadian Team Pilot Don Glass impressed Chris Arai with his "quick charging" method for his GPS. He uses a model RC car 12 volt rechargeable battery pack, so he takes the 2 wires from the battery pack and holds them on a car battery until the rechargeable battery gets "to hot to hold"! He said it works great but when queried by Chris, it was discovered that he only gets about 50 charges out of the pack instead of the normal 200+! So much for that method.

Chris Muller's "Cow Car" impressed the pilots. It's an old Pontiac Station wagon painted white with BIG black spots all over it. The 'Canucks' were frequently seen cruising around with the windows down and Rap music cranked up so loud that it seemed that they were doing a vibrating stress test on the body panels. That is of course if they weren't spraying HOT radiator fluid over they neighbours car (and themselves) as the took of the radiator cap each morning in the parking lot to 'top it up'.

I was one of the few pilots flying without oxygen. I think it hurt my flying for, although I didn't appear to suffer from hypoxia, it did prevent me from flying high for long periods of time which is where most of the strong lift was to be found. On one day I went up to 17,999 ft ASL and then pulled out from under the smallish cloud that was forming 2,000ft above me. As I flew away with the bar stuffed I gained another 1400ft! out in 'the blue'. I felt fine but I thought it prudent to call Don Glass on the radio and inform him of my present situation. When a pilot queried me later about be hypoxic, I said I didn't think I was as I was able to realize the danger of becoming hypoxic and therefore radioed Don Glass to inform him of my situation. The pilot thought for a moment then replied, "If you were informing *Don Glass* that you may need his assistance, then you must have been hypoxic!!!"

What can I say?
Barry Bateman

For those of you who may be in Europe this, or next year, here is some information that was sent to me from the FAI...

WORLD AIR GAMES PLANNING ADVANCES

Although the organization of the first World Air Games in 1997 - and of the trial competitions this year - is entrusted to the Turkish Aeronautical Association, the FAI continues to monitor the preparation for the events closely through its team of expert advisors.

Each expert is responsible, alone or assisted by helpers, for one discipline only. All have already visited Turkey, often several times, to meet their Turkish counterparts and to contribute to each stage of the planning process. With less than 2 months to run to the 1996 competitions, everything is ready in Turkey for the competitors and their supporting delegations. Once the 1996 trial competitions are over the Turkish Aeronautical Association will distribute entry forms for the 1997 Games to National Aero Clubs. A team from the Turkish organising committee will be present in Monte Carlo from 14-17 October at Sportel, the International Television Programme Trade Fair, in order to promote the World Air Games. A world-wide publicity campaign and search for sponsors was launched earlier this year. The FAI World Air Games Co-ordinating Committee will take stock of the lessons to be learned from the 1996 trial competitions and report to the FAI General Conference which will take place at Bled, Slovenia from 14-18 October.

Test competitions 1996

Aeromodelling

- Sept. 8-14, ANKARA GOLBASI
 - World Cup (seniors) classes F1A, F1B, F1C
 - Open Turkish National Championship (same Classes) and Class F3C
 Sept. 15-22, ANKARA GOLBASI

- Open Turkish National Championship Class F3B
- Spacemodelling World Cup Classes S6A, S7, S8E
- Open Turkish National Spacemodelling Championship Classes S1B, S3A, S4B, S5C

Parachuting

- Aug. 28 / 5 Sept. IZMIR - EFES
- Open Turkish Championship in Style and Accuracy
 - Open Turkish Championship in Formation Skydiving

Paragliding and Hang Gliding

- Sept. 7-19, DENIZLI - HONAZ MOUNTAIN
- Pamukkale International Cup

Microlight

- Sept. 7-22, AYDIN
- Open Turkish National Championship

Gliding

- Sept. 7-22 ESKISEHIR - INONU
- Anadolu International Cup

Air Rally Flying

- Oct. 20-27, ANTALYA
- Open Turkish National Championship

Ballooning

- Sept. 18-22, NEVSEHIR - KAPADOKYA
- Kapadokya Cup

Ends

Noteworthy Flights from Alberta

Date	Pilot	Type	launch	Site	Distance
April 28	Steve Preboy	Hang Glider	tow	Wetaskiwin	240km
	Doug Litzenberger	Hang Glider	tow	Wetaskiwin	200km
	Chris Muller	Paraglider	foot	Cochrane	55km
	Rob Pynaker	Paraglider	foot	Cochrane	55km
	Bernard Winkelmann	Paraglider	foot	Cochrane	40km
May 5	Glenn Derouin	Paraglider	foot	Cochrane	45km
	Stewart Midwinter	Paraglider	foot	Cochrane	40km
	Scott Lutz	Paraglider	foot	Cochrane	15km
	Lucille de Beaudrap	Paraglider	tow	Tofield	15km
May	Kevin Caldwell	Hang Glider	tow	Sask	160km
May	Roger Nelson	Hang Glider	tow	Sask	110km
May	Kevin Caldwell	Hang Glider	tow	Sask	180km
May	Michael Schulte	Hang Glider	tow	Wetaskiwin	115.5km
June	Willi Muller	hang glider	foot	Golden	70km
June	Roger Nelson	hang glider	foot	Golden	68km
June	Ron Bennett	hang glider	foot	Golden	60km
June	Willi Muller	hang glider	foot	Golden	120km
June	Chris Muller	hang glider	foot	Golden O&R	95km
June	Michael Schulte	hang glider	foot	Golden O&R	65km
June	Martin Polach	hang glider	foot	Golden O&R	65km
June	Terry Thordason	hang glider	foot	Golden	13km

List of flights submitted by Vincene Muller

It seems that everywhere in the world suffered from bad weather earlier this year. Bad spring weather affected several FAI European Championships and a "No contest" was declared for the Paragliding Championship in Norway

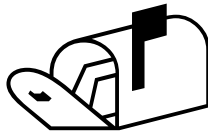
On another note... The FAI is closely following developments in solar-powered flight. Alvaro de Orleans-Borbon, FAI 1st Vice-President and a top-level international glider pilot, visited the Berblinger Solar Flight Competition in Ulm, Germany, on 7 July 1996, and had discussions with leading figures in the field about the creation of world record categories and competition rules for these eco-friendly aircraft of the future. The winning aircraft at Ulm, Icare, built by the University of Stuttgart, met the requirement of taking off under (partially stored) solar power, climbing at 2 m/s to 500 m and sustaining flight at 50 % solar radiation intensity. The FAI hopes by its action to stimulate rapid development in this field.

Thanks go to Mario Rocchio of Hinton, Alberta who donated \$100 to the Canadian Hang Gliding Team.

And Finally the sign below was spotted at the Cochrane flying site. No further comment!

1997 Pre-Worlds

The Forbes Flatlands, are taking place in Australia from Jan 20 - 1 Feb 1997 and will double as the 1997 Pre-Worlds. This is a towing meet and the teams of 4 are required to supply their own towing system. The cost of competing in this meet (vehicles, shipping, accommodation) can be greatly reduced if all Canadian pilots planning on entering this meet join forces. So if you are thinking of entering please contact either JC Hauchecorne or myself so that we can try and work together... Now there's a concept!
Barry Bateman



Airmail.....

Dear Barry

Thanks for the two copies of 'AIR'. Unfortunately, while the full page spread for my song-poem, "The Man who Taught me how to Fly" is great, you forgot to give me the by-line! - my name is nowhere to be found! Would you please repeat in the August issue with the by-line so I can use it in my resume?

In Love and Service
Jo Ann Janson

"THE MAN WHO TAUGHT ME HOW TO FLY"

A Song~poem

By Jo Ann Janson

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.

1996 Canadian Hang Gliding Nationals Eastend, Saskatchewan

Towing

WRITTEN BY ROB K STEFANIUK
OF EDMONTON'S NORTHERN LIGHTS CLUB,
WITH CONTRIBUTIONS FROM VINCENE MULLER.

Out of the seventy-some pilots who had registered to attend the 1996 Canadian Nationals about 32 actually showed up to fly. Some of us actually insisted that we were only there on vacation but had brought our gliders because we'd heard we might need some large shaded areas around the campsites. Many others came along as support crew of some form or another or chose to free-fly in the enormous sky.

Most pilots arrived Friday and Saturday and registered their presence in person at the local arena on Saturday. Each registrant who showed up was presented with a 1996 Canadian National Hang Gliding Championships T-shirt, a large bottle of drinking water, a grid-map of Saskatchewan which proved mighty useful as the competition wore on, and numerous other items provided by many of the local businesses. Perhaps we'll have a story from Mike Reibling or Garth Hemming to plug the local businesses who welcomed the Nationals to the small but extremely friendly town of Eastend Saskatchewan. Later on Saturday many of the pilots and crew went around to the various potential tow-roads and launch sites to become more familiar with the area. Some of us were even treated to the tour by one of the meet organizers in a comfortable, air-conditioned van! Thanks Garth!

The continuous heat in the area caused a few problems and some meet participants suffered from dehydration as the meet wore on. Melting tar on some of the roads also fouled many towlines and harnesses. One night had the local swimming pool opened up for the pilots to cool off but many also chose to cool off in the air-conditioned tavern, wetting their whistles instead of their hides.

It was all impressive. The roads were excellent for towing with nary a tree or post or any form of obstruction on the horizon and there were many miles of them available for the prevailing wind directions. For the contest days these roads were actually closed

off for our exclusive use and traffic had to detour around us. Sure would be great if we could get this sort of service around our regular tow sites!

The first couple of days saw large numbers of spectators show up to see what all the fuss was about. They stood out in the sun and wind and dust, waiting for a chance to see why the rest of us were there; also standing in the sun and wind and dust. A few pilots launched in the strong winds but landed back near launch not having found enough lift to get away. Their landings drew much applause from the waiting crowd. A good variety of tow systems also brought out the curiosity of many of the farmers who often came over to have a look at the systems to see how they worked.

"Property rights" here also seemed to be a little different from what most of us have experienced as landowners seemed happy to have us

Martin Polach, HPAC Treasurer on tow. (He didn't compete at the 'nats and the picture is not from Eastend, but the 'ole boy is 50 in August and he should get his photo in the 'AIR' at least once!) Besides that, it's the only picture I received showing someone being towed!

Photo by Vincene Muller

on their farm and be a part of the event rather than be annoyed with our presence.

Mechanical problems with tow systems were not banished from the meet and various little

gremlins made their way into some rigs. The Muller tow system from Cochrane had line breaking problems which had Chris Muller flying broken pieces of line back to the launch area 3 times in one day. This was probably a scoring factor for him on day 1 or day 5. Don Glass also provided some excitement one day by dropping about 500 feet of rope near the staging area where it coiled down near the trucks. The last day of the meet had Mark Tulloch with a broken bit of rope and recovery 'chute from the Moose Jaw system which he dropped and I later found. (Thanks for the beer, Mark & Mike!) Mark managed to climb out from the low launch and win the day. The Northern Lights Club truck from Edmonton suffered seized callipers on the winch brakes for the entire event as well as the sprockets falling off the level winder on day one. An enterprising Ted deBeaudrap managed to keep the system down-time to a minimum by making a manual "adjustment" after each tow so

that the line could be reeled in before the end touched the ground. Ron Bennett's rig had a drive pulley spin on the rewind motor leaving rope on the ground while the pulley was re-attached. Other minor problems also occurred to some other systems but for the most part all the tow-launches proved safe and reliable.

Mosquitoes were occasionally a factor if you happened upon an area with some grass for them to hide in. After landing just short of goal one day Roger Nelson remarked that the mosquitoes were so aggressive he was almost flown to goal anyway!

US pilot Neil Albright was the lucky pilot of the meet. A few days after having his glider blown over he released early from a launch after discovering that his nose wires had be-

come disconnected on his TRX and were only attached where they had snagged the string attached to the nose cone. Neil managed to execute a safe and uneventful landing despite this and resolved to ensure his nose bridle was properly connected in the future. Not to be overwhelmed he set things right and re-launched shortly afterwards.

The local ridge turned on a couple nights. Neil Albright, Vivian Hooper and Carroll Pelletier spent a lot of time several hundred feet over top. Earlier that day, Willi Muller flew 67km down to Bracken in less than 75 minutes. Ross Hunter also spent some time on the ridge after Willi left and boated around in fairly smooth conditions. Bernard Winkelman, Don Glass and Chris Muller also flew their paragliders there one night - Chris hopping the ridges down to the highway where he then ground handled his way into town.

Ron Bennett had to give up one day of flying to return to work for a business meeting. Not getting much sleep in the stormy night he left for Medicine Hat around 4:00am to catch a flight back to Calgary and returned later that evening. Ron had been doing quite well up to that point. 'Twas too bad he couldn't be on vacation like some of us!

Paraglider pilot Bernard Winkelman entered the meet not knowing that the officials had specified at the November AGM "no paragliders." Paragliders have their own nationals and they were worried that a lot of them might register, taking up space on tow systems and bumping hang glider pilots. (Hang glider pilots wouldn't be welcome at the PG nats. Say it aint so!)

Nobody said anything on Day 1 as conditions were strong and Bernard was dragged around. Day 2, with assistance from his buddy Chris Muller, he had a good launch and immediately specked out. Mark Tulloch thought that he was going to be the first pilot to arrive at goal that day and was surprised to see Bernard spiralling down to land first. One farmer watching Bernard try to forward launch his paraglider in zero wind remarked to the watching pilots "why doesn't he put it together before he flies it, like the rest of you."

Bernard placed 10th for the day out of 15 pilots making goal. Next day the meet officials asked him to withdraw. He was a little 'miffed' as he could have kept going - it looked like a 100 mile day and he landed at 50 miles in 2-1/2 hours!

DAY 1:

Sunday, June 30, was started off with an inter-denominational church service between 7:30am and 8:00am followed by a pancake breakfast until 9:00am. A pilots meeting was held after that and then the flyers were off to set up, catch a few more winks or, like some of the days for many of them, repair their equipment. Tasks which were initially called often had to await updated weather reports before being verified

Dave Ross, on tow. Photo by Vincene Muller

or changed so flying rarely began before noon. The above I'm taking from the word of other pilots and the itinerary since I was rarely showing my face to the morning sun. This was a real vacation for me after all! "Pilots' meetings?? Before noon?!"

Task distance Sunday was 76.3 km and apparently Mark Tulloch, last year's champ, and Michael Schulte were the first two to arrive with Mark earning 600 points and Michael 593. (I'm rounding off the scoring decimals for convenience.) Ross Hunter, Ron Bennett and Willi Muller took the next three places with respective round totals of 511, 489 & 461.

Conditions were fairly strong in the early part of the day and those who launched later had to contend with a shifted wind direction which made getting to goal considerably more difficult. Gerhard Dickmeis from Beaumont, Alberta managed to get in a great flight almost beating a previous personal best but his ground track was nearly ninety degrees off course. This still got him about 16km closer to goal, earning him a few points for the day. He was none-the-less grinning severely when he landed near his retrieval crew. GPS and good radios were a definite asset in this part of the country. Gerhard also claims a warm set of flying gloves would be wise too. Josef Myrtka managed to get considerably closer to goal that day but elected to land in, well... somewhat "un-

charted" territory. A four hour walk to obtain communication had a retrieval crew on the way and Josef sniffed out his glider in the dark using a GPS. He was presented with some local souvenir cups at the rewards banquet to commemorate his flight. Fittingly the cups are emblazoned with, "Find yourself.. In the middle of nowhere." This was later rivalled by Brett Hazlett's retrieval somewhere around midnight with Brett sitting through rain and hail with only his folded glider for company. I guess the coastal pilots learned the prairies were big that week!

DAY 2: Canada Day. Another pancake breakfast before the pilots' meeting where a task of 81.5km was called. A flag raising ceremony was also part of this morning to commemorate this great country of ours.

This day had better luck for Chris Muller as he max'ed out on the 600 points with

over a 9 minute lead. Mark Tulloch, Barry Morwick, Willi Muller and Michael Shulte following with 579, 563, 553 and 546 points spreading over about 12 minutes.

DAY 3:

Another pancake breakfast and then a task of 74.2km to Piapot. Again Chris Muller was there first with a time of 1:48:38 to claim the 600 points. Ross Hunter, Mark Tulloch, Brett Hazlett and Gerry Grossnegger rounded out the top five over the next hour and a bit.

Lucille deBeaudrap left launch with her trusty paraglider in light conditions and would radio back to us to exclaim about the wonderful view, vario beeping cheerfully in the background. It wasn't long before Lucille faded from our view and I set out to fetch her. About 30 miles later Lucille came down with a case of the queasies bad enough to deliberately head for the ground! Unfortunately I was not able to get a visual fix on Lucille before she landed since I was on a road about 4 miles West of the one she was travelling over. Little wonder none of the landmarks matched!

Thankfully she landed safely near a farm where one of the friendly residents of the area offered to drive her back into town after her attempt to re-establish radio contact with me failed. I myself stopped in to another couple of farms to beg the use of a phone to contact our alternate

communication system until I finally found Lucille sipping an iced-tea at Jack's Cafe back in Eastend. Having been treated to the same thing where I was at and discussing the ups and downs of farming with my pleasant hosts I made my way back to Eastend where we then went to retrieve Gerhard who had fallen victim to the sink over Frenchman's Valley.

DAY 4:

Another pancake breakfast and then a task of 88.8km. I liked this day! It wasn't because Chris Muller made goal and got 600 points. It wasn't because Brett Hazlett almost made goal and got 581 points or Roger Nelson who made 546 points or Josef Myrtka who made 516 points or Michael Shulte who also managed 516 points.

It was because I managed to get my first ever cross country flight that day getting 251 points and very airsick in the process! But please, skim the rest of this article before jumping to the end to read about my flight. :-)

Later that day many of the pilots indulged in Bar-B-Q hamburgers potato salad and beer at a social held at the town park. I had sniffed out a similar event on Canada day after a slow-pitch tournament and repeating the process was worth the caloric indulgence.

Mike Reibling, Meet Director, launched after the window closed that day and after floating around for a few hours finally landed at the baseball field in time for the Bar-B-Q. The success of the Nationals has Mike thinking he should organize a 3 day meet for the same weekend in '97. If you missed this one, don't miss the next one. This part of Saskatchewan is going to draw more pilots to it for the tremendous cross country potential with its strong winds and abundant thermals.

DAY 5:

Another pancake breakfast and then an open distance task. With numerous storm cells on the horizon it was left to the pilots' discretion where they wanted to go and how far they wanted to fly.

Barry Morwick, flying his Klassic, took 600 points for 102km. Mark Tulloch earned 556 for 92km; David Ross 479 for 75km; Josef Myrtka, Roger Nelson and Willie Muller earned 431 for 64km. They also scored a few brownie-points with their retrieval driver for all landing in the same place.

DAY OFF:

Seems to me I remember nobody competing for anything on July fifth... I guess we needed the rest. I don't remember the weather though it was probably too hot as were most of them that week. This must have been the day many of us took the tour through the Fossil Research

Centre to see what fascinating palaeontology was occurring there. Eastend, by the way, is the official location of "Scotty," the largest T-rex skeleton found to date. Thinking of a 10 meter long, 6 tonne beast sporting 30cm, dagger-like teeth and a penchant for an all-flesh diet makes a hungry Bengal tiger seem like a pussycat! Frenchman's Valley excavation sites

night we all enjoyed a fantastic roast beef supper at the awards banquet and the prizes for the top five pilots in the meet as well as the top five pilots in the "leisure" category were presented. The leisure category was for all pilots with less than 100 hours of airtime and this was about a third of all the pilots who participated. A few other awards were also presented including Willie Muller

who took the shirt off his back and presented it to Kathy McGuire who had generously donated her time and blood to the mosquitoes in the LZ at all the goals for the meet.

Mark Tulloch took first place, Michael Schulte second, Roger Nelson third, Barry Morwick fourth, and Chris Muller fifth. Roger, after brief deliberation, donated his \$100 winnings to the Dinosaur Museum fund.

That 'ole boy Martin Polach again on his Desire (now an "antique" like the pilot! Photo by Vincene Muller

hold many more treasures from the ancient world including 3 triceratops skeletons and numerous other scary critters being discovered.

DAY 6:

The last day of competition (there were no pancakes?) was a 72.5km task to Val Marie. Conditions were VERY strong and for a while there was the possibility of scrubbing the day. Winds aloft, judging by pacing cloud shadow speeds, approached 100km/h for a while! Closer to the ground the wind velocity was still very strong and gusty.

Eventually some pilots launched and circled in nearly horizontal thermals until they quickly passed out of sight. Scanning the radio I overheard pilots radio back GPS groundspeeds in excess of 100km/h with one alleged downwind glide approaching 160km/h groundspeed! Some pilots preferred to wait until after the launch window closed to go. At least then the winds were more manageable. Almost half the pilots chose not to fly at all that day.

About nine of those who launched made it to goal that day. The top 4 were within a few minutes of each other with Mark Tulloch taking the round (600) followed by Barry Morwick (585), Roger Nelson (572), Chris Muller (557), Willi Muller (520). About three pilots missed the landing field and lost a few extra points or wasted some time trying to find the overgrown, abandoned airfield.

Back at the Eastend Memorial Hall later that

Addendum: Rumor of some scoring changes may alter the position of the some of the top positions. At this time I have no further information regarding this possibility.

SUMMARY:

Overall the meet went quite safely and despite dust-devils hopping over the landscape looking for unattended gliders there was virtually no mangled metal except for a Vision Pulse from B.C. which was rolled into a ball on landing. The pilot suffered little more than a bruised ego and a hard learned lesson. Relieved of the pressure to compete he apparently spent an enjoyable time later that night near the reservoir with his new friends while the rest of us got some sleep!

Mark Tulloch also deserves a lot of credit for providing over 40 tandem flights during the week and becoming known to the locals as "the tandem guy." It must have been hard work to do tandems in the morning, fly the competition then do more tandems in the evening. His efforts will likely see that there are a few more people in the area who are now keen to continue the experience and will seek out further training and equipment.

One of the many senior spectators was worried that one day there were no clouds - it was very blue. She had heard that puffy clouds were what the pilots needed. She said that a few years ago there was a big competition on the lake ("flat boats with bags on top" - AKA - sailboards) and for three days there was no

wind so they never came back! With the weather conditions we experienced and the support of the community I'm sure many hang glider pilots will want to return to Eastend as soon as they can.

FLIGHT OF THE AUTHOR:

Day 4 of the '96 Hang Gliding Nationals was hot and dusty as were many others around Eastend for the meet but this day it seemed like you really had to work for it for a while. After seeing and hearing of the some of the big names sinking out and coming back for a relaunch I knew it was gonna be my kind of day! The wind had died down to light and variable conditions with an occasional small dust devil dancing across a dry field. Other days were more akin to standing in front of a large blowdryer with numerous dust devils in sight almost continuously.

After scratching around the launch area with Mark Tulloch and a few other pilots for about an hour, slowly drifting towards Frenchman's Valley and gaining a few feet with every flattened turn, I finally had to cross the valley which on day 2 pushed my vario to new extremes of sink alarm. Day 2 saw my 4500' AGL disappear in about two minutes. Local HAM operators were no doubt grateful I did not have a voice-activated mic!

This day was my second encounter with Frenchman's Valley. Originally expected to be a cauldron of thermal activity, this North-West to South-East running valley proved to be a challenging sinkhole more often than not for many who dared venture across the arid beauty of it. Numerous pilots were observed having a tough time getting beyond this little gap of barely more than a half mile across. Many sank out near it or in it or were left with little altitude after crossing it. Some who made it across low may then have worked thermals blown against the windward facing slope to climb back into the race. Others didn't make it. Either way this area often provided a different bit of air to work along the way.

Initially following Mark's colourful Xtralite which somehow always seemed to be a few frustrating feet higher and in a slightly better thermal had helped me stay aloft up to the valley's edge. Whilst scratching for a few extra feet of margin I lost sight of the little Xtralite and realized I was completely on my own. I hung around the windward edge of the valley, courting sink and working small raunchy little cores to maintain about 5500' AGL. One core seemed to have some drift to it so I followed it cautiously out over the valley. I was concentrating full time on staying max'ed out on the vario and spared little time for sight-seeing at this stage. After getting about half-way across the lift died out and became light sink... then bigger sink. Pulling in the bar to

Winners of the 1996 Canadian Nationals. From Left to right; Mike Reibling and Garth Hemming, co-meet Directors; Mark Tulloch 1st; Michael Schulte 2nd; Roger Nelson 3rd; Barry Morwick 4th and Chris Muller 5th. Photo by Vincene Muller

a little past best glide I made my way towards the far side of the valley; aiming for a field with a nearby road in case my optimism didn't pan out. This time I made it across only losing about 2000'. That was only a bit worse than a 1 to 1 glide!

The air was fairly neutral on the far side of the valley and I lost another 1000' as I headed for a farm yard which looked inhabited a couple miles away. Searching all over for the slightest signs of thermal triggers on the pool-table landscape was getting me a bit anxious while the vario hung out at a constant 220 feet per minute down. After crossing over some treed yards I finally started to find reduced sink and the occasional beep. Working and drifting from one farmhouse-goal to the next in the stifling heat within a vertical kilometre of the ground was starting to make my empty stomach churn.

I'd had enough! I wanted to be on the ground, relaxing under the shade of those huge trees around the farmyard below me. Sipping a cool pitcher of water... With ICE in it! I had drifted about another 5 miles and was still at about 3000' AGL. I made it across the valley. I was a measurable distance from launch. Surely this would qualify as an acceptable cross country flight! I could quit now and still be respected by my peers!

... But I couldn't. The occasional beeps from my vario were reinforcing the slight G-forces as I circled in the heat of a weak thermal. I turned off the annoying sound, fixating on the horizon and working the control bar by feel alone. I was either going to land near this farm & put myself out of this misery or I had to get high and cool off to feel better.

I kept circling. The oasis below me slipped away to the South. I circled some more. Was the farmyard starting to look smaller? I glanced at my instruments. 3500' AGL and the vario was showing +100fpm. The control bar was starting to get pushed around a bit harder now. I felt a sensation starting from way low in my stomach. It reminded me of being 9 years old in my sister's new Monte Carlo as we drove

through the city on a hot summer day. I put the memory out of my mind. Such language from an older sibling! I didn't mean to do that all over the side of the door!

I glanced at my vario again; +400fpm! I started to grin but then quickly stopped, realizing it weakened the sealing ability of my lips which were doing an admirable job of holding back the waves of nausea. I concentrated on flying again. It was cooler up here; refreshing. I turned the audio back on the vario and listened to the almost steady beep rate as I turned smooth wide circles. A large shadow was forming on the ground a couple of miles away. I looked up and saw the dark belly of a huge cumulus forming above me. This time I did grin.

Re-checking my instruments provided a nice surprise. My GPS was showing an altitude of

Some notes and thoughts on...

The Sandia Classic

BY JIM STEEL WA. USA

ADDITIONAL NOTES BY BARRY BATEMAN. BC

Davis Straub's Dodge RAM performed flawlessly and achieved an astounding 10 miles per gallon. Wayne Leuth and I helped share 28 hours straight of driving from Seattle, Wa. to Albuquerque, NM. On arrival Davis knows of a good campsite and we set up tents for the duration of the competition. Other northwest participants fared less well driving to Sandia. David Gerdes's Explorer blew a transmission seal in Moab, Utah., he rented a van and Lionel

Space's Motor home blew a transmission upon arrival in Albuquerque and the next day his Susuki Sidekick that he tows behind it blew a clutch cable!

'Challenging' is a good word to describe the conditions during the Sandia Classic hang gliding competition. Pilots who have participated in previous Sandia's say it was the best flying in years. Most days were very turbulent

near Sandia Peak. On Friday, the first practice day, conditions on launch were light. I launched my X-C 155 in a light cycle and flew over to the shark's teeth above the upper tramway tower. I encountered the mother of all turbulence. On a scale of one to ten, Sandia Peak ranks a ten. I had flown in a turbulence factor of only seven or eight. I now know to fly ffffast and keep a good grip on the bar. Oh yes, and watch out for other pilots!

continues....

over 10000' ASL. I'd never been this high on the prairies before! The cloud was still above me and although my vario was down to less than +300fpm I was determined to see how high I could really go. I'd been to cloudbase before according to the weather office but had never actually had the cloud to go with it. My thermometer

was showing about +12.5 C. Kinda warm for the altitude I thought but then it was still about 25 degrees cooler than on the ground. I started feeling good again. The next goal I'd had was to make it to Shaunavon which was now about 6 or 7 miles away and almost straight East. I coaxed my trusty old Pulse until the GPS read 10993' ASL and keep working the bar. I really wanted at least another 7 feet! After working the cool bumpy air below cloudbase a little longer the GPS registered 11200 feet above sea level. This was good. I was now in a position to glide to Shaunavon. Those last few bumps had brought back a bit of queasy feeling but I was sure I'd be OK to make it to my next goal.

I pointed the nose towards the large orange grain-elevator at Shaunavon and pulled the bar in until I had about 25 miles per hour on the

Winners of the leisure contest

airspeed indicator. The vario was only showing about 100fpm down. The cloud shadow on the ground was now enormous with more shadows strung along next to each other. DANG! Was this a "cloud-street?!" As my altitude dropped down to about 9000' ASL the vario started beeping again and things were getting a bit bumpy. I turned on my radio and tried to locate one of my team members. The beeping was getting persistent so I pulled the bar in some more. 30mph indicated. I contacted Rick Miller who was on the ground about 6 miles East of Shaunavon. Our retrieval truck with Ted and Gerhard also responded from about 10 miles South of Shaunavon.

The town was fast approaching and so was this morning's breakfast. I was still about 8000' ASL (about 5000' AGL) as I flew over

the intersection of highways 13 and 37. I got on the radio to announce I was gonna try make it to where Rick had landed but there was a dire possibility of soiling my full-face helmet. Rick radioed back to tell me not to. OK. I'll listen to him. He's still my instructor. Clenching my teeth and pressing my lips together harder I pulled in on the basetube some more. 35mph. I didn't think a Pulse could go that fast. The way it was shuddering I don't think it liked to go that fast either! GPS had my ground speed at about 42 mph. Hope I can do that again sometimes!

Rick claimed to be the little white dot in the middle of the road a few miles ahead with a visual on me. I looked down and saw our retrieval truck slowly catching up to me. Rick must have thrown his glider on and jumped into the moving truck within seconds because as I passed over him with about 2000' AGL, heading for the next intersection I saw the truck come racing past me again. As I got low and turned base and final my crew radioed wind conditions to me and I floated down to a pleasant reunion with the planet.

As fast as one queasy pilot can pack up his equipment we got back on the truck and I was informed it was up to me to buy a round of ice-cream at Shaunavon. This was a well deserved treat for a ground crew who was there at my LZ before I was! I'd even managed to keep my helmet clean! The only disappointing thing about this flight, which was also my longest prairie soaring flight of nearly 2.5 hours, was that it had to end because of getting airsick. That cloudstreet went on for another ten miles towards the "real" goal but getting a 27 mile flight for a first cross country and getting to cloudbase at 11200ASL was worth the trip alone. After all, I was on vacation.

I climbed to 16,000+ feet when my oxygen nasal cannula began to pull back on my face. Attempts to pull slack into the oxygen line had failed. I pulled the cannula down below my chin. It then acted like a way-too-tight necktie. The oxygen lines adjusted my sun glasses so that I had to look sideways to see where I was going. I decided not to rip the cannula apart and took a long fly-down and landed in the “regular” L.Z.

The Sandia mountain range runs north/south and lies on the east edge of Albuquerque. It rises some 4500 feet AGL with take-off at 10,380 feet MSL. Sandia has fault lines running through it that, along with erosion, create multiple 400 foot high craggy pillars and steep-sided spines on the launch (west) side. The pillars act like jagged shark’s teeth, tearing apart the thermals (or is it creating them?). Sandia’s back side is a gentle slope with foliage.

Each practice and competition day gliders are stacked on a flat-bed truck in the tramway parking lot and hauled up Sandia peak. (70+ gliders at us\$4000 each = \$\$\$\$\$) Pilots and gear get a free pass on the tramway, the longest in the world. On arrival at the top at 10,380 feet pilots haul their gear off the tram and past the High Finance Restaurant to the setup area. The sloped and limited setup area has a surface consisting of loose 2 to 20 inch diameter jagged rocks and some shrubbery. Sandia launch is a somewhat shallow forty foot slope that drops to a cliff at the end with shrubbery on either side. It looks easy but looks are deceiving as 2 pilots blew launch during the event.

There were many new Ball Graphics Comp Varios in use. Trust me, you need a lot of balls to fly here. There were just as many Arai Tangent Flight Computers.

Saturday, Davis and Wayne launched early. Later, as I was climbing into my harness, someone blew launch. The pilot is very lucky. They were balanced on a ledge 40 feet below launch. The next step is a rocky cliff. When the rescue was concluded the day was done.

The real competition began Sunday and conditions were spectacular. Magnificent cloud streets developed. Altitudes above 17,900 feet were the norm. Some pilots allegedly illegally climbed above 20,000 feet. Race times-to-goal were equally impressive with ground speeds approaching 80mph. Mid to late afternoon over-development produced an array of good/bad factors including thunderheads, cloud-

suck, lightning and gust/dust-fronts. On top of all this, there were Military Operations in effect out on course some days. This created some confusion as they periodically switched of the GPS satellites and many competition pilots were spotted flailing around the sky trying to figure out where they were! Pilots also reportedly witnessed 2 stealth fighters and various other military aircraft and because of the east/west runway in affect at Albuquerque International airport many pilots had close experiences with commercial jet aircraft! Don Glass from BC stated that at one point a Boeing 747 flew pass him less than 200 meters away! As for me, I heard only jet roar, or was it thunder?

Checking out tip fairings in the crowded set-up area at Sandia Crest.
Photo by Barry Bateman

On Thursday morning Sandia Peak was soaked in. A decision was made in the tramway parking lot to cancel the day. This was not popular with some contestants who thought the decision should be made on top. Wayne and I used the free day to rent mountain bikes and ride along the Rio Grande River path.

Thursday night it rained torrentially at our campsite. I remember water dripping on my forehead forcing me to change the location of my bed in Wayne’s 4-man tent. Wayne had to get up every 30 or so minutes to clear the gallons of water from the tent roof. And then there was the mud. Very sticky.

The rainy weather Friday prompted us to bag the remainder of the event. We drove north and met Jim R., Dave G. and Skip in Lakeview, OR where some or all of us flew Daugherty Slide, Black Cap and Sugar hill. Thankfully, the Lakeview area has received a lot of precipitation. The lake levels are higher than I’ve ever seen. The area is carpeted in green. Wetlands, wildlife and mosquitoes abound.

I did not fare well the 4 competition days we flew. On two of the days, I sunk-out after taking my start clock photo and then landed out front. When I did manage to leave the hill I either sunk-out after twenty miles, or couldn’t find the goal L.Z. in Santa-Fe. My glider was blown over in the L.Z. on two separate days by rogue gusts (I was not attached). I thought I was being vigilant. I suffered a broken batten on the second blow-over.

Created by: Jim Steel

Barry continues...

Saturday dawned with an over cast sky and a low cloudbase so the meet was on again. The locals say that you need to be at least 13,000 to go over the back. Don Glass proved them wrong by leaving at 9,800 (take-off is at 10,400 remember I). The rest of the competitors the following morning wanted to know were the tunnel was! (Actually he slid through a gap, barely above the mountain and took a 4000 vertical ground skim to an LZ!). Most pilots left low but 5 pilots eventually made it to goal.

As Don Glass and Chris Muller had suit-

able embarrassed Canada with some of their antics (and Don's flying!) they decided to leave for Canada that evening. A pity because Sunday turned into a great day with a 75 mile race to Milagro and 33 pilots making goal.

The awards and BBQ were held that night when everyone returned back to base. The eventual winner was Larry Tudor with Brad Koji in 2nd and Chris Arai in 3rd. This was my 2nd trip to the Sandia Classic and although I find it hard to justify the us\$300 entry fee, it is an excellent high profile competition in a beautiful part of the world over some awesome terrain and you get to fly with and against some great world class competitors.

If you wish to experience some outrageous flying (2000+ fpm lift and sink, ultra-high cloudbases and unlimited flatland flying) then plan on taking a trip to Sandia. If you fancy entering a competition there but you find the us\$350 entry fee a bit steep, then try the Sandia XC Challenge the following week (us\$75 entry fee, open distance).... but watch out for Mark Mocho and don't let him out of his cage!

Searching for... A New Flying Site

BY KEVIN THOMSON

The Kitchener and Waterloo Hang Gliding Club (Ontario) found a new home for its winch and aerotowing operation. The process the club went through to find a home was so successful we want to share it.

This year the OHPA decided to use 'AIR' for most general communications (such as this). Ontario members will remember the first news circular for the year in which we stated the OHPA objectives as:

- determine the needs and desires of the membership
- determine how the OHPA can assist and facilitate the membership in meeting these needs
- direct what little funding we have towards these goals hold a fun competition for all pilots in the province
- do only what is of real value to the OHPA membership

In the first part of our year, President Bruce Busby and V.P. Kevin Thomson (yours truly) visited both the Toronto and Kitchener Clubs. Bruce also visited the Ottawa club and we hope to visit the Sault Ste Marie club in the near future. The information we gained to date indicates that our objectives do indeed need to be:

- site procurement and retention
- sport promotion
- fun provincial competitions

The OHPA executive have made it clear that we are not here to do the work that should be done by clubs (i.e.: looking for sites, approaching land owners and maintaining the sites once established). Sites must be procured and maintained by clubs (either existing or new). In order to support the site procurement however, there are things the OHPA can and will do. One of them is to use some of our funding to try to address legal and liability concerns land owners frequently have. The other is to pass on any information to all OHPA members that can help them meet their goals.

A process was designed and implemented successfully by the K.W. Hang Gliding and Paragliding club (also know as Hang-On-Tario) to find a property in which to establish permanent towing operations. Detailed information which documents the process was sent to the presidents of all clubs in Ontario. It is for all to modify and use as members see fit in order to

procure sites for their flying activities. The K.W. club was very successful in finding a site and are settling down to a long and friendly relationship with the owner of our new flight park. We hope others can be as successful as the K.W. Club has been.

For those of you outside of Ontario or any others who are interested, a rough outline of the process follows.

First the club redefined and confirmed it's purpose, which was:

- To promote safe and frequent flying among club members.
- To facilitate the sharing of information, experiences and resources.
- To have fun and ensure we have others to fly with.

Next we confirmed the top priority as finding a permanent site. Club member John Goddard took on the challenge of organizing a small committee to define a process and much to John's credit, the following successful process was created.

Just after take-off from the K-W Hang Gliding Club's new tow site

In Ontario there is an organization known as the "Flying Farmers". This is an association of pilots in rural areas with their own air strips. Using a map of Ontario we circled an area of the province within one hour of the KW area where we felt we would want to fly from. John then listed the names and phone numbers of all the "Flying Farmers" in that area. Using a basic script, club members phoned one or two of the

numbers. This helped to make sure we were all consistent in what we said and that the important points were covered. John created the first draft of this script and practised it on a couple of the numbers first. The small committee then helped him flesh it out and the results were great. If you want the details see your club president or contact me and I will try to get you a copy. Basically the script ran something like this:

- Identify yourself.
- Be clear on why you are calling this person.
- Tell them exactly what we need.
- Let them know where we want to be.
- and how much we are prepared to pay.
- Thank them for their time.

The results of our search produced 12 land owners anywhere from mildly interested in discussing things with us further to land owners who wanted us to move in the next day. We divided these 12 sites up into 4 groups and sent out four site-search parties to document the sites in detail, discussing things in more detail with the owners in order to feel them out more, video taping the field and documenting the directions, dimensions and obstacles. We then met a s u b s e q u e n t evening to pour over the details brought back and to select our top choices.

Since we felt that a couple of these owners were not completely convinced they wanted to complete a deal with us we put together a document to present to them that addressed as

many of the concerns we could think of that land owners usually raise. (In hind site we believe we should have pre-mailed this to the prospective land owners to clear the air before our arrival).

In the end we made a choice out of a number of very nice sites where land owners were very open to us being there. Imagine having more

than one to choose from! What was even more amazing is that the site we were moving from was owned by a fellow who actually pleaded with us not to leave! He didn't even want to charge us for being there. Mr. Armstrong was an amazing host to us for the fall of last year and the spring of this year. At times he wanted to make us lunch and often had coffee waiting for us when we arrived in the mornings! He loved our activities on his property and we treated him and his family with great respect (and a few tandems). If not for the fact that his property was over two and a half hours from the Toronto pilots we would for sure still be there. We will definitely be "dropping" in on him from time to time.

Our new site is a wide open area with a small forest bordering the east side. One grass air strip runs North-West for 3000 feet and a second one runs West for 2000 feet. Given that the tug and glider under tow only need about 200 feet to get airborne, the amount of room is more than enough. A small hangar has been dedicated to the tug and storage is now being built for pilots who wish to store their gliders there and a local business has been contracted to supply and maintain the outdoor toilet. To top it all off, pilots are allowed to camp on site if they wish in the large setup, parking and picnic area created for us by our new host. He's even building a few more picnic tables for us!

THE HANG GLIDING SHOP

Now operating Canada's 1st
AERO-TOWING FACILITY

Located in the Kitchener/Waterloo, Ontario area

For further information on USHGA sign-off,
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call Armand @ (416) 518 0111

We began flying out of our new site on June 23rd and our newest pilot, Albert Dusek, initiated the site with the first cross country flight from there. The flight was only about 5 miles but what was amusing about this

.....continued on next page

The Kitchener and Waterloo Hang Gliding Club Tow Field



Teviotdale is 10 minutes West of Arthur, Ontario on Hwy #9. Our tow Field is just North-West of this small town.

If you come from Arthur, follow Hwy #9 as it turns right at Teviotdale and then take your first concession road on your left. The driveway onto the towfield property will then be the second lane on your right. The concession road turns left just past our field and reconnects with Hwy #23 just west of Teviotdale.

As you enter the field follow the driveway all the way to the main building and then turn left and follow it all the way to the second

building. (Don't cut across the land owner's lawn). Then you can turn left again and come back to the parking and set-up area along the trees. Please be considerate of the land owner and his property as our club finds it to be a very valuable site and one we would hate to lose.

Any Questions please call;
 Kevin Thomson at (519) 742 5744,
 Ken Kinzie at (519) 740 8068 or
 Armand Acchione at (416) 518 0111

flight is that the only reason he went was because he wasn't used to the view from 3000 feet of this area, got lost and flew the wrong way back! He loved it none the less!

The next weekend was the long weekend. Saturday rained, Sunday was too windy but Monday was great. Things didn't start happening until early afternoon but when they started happening the towing operation cranked into high gear. During prime launch time Armand and his tug never spent more than 30 seconds on the ground in between each tow. Turn-around time was 8 minutes between tows to 2500 feet (and sometimes higher). That day four half decent cross country flights were logged between 16 and 90 km and all pilots had a fabulous time.

Now that we have a home we want to extend an invitation to all pilots in the country. If you get the urge to do some aerotowing, don't bother

with Florida! I've included a map so there should be no excuse! Please drop in and fly with us. We're a fun bunch of pilots on a great piece of property in the middle of wide open country. Cross country flights are possible in 360 degrees and the view of ALL of the great lakes is gorgeous! If this note makes it into 'AIR' in time perhaps you should consider the OHPA competition we are hosting the weekend of August 24th. The Tandem towing instruction is a fast way to bring new people up to speed

in an amazingly short time. If you didn't think you are experienced enough, don't sweat it! You will be in a short time!

Above: Tandem flight on tow over the Ontario countryside.
Left: The camping and set-up/staging area at the new tow-site.
Photo's by Kevin Thomson

Some Notes from the...

1996 Canadian Paragliding Nationals

The Paragliding Nationals were rained out for a 2nd year in a row.

First, let me thank all the competitors who showed up for what turned out to be another rainy, chilly weekend in Golden. Your cooperation and understanding while we tried to determine whether we could go was much appreciated. As it turned out, we made the right decision--rain and cold Sunday, not much better Monday. It was really great to see so many faces from last year - some people just can't be put off. And to hell with the smug lot of you who read the weather forecast and stayed home:) (BTW my apologies to those who phoned my home to check the weather -I was in it.)

Second, I'd especially like to thank those who offered to donate their entry fees to the site

fund. The road and launch need work and Peter is happy for every dollar.

Third, thanks to all the sponsors who made the Sunday draw possible: Willi Muller (Muller Hang Gliding and Paragliding), David Stanek (Skyline Paragliding), Eric Oddy (Mt. Seven Paragliding), Peter Bowle-Evans (Golden Site Fund), and John Yeats (ProDesign). They all deserve our business for their generous donations and support of the sport. And, next time you're in Golden drop in on Marva and Jack at the Santa Fe Trail Restaurant in the Prestige Inn - they were great hosts for the headquarters and breakfast.

Fourth, thanks to everyone who helped out with the meet. Peter, Barb, Cori, Bob, Lucille, Ted - and anyone else I shouldn't have forgotten. In particular, thank you Vincene (Muller)

for all the work you do behind the scenes for the Nationals and in other ways throughout the year.

Fifth, I have to express admiration for everyone who stuck around to fly after we called off the meet. Gaspo, Jay, Steve, Dave, etc., I hope you got to experience some of that big Golden air before you had to leave - you deserved it after the crappy weather (it's sunny and warm today BTW).

Finally, you are all officially invited back next year - same place, same time. We can't possibly be rained out 3 years in a row so this has got to be your best bet for a flying holiday. Book now so you won't be disappointed.

Randy Parkin
Can PG Nats Meet Director

APCO PARAGLIDERS ARE AVAILABLE FROM THESE CANADIAN DEALERS:

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Williams Lake	Karl Buchegger	(604) 394 4127
Smithers	Walter Bucher	(604) 847 2409
Kelowna	Don Glass	Cloudbase Enterprises (604) 4914944
Nelson	Kasper Naef	Westbound Adventures (604) 229 5774
Golden	Eric Oddy	Mt. 7 Paragliding (604) 344 5653

Alberta

Cochrane	Willi Muller	Muller HG & Paraliding (403) 932 6760
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Ontario

Claremont	Michael Robertson	High Perspective (416) 294 2536
Ottawa/Hull	Antoine Chabot	(819) 595 2072
Etobicoke	Karl Dinzl	(416) 626 2227

Nova Scotia

Saulnierville	Heinz Berger	(902) 769 3772
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Quebec

Château Richer	Ken Risdén	Tramontane (418) 8245343
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Hollywood Does it Right

BY THE BALD EAGLE

When I first met Bill Lishman 24 years ago he was living in an old schoolhouse just down the road. There was a full scale Lunar Landing Module in the yard that, after a trip to Japan, now lives in Oklahoma City (Aviation & Space Hall of Fame) and a toilet bowl in the Bell Tower. He called it “the seat of higher learning”. I knew right away this encounter would be a treat. Everything about Bill was and is extraordinary. His first thought when he wants or needs something is, “OK, I’ll make it this way.” rather than the normal, “Where can I buy it?” He is a world class metal sculptor, wood carver and dreamer.

He is good at anything to which he puts his energy. Once he visualizes something and sets his mind to the idea, it usually becomes a reality. His goose odyssey is a crowning example of perseverance and innovation. How fortunate for us all that he has documented the saga with a “great read” of a book and that Columbia Pictures has put it on film. How fantastic that they have spared no expense in capturing the entire celebration of flight and fantasy from conception to reality.

The people around Bill were also amazing and he continues to attract special energies. His wife, Paula, a rare beauty, was spinning hair from shorn sheep into wool yarn that auspicious day in the afterglow of the 60’s when we met and dyeing it with a dandelion/onion skin concoction. Who would have guessed she would become the 1995 Canadian Woman Entrepreneur of the Year for her Knit Fur business. Bill’s helper, Zack, brilliant and bizarre, was grandson of an Indian Chief. His spirit shone like Sirius in spite of the ravages of the white man’s indignities and intoxicants.

Our families and extended families became fast friends. Our wives went through their three pregnancies together. We fought the feds with People Or Planes, stopping the ill-conceived second Toronto airport. Bill taught me about dirt bike riding and playing with metal and I tried to teach him about flying. I say tried because Bill is one of those amazing people who are virtually self taught in everything they do. I jokingly refer to him as my worst student. In fact he has become my best because, in his unique way, he has used flying in an amazing new way. But I’m rushing ahead here... the magic unfolded thus...

Bill bought one of our standard rogals in the mid 70’s and flew hops from the hill beside his new property. Purple Hill was a costly twenty mile move but boasted a million dollar, hundred mile view. Considering the panorama that was at hand, he was frustrated at 50’ flights that lasted only seconds. He wanted more height and time in the air. Towing was only possible on his place behind a snow mobile in winter.

When he saw the photo of John Moody on his powered Easy Riser 1000’ above the Wisconsin country-side, that was it. He called me hot to get one ASAP. Bubbling over with enthusiasm, he blurted. “You buy it and I’ll build it, this is the way to go.” Perfect, we made the call. The only problem was, we weren’t the only ones who had decided to order up a “Riser”. Production was months behind. By the time it came Bill had a sculpture commission and was too busy to build it. Finally, he had Bob Briggs do the job (Bob built the one I flew in the movie too) and we took it out to Bill’s hill. This is where the movie takes up the tale whereas the book begins way before I met him.

What a riot! Me trying to weight-shift-control the beast with feet flailing even while steering it with the tip rudders. Then there was Bill beaking in with a thunderous thud. You’ll hear that sound reverberating from the big screen for sure. We did a lot of those “whacks”*. To say the pitch is sensitive on these tail-less wonders is like saying there is water in the ocean or sand on a beach resort. Undaunted we ordered up a West Bend “engine” (in the loosest sense of the word) and CGS reduction drive.

The first time I flew this configuration the reduction unit exploded spraying prop bits like shrapnel through the wings at a hard-earned 50’. The take-off and climb out, even in the dense winter air, had been reminiscent of a flamingo in sweltering heat at sea level; slow and sloppy. When the fan hit the s—t there was a barbed wire fence “in my face” upwind and a lake freighter sized knot in my stomach. Luckily I had skis on and put her in crosswind just clear of that prickly scourge of T-shirt and jeans. There are few things that are higher on the “least desirable” list for an unprotected hang glider pilot landing than barbed wire - maybe only pounding surf and high tension lines.

My part, a decidedly small part of this masterpiece of filming (now titled Flying Home Again), was a saga in itself. I do all the unpowered foot launch bits; the thumps and bumps stunts and some groovy gliding around the Hart Farm 5 miles (8 kilometres) north of Bethany (~80 km north-east of Toronto, Ontario, Canada). I’m doubling for Jeff Daniels who does a fine piece of acting. Jeff also carries a mean Riser and that’s a piece of Work! Once reliable sustained powered flight is achieved and the landing gear is added, I’m outta there. Counting the efforts of first and second unit we spent six weeks of long days with cable, cranes, hydrostatic winch and helicopters portraying those early days.

A few scenes I won’t soon forget follow. Gary Capo, second unit director (Wind & Water World), asking me to fly close enough to a break-away fence that I would have to lift my feet to clear it. Surprisingly, we nailed it first try in spite of the side-hill, gnarly, tight, mid-day tow. I said, “I hope you got it.” He said, “Move it over two feet and do it again, I want a different angle!” I trudge away through the scene-sensitive (thus no mechanical retrieval) long grass with the rope while the crews hand bomb the bird back to the top. Between that take and success, disaster nearly struck. My 3 string release jammed. It took three pulls, then a two handed Herculean jerk to get free. By then I was way too high and off line left. Trees are ahead and to the right, blocking my planned bail out slot were more trees. Rocks were everywhere left, big rocks. I hate when this happens. Dive hard left, crank hard right, level off, float, big flare, blast both tips rudders on full. Whew, stopped a foot short of the forest. There’s no time to ponder the potential peril, the entire second unit is waiting. Fix that flippin’ release. Go for take three. Great, we got it perfectly. The crews scramble for the next setup. Hurry up; and wait.

Then there was the house... and the barn... the big bad barn nestled into the side of the east facing hill. “Can you get closer, closer?” “Can you fly your feet two feet over the roof peak?” urged Gary. Dave Thompson, my diamond-in-the-rough winch operator, is trying to give me a gentle pull to the perfect release point. The valley is small. The wind is cross. There is a huge Maple blocking the easiest approach. Dave eases off the tension too soon. The hardwood looms. No time for thought so I grab some speed and bank for the barn. Shoot, I’m

too low. No, hold that airspeed 'til the last moment. Climb that sloping silver roof. Cleared it! Now dive for speed. The camera crew scatter needlessly. I flash harmlessly over, sprint out a cross wind landing with ten foot strides and finally beak. We missed the shot. I was too far right. Take two was way too high but good old number three was perfect poetry. I'm able to safely zoom over the centre of the peak so close that I have to spread my legs for the lightening rod. * "Whack" or "Beak": Hang glider terminology for a landing in which the pilots legs can't keep up with the aircraft and the nose impacts the ground, sometimes quite hard usually without damaging either. I was directed to end many flights in this manner.

Or, how about the helicopter drifting in too close on a fly-by-the-barn aerial shot, his deadly prop wash lurking invisibly in my landing area. I have to land this 110 lb. bi-wing back-breaker downwind in the thigh-deep grass. I gap and flare too soon for this style of wing, stall at 10 feet and drop in hard. Oooo that smarts. Thank goodness I installed 4" of padding or I'd be in the line for new kidneys, if not a new spine.

Another bit of excitement occurred on a challenging blind launch. That is, I was at the bottom of the downwind side of the hill invisible to the winch operator who was across a field from the bottom of the upwind side of the hill with 1500' of Spectra line stretched between us through a two span gap in the trees on the hilltop. The plan was to launch gently and, when all was cool, to tension up hard for a dramatic reveal (ie cameras on the other side of the hill from take-off) followed by release and a high pass along the valley. We'd been waiting for these conditions for weeks. I was looking forward to getting some air. My crew were nervous. Dave misunderstood the "Less tension, less!" radio command and aborted a perfect take off shortly after launch. Always err on the side of safety for sure and I landed easily on the uphill slope. Still, I was pissed.

I started down to reset. As always my eyes ran over the structure. Is that a crack by the lower trailing edge/hang cage bracket? Oh my gosh, it goes right around! How did we miss it on the preflight inspections? A slight tug and it pulls apart! Close scrutiny reveals the other side is hair-line cracked half way, hidden underneath. Too many whacks for da wiser. She's punch drunk. It's already late but Dave and Leslie go into high gear repair mode and, after a long-nighter, we're ready to fly the next day with a wing that's stronger than stock. What a team. Meanwhile the rumor had escalated to the point that first unit heard the wing had folded at 150' and I was badly banged up, having narrowly escaped death. Maybe I had.

The last day was amazing grace. We had a lot left to do. Weather, site, wing and camera glitches had all taken their toll on what they had hoped to get. The shot sheet simulated mother Murphy's Xmas list. The day yawned, smiled and came on like a philanthropist of fair weather. It spared no expense to bring on ten hours that would put a grin on a statue. It radiated over the crimson trees to light up the valley in a blaze of colour. Bill's book alludes to how smart geese must be to spend major time following this seasonal spectacle south. We put 11 flights in the can from three different multiple camera set ups. All of them were on the money. The final flight as the day closed its eyes was bonus. A perfect path and gentle planned beak. Janet, my wife, stopped by to watch my wing tip blow a kiss to the porch and, from a 500' tow, plant the nose 6" from the mark. In native American terms, it was a great day to die!

That was the end of my small part. The splendiferous rest took six months to film. The geese being coaxed from egg shell, to flying team, to Virginia. The government hassles, the sunrise surprises and the sunset let downs are all in this movie. John (big cigar) Veitch, the grand Exec Producer from Columbia who worked with John Wayne and was wounded at Guadacanal, says director Carrol ("Can't you stay up longer?") Ballard (Black Stallion), who came out of retirement to do this movie, is having a real problem cutting four hours of fantastic footage down to two. I can hardly wait 'til April 22 to see the result. Maybe I'll re-read the book.

The Hollywood version is a very different story than the book which documents the incredible real-life story. In the movie the Lishman character, played so well by JD, is trying to win back the affection of his daughter, played by the academy award winner Anna Paquin from The Piano. The mom/Paula character crashes and burns in the opening sequence, in an automobile. The hard-working Canadian crew and Columbia brass do a dance that few will forget.

Bill's early Polka was fun to play though there was a lot of grunt running and carrying. The flying took all my experience, a good crew and a lot of luck. But the really neat stuff comes after Bill invents a marvellous, steerable nose gear; a chrome moly, work of art, everyone-should-have-one, undercarriage. This was in his Bentwood-rocker-made-out-of-bent-stainless-steel-and-a-tractor-seat stage. That is to be distinguished from his scrap-steel-animal or underground-ferro-cement-dome-home stage. You wouldn't believe the acoustics in the latter, or the typically outrageously ingeniously Lishman refrigerator that rises, push button, out of the free form counter top on compressed air.

After crunching the tough old bird in from 40' (Jack Sanderson does a wild stunt crash scene with the powered version for the film), he totally rebuilt the Riser, recovered it with Mylar (replacing dacron and dope) and added a tail. That humble hang glider morphed out of the rubble into the world's first and best goose plane, flagship of the magnificent Operation Migration fleet of Microlights. Which fleet boasts a bunch of variously Lishmanized/goosified Trikes, solo and dual, and a twoplace Joe-Duff-detailed Drifter.

That rejuvenated riser had risen; with clear wings glinting in the sunset, with Koenig multiple ignition radial engine purring reliably; with horizontal stabilizer elevator/tail and dihedral and tip rudders balancing its cork-bobbing-in-air effect; with joy stick flicking to easily chase at 50mph or wait at 20mph; with the geese strung out majestically off the sweep of the wing as if bird-beads on a string, and even a couple simply soaring the lower wing bow wave like long-necked gray gulls riding a ridge wings motionless, heads occasionally glancing over at dad: this is an aircraft for the Aviation hall of fame. It's an historical hang glider turned hero. It's a Hollywood star by gar (won't it be so-o-o amazing on the big screen!). It's a good news story gone goofy with success.

It has been a real privilege to be a peripheral part of planting the seed and nurturing the need that has grown to become a naturalists' and flyers' dream-come-true. Imagine. Flying with the birds. No, better - being lead bird. No, better yet, the best - migrating to Virginia and South Carolina, and the geese returning on their own, not once but three times!! You gotta read Bill's book Father Goose. What a well written, informative, personal account of the odyssey it is. Where was I? Oh yes, enjoying being a bit player in Bill's extravaganza.

I got to fly an Imax camera filming wild geese in '83 (Bird's Eye View). A really rad experience including meeting Bill Carrick who got some unbelievable footage by imprinting Canada Geese on his 100 HP aluminum fishing boat on Lake Scugog. He did another batch for the this movie. Carrick told me we should try it with our Ultralights. I was delighted to oblige but the first group got goose-napped and, thank goodness, Lishman took over. It took him five years, thousands of hours and terrific family support to pull it off and another five years to become an "overnight" wildlife hero.

One golden morning we flew at dawn, Bill with the Canadas locked on the Riser silhouette in the rising sun, me with the newspaper photographer in our mutually-owned MXII.

.....continued on next page

PAY-OUT TOWING OPTIMIZATION

BY GUY LEBLANC

The experience was top drawer. The picture filled the front page. It won a national award. Although neither Bill nor I were credited, The photo brought a plethora of publicity which helped pave the way for Bill's highly acclaimed video C'Mon Geese. It was the latter that caught the attention of Columbia.

Several of Bill's helpers were graduates of, and/or instructor's for, HIGH perspective/Northern Microlites (our schools). Jack Weber, David Woodhouse, Clive Beddall and Joe Duff. Joe, an accomplished professional photographer (you'll see) became both a much-needed partner to Bill and part goose. As did Lishman's son Geordie who, while goose-wrangling for the movie, left tinsel town's best shaking their heads in amazement as he had the geese fly around the house, up the valley and back to land on the pond repeatedly for the seemingly insatiable cameras as they gobbled up take after take.

As their instructor, I am one back-slapped happy camper. I couldn't be prouder of their success. Way to go guys. And way to go Paula and Carmen (daughter), Aaron and Geordie (sons). Way to go film crew and my crew (Dave, Leslie and Tom). The gray goose isn't gone, it will fly forever in people's hearts and minds because of your beaudatious accomplishments. You are Rainbow Warriors in the sun. Zack is up there howling over this one. Speaking of Zack, there is a native prophecy about flying playing a part in the predicted thirteen heavens of earth healing ahead (Dyanna Yawahoo, Voices of our Ancestors). This goose initiative is certainly helping nature recover something lost. I hope the sand hill crane, trumpeter swan and whooping crane migration restoration projects work as well. Could this be part of that prophecy coming true? Is all of hang gliding a part too? Are you? I could deal with a thousand years of peace and prosperity for mother earth and her creatures. Oh yeah!

What a thing to be a part of; this planet!
 | 1996 M. Robertson

PS: If you would like to help Operation Migration, in addition to buying the book which is now in stores everywhere and seeing the movie when it airs in late April, you can send \$ to....

Operation Migration
 Box 280
 Blackstock, ON
 L0B 1B0 Canada

they also have T shirts, videos, posters and other stuff

All the best..... the bald eagle

Recently, I had the chance to get some towing action with some of the Calgary free flying dudes. After getting some weird looks for requesting relatively low pressures and tow speeds during stand-up HG towing, it took little coaxing from Vincene Muller to get me to write about this "unique" technique, in her own politically correct way of saying that the Cold Lake Condors' approach to towing seemed totally crazy!

The idea behind experimenting with tow techniques should be familiar to many tow clubs: how can we maximize altitude gain on tow, using a one-mile stretch of road, a limited cable length, while minimizing wear and tear on both glider and tow vehicle? Trial and error can result in some improvement, however the complete picture can only be understood through careful analysis of the variables involved. A basic set of equations can be written to model the situation using Newton's Laws, basic aerodynamics and old-fashioned trigonometry. However solving for each different variable with a purely mathematical approach to the problem was tricky at best, so an iterative process through computer programming was used for easier study. Have I lost anybody yet? Anyway, final tow height depends on cable paid out and cable angle, which in turn vary with tension, tow speed, wind speed, airspeed, air density, wing loading and glider design just to name a few. To simplify the problem, the following three assumptions were made:

- the glider is kept at maximum L/D, which means a constant angle of attack throughout. Airspeed will vary with the changes in wing loading from tow pressures but a constant bar position would be maintained for best glide;
- constant air density and L/D are used throughout; and
- rope weight and drag are neglected, which makes all calculations somewhat optimistic, especially for 3/8" poly rope users!

The initial conditions were set as follows: the total weight was 275 lbs (glider+pilot+kits), with maximum L/D of 10:1 at 25 mph (best glide speed). The only remaining variables in the math model were tow tension, tow speed and wind speed. These three variables really have the most significant effect on tow performance for a given wing, as expected. The first step was to vary tension for a 40 mph tow under calm wind conditions and see how tension affected the final tow altitude (Table 1).

The results clearly indicate that for a given tow speed and wind condition, only one tension setting will maximize height gained, with higher tensions resulting in degraded tow performance. For any wind and tow speed combination, the maximum altitude was always achieved whenever cable angle reached 45 degrees. This is no surprise when considering that the horizontal component of cable tension drops from 71% at 45 degrees to less than 50% when tow angle is increased beyond 60 degrees, where nearly 90% of the tension turns into additional wing loading.

Table 1:
Effect of tension, 40 mph, no wind

Tension (lbs)	Final Altitude (ft)	Cable Angle (degrees)
100	683	22
200	1084	40
234	1118	45
300	1052	55
400	576	70

Next, tow speed was found to have similar effects when keeping everything else constant. Increasing vehicle speed resulted in higher tows only to a certain point, after which cable angle becomes too shallow, tow duration is significantly shortened, and loose gravel ruins the tow vehicle paint job!

Table 2:
Effect of tow speed, 120 lb tension, 10 mph wind

Tow Speed (mph)	Final Altitude (ft)	Cable Angle (degrees)
20	296	65
23	960	43
30	1075	26
40	917	17
50	767	12

Table 3 shows that higher winds always result in higher tows, but again the most significant gains are made before cable angle shallows out too much.

Table 3:
Effect of wind speed, 40 mph tow, 120 lb tension

Wind Speed (mph)	Final Altitude (ft)	Cable Angle (degrees)
0	806	26
10	917	17
20	959	12
30	982	10

Increasing winds allow for slower towing speeds, which ultimately protects the tow vehicle. Additionally, it is better to have 700 fpm for 3 minutes than 900 fpm for 2 minutes!

Trying various wind and tow speed combinations, it quickly became apparent that the optimal cable angle of 45 degrees always occurred at the same tension for a given sum of wind + tow speeds, i.e. 234 lbs will always give you a 45 degree angle whether you have no wind & 40 mph tow, 10 & 30 mph, 20 & 20 mph and so on. The next step was therefore to calculate the maximum tension for various wind/tow speed combination:

Table 4:
Maximum tension, wind/tow speed combinations

Wind+Tow Speed (mph)	Max Tension (lbs)	Cable Angle (degrees)
30	87	45
35	155	45
40	234	45
45	322	45
50	423	45
55	535	45
60	658	45

Any tension higher or lower than these will end up reducing the final altitude. Any volunteers for 658 lbs? To optimize individual tows, a precise balance must be achieved between tow speed and tension, after considering the given wind conditions. While a 45 degree cable angle is optimal, lowering tow pressure and slowing down a little in higher winds will help reduce glider loading and tow vehicle wear and tear. As long as cable angle remains between 30 and 45 degrees, a reasonable towing efficiency is maintained. Only when running out of tow rope should the angle be increased further to maximize height gain, with glider loading increasing exponentially with higher angles.

A special note should be made for stand-up launching, either with HG or PG. During stand-up takeoffs, cable angle is initially zero, with all tension effectively being converted into propulsion. With no losses from glider loading at such a shallow angle, tow tension must be lowered significantly to avoid excessive pitch attitudes near the ground and to control the initial climb rates. Keep in mind that a 10:1 HG at 275 lbs only creates 27.5 lbs of drag in level flight, while a 6:1 PG at 210 lbs only needs a 35 lb pull to get airborne. Excessive initial tow tensions interfere with pilot control and may even induce glider lock-out, quickly ending an otherwise pleasant activity.

This is all very nice but how does the computer simulation compare with real life? The theory

extremes are difficult to verify unless someone is willing to try all these profiles in dead calm air, being guaranteed sled rides and sacrificing glider life to the advancement of tow science. However, trial and error did prove that a 30 to 45 degree cable angle seem to work best to maximize altitude, minimize tow speed and cable tension. Our club has consistently been using a tow operator/safety observer (thanks again ladies!) in addition to the vehicle driver, which made it easier to vary speeds and tow pressures while noting changes in cable angles. Winds at altitude often allow slowing down to 10 mph with tow tension less than 100 lbs, maintaining 45 degrees and good payout rate for both HG and PG. Tows heights typically vary from 1200 ft in calm winds to near 2000 ft with moderate winds, using a one-mile stretch of road. Smooth stand-up launches are consistently performed using approximately 40 to 50 lbs initial tension, with a gradual increase to final tow pressure while maintaining comfortable climb rates throughout the tow. Pilots have also reported significant increases in perceived tension with cable angles steeper than 45 degrees, with reduced climb rates and sharply increased suspension line tension of PGs, regardless of actual tow pressure being applied.

In conclusion, adjusting tow speeds and pressures for the current wind conditions helps optimize each individual tow. Wear and tear on both glider and tow vehicle can be minimized by simply reacting to cable angle and payout rate. It would highly be recommended to use a safety observer and/or radios whenever making significant changes to a pilot's usual towing technique. Finally, some "unique" pilots (crazy?) actually prefer taking a sled after a smooth ride up instead of a space shuttle launch for a few hundred feet higher. Boring tows and exciting flights are much better than the other way around !!!

Fly hard, tow safe !
Guy Leblanc
(403) 594 7282

**OPTIMISATION DU TREUILLAGE-
DÉVIDOIR - RÉSUMÉ**

- Pour une vitesse donnée et une condition de vent, une seule tension permet de maximiser l'altitude finale: cable formant un angle de 45 degrés par rapport à l'horizontale (Table 1).

- Pour une tension donnée et une condition de vent, accélérer le véhicule diminue l'altitude finale lorsque l'angle du cable devient trop faible (Table 2).

- Pour une tension donnée et une vitesse donnée, toute augmentation du vent résulte en une altitude finale plus élevée, cependant

l'effet est moins prononcé lorsque l'angle du cable devient trop faible (Table 3).

- Pour chaque somme de vitesses véhicule et vent, on retrouve une tension maximale (Table 4). Diminuer tensions et vitesses réduit l'usure de l'aile et du véhicule sans perte importante d'altitude.

- La tension initiale devrait être réduite lors de décollages en position debout (hors du véhicule) afin d'éviter un cabré excessif près du sol à cause de l'angle réduit du cable.

About the author:

Our small club up here in Cold Lake has been HG and PG towing for a few years, using platform and stand-up launches, varying tow speeds and rope tension to minimize glider wear and tear while still getting decent tow altitudes. My background as a military test pilot prompted me into analysing some of the underlying principles in order to increase the safety and efficiency of our towing techniques.

Our much lower towing pressures and speeds seemed to surprise some experienced HG pilots. Although I am a far cry from being either a HG or PG expert, here are my credentials in case you wonder: I started flying HG 12 years ago and took up PG last year, with over 100 tows either stationary winch, platform payout, stand-up pay-out or PG launching. I have a degree in mechanical engineering, was trained as a military helicopter pilot in Canada, then graduated from the U.S. Navy Test Pilot School in 1993. I had the chance to test fly light, medium and heavy airplanes, fighters, trainers, sailplanes, and especially helicopters of all sizes and makes, which hopefully helps me adopt the "big picture approach" to any aspect of flying I indulge in.

THERMALLING

Flight Simulator for HG/PG.

Not a game but for training or experimenting.

QBasic required.

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Guy Leblanc,

Box 2763, Medley, AB, T0A 2M0

(403) 594 7282

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Pour entraînement ou expérimentation.

QBasic requis.

Spécifier format disquette et envoyer \$4

à Guy Leblanc,

C.P. 2763, Medley, AB, T0A 2M0

(403) 594 7282

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 Joeph 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
▲ June 9-16	USA	SANDIA CLASSIC 1st Larry Tudor; 2nd Chris Arai; 3rd Brad Koji
▲ June 23-29	Spain	WHGS MEET Peidrahita. (No results submitted)
ÿ June 25-30	Austria	PWC Zillertal. (No results submitted)
▲ June 30-July 6	SASK	CANADIAN NATIONALS (HG) 1st Mark Tulloch; 2nd Michael Schulte; 3rd Roger Nelson; Leisure Class 1st Nes Shumka; 2nd, Dave Ross; 3rd Joe Riccardo;
ÿ July 3-7	CH	PWC Grindelwald. (No results submitted)
▲ July 6-11	USA	CHELAN CROSS COUNTRY CLASSIC 1st
▲ July 13-20	USA	US NATIONALS (HG) 1st Manfred Ruhmer; 2nd Tomas Suchanek; 3rd Larry Tudor
ÿ July 19-21	BC	BC PARAGLIDING CHAMPIONSHIPS 1st Dan Curylo; 2nd Alex Curylo; 3rd Alan Dickey
ÿ July 22-29	Spain	PARAGLIDING PRE-WORLDS Castejon de Sos.
ÿ July 24-30	USA	US PARAGLIDING NATIONALS 1st Chris Muller (Can); 2nd Dave Bridges (USA); 3rd Bill Belcourt (USA)
ÿ Aug 3-5	BC	CANADIAN NATIONALS (PG) Golden (Rained Out)
▲ Aug 3-5	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden (Rained Out)
Upcomming Meets:		
▲ 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. (See "...Across the Country" on page 14)
▲ÿ Sept 19-22	France	COUPE ICARE St Hilaire. Contact: Syndicat d' Initiative: ph (33) 76083399 fax (33) 76972056
Competitions in 1997		
▲ Jan 6-17	Australia	BOGONG CUP Bright, Australia. Max 130 pilots. 30 places for International pilots till 31st October (1996 had 60 International pilots plus 10 unable to enter. This meet sells out!) Entry fee A\$185 A\$5000 minimum cash/prize pool. Send entry fee to; Bogong Cup Registration, c/o PO Box 308, Bright 3741, Victoria, Australia. Enquiries from; Steve Stricek, tel 011-61-57-551 503 (Eastern Oz time, 6-10 pm only) Accommodation enquiries at; Mt Beauty Info Centre, 011-61-57-541 267 (work hrs)
▲ Jan 20-Feb 1	Australia	FORBES FLATLANDS (1997 PRE WORLD CHAMPIONSHIPS) Forbes, Australia. Teams comprise of 4 pilots who are required to provide their own towing system. Entry is open to all active FAI member nations who may send a maximum of 8 team members. Individual places are available after 31st August. Maximum of 240 pilots. Entrants require; HGFA membership A\$45, pilot rating equivalent to IPPI Level 5, FAI sporting licence, certified glider, 35mm data back camera. Entry feeA\$300 (A\$100 for team manager) 30th November is final day for registering and paying entry fee. Contact JC Hauchecorne or the HPAC administration office or; '97 Flatlands, PO Box 950, Nerang, Qld 4211, Australia. Tel 011-61-7-5596 3600, fax 011-61-7-5596 4394

▲ = 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.

For Sale

BRITISH COLUMBIA

Selling my Entire Package
Wills Wing HP AT 158 \$2200
Sport Keller Harness with emergency chute \$375
Integral Full Face Helmet (one season old, (M)) \$175
APCO Activa 28 (excellent beginner/intermediate) \$900
APCO Harness (One season old (PG)) \$200
AVTEK vario \$40
Western Canadian Site Guide \$10 Contact Rafe at; tel (604) 736 8523 pgr (604) 643 0662

Hang Gliders:

154 RAM AIR
 Perfect condition. Less than 15 hours \$3500
167 Euro Sport
 Mold stains on sail. \$1250
SUPP Harness Medium \$225
Parachute & deployment bag \$450
Bell Helmet \$35
 New AIR full face helmet \$310
 I also have used wheels, bar mitts and varios as well as a used sail for a 167 Euro Sport plus many frame parts for this glider. Call George at (604) 574 7121

Desire 141

with short downtubes. (2 spares) and custom folding basetube. New luff lines and cross country bag. Good condition \$3200 obo
1996 Wills Wing 155XC
 Low hours, complete with winglets and XC bag. No GST or PST. Like new \$4800 obo Call Martin or Mia at (604) 854 5950

BLACKHAWK harness

4/5 years old. Suit somebody 5' 8" tall. Excellent condition. \$350
 Call Marcel at (604) 854 1454

MANITOBA

Dream 145

Weights 45lbs. Pink in excellent condition with only 30 hours. A good starter glider for the lighter pilot. \$900 obo. Call Rick at (204) 254 2114

ONTARIO

Upgrading - looking to sell immediately:
Edel Quantum M paraglider (white upper/lilac lower, yellow logo) **Hero harness** Less than 20 hours, excellent condition. Contact: Charles (416) 484-0684 or warren@mshri.on.ca

Stolen

From: A newly arrived UK pilot.
Where: Stanley Park, Vancouver, BC
When: Saturday (am) 10th Aug 1996
What: 1986 Silver Toyota Mini Van. Lic# HDX 306 (Vehicle was fully loaded up ready for a 2 week camping trip).
Items Stolen:
 1995 Solar Wings **SCANDAL** 13.6m #6985 Lilac L/E, Lilac D/S, Blue front D/S wedge. This glider was in a **breakdown configuration** as it had only just been picked up from the Airport! (It is possible it may be offered for sale this way);
CRUISE Harness (dark blue) with a **WINDHAVEN** parachute; **SKYLARK** vario (blue); **SKYWATCH** (yellow). Also stolen was clothing, Camping equipment etc. If offered any of these items contact the police (incident #96214038) or Nick Collins in Courtenay, BC (604) 334 4990

HPAC

ADVERTISING RATES

Classified adds are free to all **HPAC/ACVL members** for personal adds only. Please try to keep to a maximum 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.

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
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 Everything required for Badge and Records plus all pertinent forms and information.
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 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 3.58** \$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.

What are Friends For?



Earlier this year Zdenka Hruza, a Vancouver, BC pilot was flying in Washington, USA when she suffered a side wire failure approximately 150' over the LZ. She didn't have time to deploy her chute and suffered major injuries. She was eventually taken to Vancouver General Hospital where she stayed for several weeks before being transferred to the G.F. Strong Rehabilitation Centre where they specialize in spinal injuries. She has been making a remarkable recovery and has even managed to take a few steps, but she still has a long way to go.

She does not have any family here and most of her friends are within the hang gliding community. As you can imagine, she is finding it very lonely being stuck in a hospital, so if you happen to be in the Vancouver area and can spare a little of your time I know that you will be more than welcome.

She can be found at;
 Unit # 325

→ G.F. Strong Rehabilitation Hospital →
 4255, Laurel
 Vancouver, BC