

*May 1999*

# **aiir**

The Official Publication of the Hang Gliding and Paragliding Association of Canada

**Where the Mind Flies**



# HPAC / ACVL

## Certified Instructors

Name	City	Prov	Tel	Type	Snr	E-mail
Alexander Kevin	Etobicoke	ON	416-239-6752	PG		<a href="mailto:keever1@hotmail.com">keever1@hotmail.com</a>
Allard Rejean	Baie-St.-Paul	QUE	418-435-5982	PG/T1		
Ault Kevin	Cultus Lake	BC	604-858-8837	PG/T1		<a href="mailto:aaults@yahoo.com">aaults@yahoo.com</a>
Bateman Barry	Langley	BC	604-882-8589	HG		<a href="mailto:flyxc@uniserve.com">flyxc@uniserve.com</a>
BeckinghamDouglas	Winnipeg	MB	204-489-4762	HG		<a href="mailto:genesis@awnet.com">genesis@awnet.com</a>
BricumshawAndy	Olney	ENG		PG/T1		<a href="mailto:abircumshaw@bigfoot.com">abircumshaw@bigfoot.com</a>
Bonzli Pascal	Baie-St.-Paul	QUE	418-435-5579	HG/PG/T1		<a href="mailto:pascalb@cite.net">pascalb@cite.net</a>
Bossert Darrel	Jasper	AB	403-865-7572	HG		
Brubacher Dennis	N. Vancouver	BC	604-824-1483	PG		
Buchegger Karl	Kamloops	BC	250-578-2681	PG		
Chabot Antoine	Luskville	QUE	819-455-1085	PG	Snr	
Corbin Dave	Calgary	AB	403-201-2759	PG		<a href="mailto:dcorbin@ayrium.com">dcorbin@ayrium.com</a>
Curtis Chris	N. Vancouver	BC	604-987-7855	PG/T1		
Damgaard Willy	Stony Plain	AB	403-963-5870	PG		<a href="mailto:wdam@teluplanet.com">wdam@teluplanet.com</a>
de BeaudrapLucille	Edmonton	AB	403-461-3240	PG		<a href="mailto:tandl@planet.con.net">tandl@planet.con.net</a>
de Jong Maxim	Chilliwack	BC	604-858-2300	PG/TII	Snr	<a href="mailto:thinredline@uniserve.com">thinredline@uniserve.com</a>
Derouin Glenn	Canmore	AB	403-678-4973	PG/TII	Snr	<a href="mailto:gderouin@awinc.com">gderouin@awinc.com</a>
Dickmeis Gerhard	Beaumont	AB	403-929-2433	HG		<a href="mailto:gdenit@teluplanet.net">gdenit@teluplanet.net</a>
Dinzl Karl	Etobicoke	ON	416-626-2227	HG/PG		<a href="mailto:skyinfo@skysailing.on.ca">skyinfo@skysailing.on.ca</a>
Dossetor Geoff	Parson	BC	250-348-2480	HG/T		
Dougherty Sean	Penticton	BC	250-493-2277	PG/T1		<a href="mailto:sean.dougherty@hia.nre.ca">sean.dougherty@hia.nre.ca</a>
Dowsett Mark	N. Vancouver	BC	604-984-2588	PG		<a href="mailto:mark@home.com">mark@home.com</a>
Drdla Stan	Hamilton	ON	888-850-9995	PG		<a href="mailto:canadian-paragliding@sympatico.ca">canadian-paragliding@sympatico.ca</a>
Einfeldt Heino	N. Vancouver	BC	604-990-5434	PG/T1		
Erban Zdenek	Vernon	BC	250-542-4465	PG		<a href="mailto:takeoff@bc.sympatico.ca">takeoff@bc.sympatico.ca</a>
Fanderl Max	Invermere	BC	250-345-6278	PG	Snr	
Fell Brian	Smithers	BC	250-877-1513	PG/T1		<a href="mailto:revair@mail.bulkley.net">revair@mail.bulkley.net</a>
Fiset Claude	Whistler	BC	604-932-7052	PG/TII	Snr	<a href="mailto:parawest@whistlerweb.bc.ca">parawest@whistlerweb.bc.ca</a>
Fontaine Jacques	Montreal	QUE	514-881-9674	HG/TII	Snr	
Fotheringham Brian	Markham	ON	905-201-0597	HG		<a href="mailto:zigboo@interlog.com">zigboo@interlog.com</a>
Fretenburg Russell	N. Vancouver	ON	604-990-9010	HG/T1		<a href="mailto:rfret@direct.ca">rfret@direct.ca</a>
Fuller Michael	Diligent River	NS	904-254-2972	PG		<a href="mailto:flyingart@ns.sympatico.ca">flyingart@ns.sympatico.ca</a>
Gollio Patrick	Mont St. Pierre	QUE	418-797-2678	HG/T1		<a href="mailto:carefour@quebecetel.com">carefour@quebecetel.com</a>
Graf Peter	Vancouver	BC	604-608-0550	PG/T1		<a href="mailto:pgraf@flybc@hotmail.com">pgraf@flybc@hotmail.com</a>
Grant Kerry	N. Vancouver	BC	604-987-4697	PG/T1		
Hale Chaloner	Calgary	AB	403-209-1481	PG/T1		<a href="mailto:chaloner@canada.com">chaloner@canada.com</a>
Harrington Mike	Burnaby	BC	604-294-1394	HG		<a href="mailto:correct@portal.ca">correct@portal.ca</a>
Hazlett Brett	N. Vancouver	BC	604-980-0661	HG		<a href="mailto:suja@infinet.net">suja@infinet.net</a>
Holmes Derek	Calgary	AB	403-270-7678	PG/T1		<a href="mailto:rainbow@cadvision.com">rainbow@cadvision.com</a>
Hunt Rick	Peachland	BC	250-767-6717	HG		<a href="mailto:bchpa@silk.net">bchpa@silk.net</a>
Illman Stephen	Victoria	BC	250-380-4749	HG		<a href="mailto:sillman2inetex.ca">sillman2inetex.ca</a>
Janssen John	Calgary	AB	403-286-9257	HG/T1	Snr	<a href="mailto:janssen@acs.uclagary.ca">janssen@acs.uclagary.ca</a>
Keller Karen	Calgary	AB	403-293-4008	HG		<a href="mailto:skyward@cadvision.com">skyward@cadvision.com</a>
Korte Tom	Calgary	AB	403-541-1320	HG		<a href="mailto:tgkorte@canada.com">tgkorte@canada.com</a>
Lafortune Serge	Montreal	QUE	514-526-3747	HG/PG		
Llewellyn Noel	Vancouver	BC	604-220-2534	PG/T1		<a href="mailto:nl@bc.sympatico.ca">nl@bc.sympatico.ca</a>
Luchka Murney	Rossland	BC	250-362-5526	PG/T1		
MacCullough Keith	Calgary	AB	403-288-8667	PG		
MacKenzie George	Calgary	AB	403-288-8772	PG		
Midwinter Stewart	Calgary	AB	403-276-5010	HG		<a href="mailto:midtoad@globalserve.net">midtoad@globalserve.net</a>
Miller Rick	Edmonton	AB	403-461-3592	HG/TII	Snr	<a href="mailto:abstamp@supernet.ab.ca">abstamp@supernet.ab.ca</a>
Montminy Michel	St.Fulgence	QUE	418-674-9497	PG/T1		
Morwick Barry	Winnipeg	MB	204-254-4056	HG/TII		<a href="mailto:pwflight@escape.ca">pwflight@escape.ca</a>
Moschard Janet	Whistler	BC	604-932-8750	PG	Snr	
Moschard Joris	Whistler	BC	604-632-8750	PG/TII	Snr	
Muller Chris	Cochrane	AB	403-932-2759	HG/PG	Snr	<a href="mailto:mullerhg@cadvision.com">mullerhg@cadvision.com</a>
Nicholson Scott	N. Vancouver	BC	604-986-3708	PG/T1		
Oddy Eric	Golden	BC	250-344-5653	PG/T1		
Ouellet Daniel	St. Jovite	QUE	819-688-5755	HG/T1		
Palmer David	Victoria	BC	250-385-2970	HG/T1		
Pankew Randy	Langley	BC	604-532-7195	HG/T1		
Reich James	Coquitlam	BC	604-469-8429	PG/T1		
Risdon Kenneth	Chat. Richelieu	QUE	418-824-4343	PG/T1		
Rivere Edmond	Kelowna	BC	250-764-8571	PG/T1		<a href="mailto:eprivere@okuc02.okuc02.okanagan.bc.ca">eprivere@okuc02.okuc02.okanagan.bc.ca</a>
Roberts Mike	Vancouver	BC	604-708-1064	PG/T1		
Robertson Ian	Edmonton	AB	403-481-4411	PG		
Robertson Michael	Claremont	ON	905-294-2536	HG/TII	Snr	<a href="mailto:flyhigh@inforamp.net">flyhigh@inforamp.net</a>
Runciman Jeff	Calgary	AB	403-226-9077	HG		<a href="mailto:runcimaj@cadvision.com">runcimaj@cadvision.com</a>
Schulte Michael	Wetaskiwin	AB	780-707-4359	HG		<a href="mailto:molgat@science.uottawa.ca">molgat@science.uottawa.ca</a>
Skye Doug	Bragg Creek	AB	403-949-2184	HG		<a href="mailto:skyed@cadvision.com">skyed@cadvision.com</a>
Stanek David	Surrey	BC	604-535-8304	PG/T1		
Taylor Glen	Surrey	BC	604-599-6792	PG/T1		
Therrien Jacques	Chateaugay	QUE	514-699-8215	HG		
Ticknor Gary	Kitchener	ON	519-742-9351	HG		<a href="mailto:gticknor@golden.net">gticknor@golden.net</a>
Tulloch Mark	Langley	BC	604-888-1988	HG/TII/PG	Snr	<a href="mailto:fly2aerialadventures.com">fly2aerialadventures.com</a>
Vadala Robert	Whistler	BC	604-932-4202	PG/T1		<a href="mailto:rvadala@hotmail.com">rvadala@hotmail.com</a>
Wagner Dave	Kamloops	BC	250-579-9182	HG		<a href="mailto:dave_wagner@bc.sympatico.ca">dave_wagner@bc.sympatico.ca</a>
Warren Charles	Toronto	ON	416-516-6811	HG/PG		<a href="mailto:warren@mshri.on.ca">warren@mshri.on.ca</a>
Willox Mathew	Canmore	AB	403-678-3991	PG/T1		
Winkelmann Bernard	Calgary	AB	403-249-6763	PG		<a href="mailto:bjwinkel@acs.ucalgary.ca">bjwinkel@acs.ucalgary.ca</a>
Young Laurie	Chilliwack	BC	604-858-2300	PG		<a href="mailto:thinredline@uniserve.com">thinredline@uniserve.com</a>

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AIR RAID

Trucks

HOT AIR

The Faces of the Flyer

Front : Family watches pilots soar at Valle de Bravo, Mexico.

Photo: Jim Orava

**President: Kevin Thomson**

30 Thistledown Dr., Kitchener, ON N2E 3C3

519-742-5744 e-mail: kwglide@ibm.net

**Vice President: Chris Walters**

16 Woodbine Ave., Cornerbrook, NFLD A2H 3N8

705-785-2697 e-mail: hpan@nf.sympatico.ca

**Treasurer: Martin Polach**

Box 1442, Cochrane, AB T0L 0W0

403-932-3680 e-mail: polachm@mail.cadvision.com

**Administrator: Gerry LaMarsh**

#13 1370 84th Ave., Surrey, BC V3W 0T6

604-507-2565 e-mail: hpac@istar.ca

**Ratings: Lucille de Beaudrap**

#11 603 Youville Dr. East NW

403-461-3240 e-mail: tandl@planet.eon.net

**Instruction: Chris Muller**

Box 2, site 13, RR#2, Cochrane, AB T0L 0W0

403-932-6760 e-mail: mullerhg@cadvision.com

**Competition: J.C. Hauchecorne**

Site 12, RR#4, Box 71, Calgary, AB T2M 4L4

403-241-3129 e-mail: hauchecj@cadvision.com

**XC & FAI: Vincene Muller**

Box 2 site 13, RR#2, Cochrane, AB T0L 0W0

403-932-6760 e-mail: mullerhg@cadvision.com

**CIVL/FAI: Stewart Midwinter**

213-24 Ave NW, Calgary, AB T2M 1X2

e-mail: midtoad@globalserve.net

**Insurance: Gregg Humphreys**

2388 Epworth, Victoria, BC V8R 5L1

250-592-8428 e-mail: Gregg.Humphreys@gems8.gov.bc.ca

**Transport Canada: Michael Robertson**

RR#5, 865, Conc.7, Claremont, ON L1Y 1A2

905-294-2536 e-mail: flyhigh@inforamp.net

**Accident Review & Safety Committee: Fred T. Wilson**

#102-1236 Pandora, Victoria, BC. V8V 3R4

604-360-0696 e-mail: fwilson@IslandNet.com

## PROVINCIAL ASSOCIATIONS

British Columbia Hang Gliding and Paragliding Association

P.O. Box 37035, Lonsdale P.O. N.Vancouver,  
British Columbia V7N 4M0

Alberta Hang Gliding and Paragliding Association

P.O. Box 2011, Stn M Calgary  
Alberta T03 0M0

Saskatchewan Hang Gliding Association

303 Main Street South, Moose Jaw,  
Saskatchewan S6H 4V8

Manitoba Hang Gliding Association

200, Main Street, Winnipeg,  
Manitoba R3C 4M2

Ontario Hang Gliding and Paragliding Association

1185, Eglinton Avenue East, North York  
Ontario M3C 3C6

L' Association Québécoise De Vol Libre

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

Hang Gliding and Paragliding Association of Eastern Canada

16 Woodbine Ave, Corner Brook  
Newfoundland A2H 3N8

This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to 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 an IBM disk or via e-mail, as a 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: HPAC/ACVL Editor, Chantal Tranchemontagne 1107 Guy Street, Cornwall, Ontario cayoosh@hotmail.com

# EDITOR'S NOTE

## AIR IS BACK.

Good day!  
After reading some of the messages on the HPAC website, I was left with the unmistakable impression that you've been waiting for the next issue of AIR. Here it is. Taking over has been an amazing process from corresponding with everyone right through to the final stages of layout.

While some things have remained the same, some things have changed as well. I expect that AIR will metamorphose over time but I hope you're happy with the current modifications. Remember that comments and constructive criticisms are always welcome. (Good flying stories are even more appreciated!)

Allow me to tell you a little about myself. I am a beginner pilot (with a capitol 'B'). However, due to living arrangements with my favourite paraglider pilot, I have learned to walk the walk and talk the talk. On sunny days, I have spent many hours filling the role of communications director, shuttle coordinator, chef, etc. I have come to understand the art and the obsession of flying and look only to the beauty of soaring like a bird.

I live in Pemberton, B.C. (as of the date of publication), surrounded by existing launch sites and endless possibilities. I've seen many a people go high and far here. Check it out for yourself...Come one, come all!

As of May 20<sup>th</sup>, I will be leaving this wonderful area and heading to Montreal to 'further my education'. Therefore, until further notice, please send all correspondence to: 1107 Guy Street, Cornwall, Ontario, K6H 5W4 or e-mail : [cayoosh@hotmail.com](mailto:cayoosh@hotmail.com). (I assure you that this move will not affect AIR's publication. As a matter of fact, it will only get better!)



Courtesy of Alfred Hospital, Melbourne, Australia

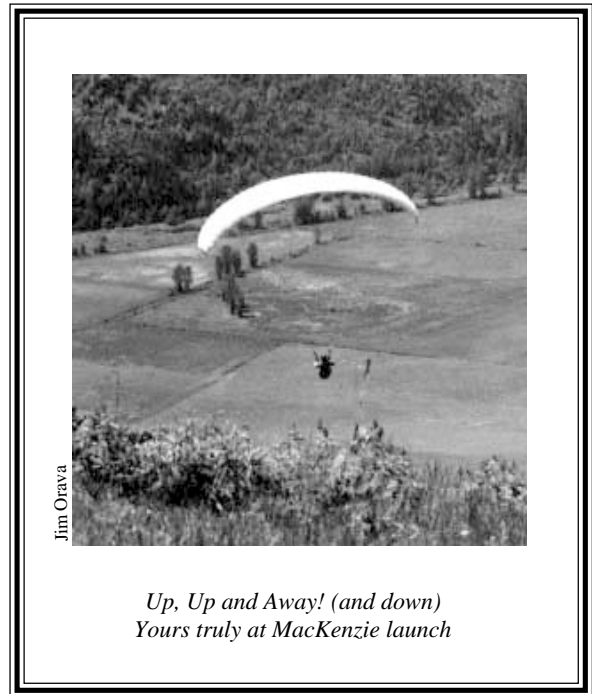
As for this issue, I hope you will enjoy it and appreciate the work done by everyone to get it to your doorstep. I would like to thank the contributors and the HPAC executive for all the help and unending patience give to me throughout this process.

Finally, I would like to explain this x-ray. It is the unfortunate result of a flying accident this winter. I included only as a reminder to stay alert and FLY SAFE! I'm tired of hearing of people getting hurt while they're trying to have fun. On that note, I'd like to wish a great flying season upon you.

Chantal

P.S. The next deadline for submissions is on July 1<sup>st</sup>! Tell me a story...

That hurt... a lot



Jim Orava

*Up, Up and Away! (and down)  
Yours truly at MacKenzie launch*

# PRESIDENTIAL ADDRESS

*Kevin Thomson*

Finally! We're back. AIR is back in production and we can get on with other things once again. Chantal brings a fresh attitude and set of ideas to the job. Please wish her well and feed her lots of great stories and information to publish. Nice to see a woman in control of this one for a while!

Over the winter months the HPAC executive and I dealt with a number of issues. You can read about any of these in great detail on our WEB site. Most of the issues were fairly minor but some were more significant. The most urgent issue was in finding a replacement for our AIR editor. Chantal was the most enthusiastic of our applicants. We actually had a number of applicants who were interested, which was very nice to see. Thanks again to all those who offered help in this area.

Another issue that came up was the quality of our insurance coverage. There were suggestions that we should join the USHGA to become a North American Hang Gliding Association. There were a number of reasons for the suggestion but the one that got the whole issue started was our lack of participant coverage in our insurance policy. There was definite interest on the part of the US to talk about merging but when the discussion had moved forward a bit it was clear there was no real appetite to give up our "independence". It seems that this issue comes up every other year. If the outcome is different than you would have wanted, you need to become more involved with these online discussions and make your views known to the provincial reps that vote on your behalf.

A significant plus that came out of this discussion was a major improvement to our insurance coverage. Gregg Humphries, our insurance office, was going to try to summarize the improvements in time to make this issue. As always, details are on our WEB site if you need them. Two major improvements in our coverage this year are the participant coverage (provided a waiver is signed) and coverage while under tow. Gregg managed to gain all this while at the same time keeping our costs the same. Gregg has been a fantastic asset to this association and if you should chance to bump into him out on the hills, give him a great big thank you!

The rest of the issues were all over the map. They ranged from a request to officially sanction the balloon dropping of paragliders to dealing with a 100% increase in our Aero Club of Canada fees due to the same increase in FAI fees. We continued to discuss the restructuring of our association voting powers based on provincial membership numbers and we discussed whether or not we should include powered Hang Gliders and Paragliders within our level of control.

As I end on this note I'd like to thank Andre Nadeau in Ottawa for his continued work with Transport Canada in dealing with some of our important regulatory issues. His work has helped us significantly. His recent work with TC on the exemptions required to permit Aerotowing has been a great help to this aspect of our sport, which has brought significant increases in interest in our sport in areas not previously seen as Hang Gliding areas. I know our club in Ontario (see their WEB site at WWW.SOGA.ON.CA) has seen a steady stream of new pilots since their new tug took to the sky last summer. If you're out my way this summer, come out for a tows. The site of 3 or 4 Great Lakes from 5,000' in one glance is a site you'll want to see! Fly Safe.

## FROM OUR ADMINISTRATOR

*Gerry LaMarsh*

Well here I am on my second year. Time goes by fast! I must be having fun. I would like to make a suggestion to those who do not know that I have a web page up and running with member information.

If you want to know your rating status, if your insurance has expired or instructors, it is on there. If your name is missing and you checked the appropriate province then your insurance has expired as only those who have current up to date insurance are on the list. I update quite regularly. The web page address is: <http://home.istar.ca/~hpac/index.html> it is long but worth it. If you want to have something you feel would be useful on my web page, let me know and I will consider your idea. E-mail me at [hpac@istar.ca](mailto:hpac@istar.ca)

On some membership forms that are out there, there is indication that membership dues are tax deductible -- not so. The form on my web page and the main HPAC site are correct, in that donations are tax deductible.

A note to Ontario members, your provincial fee has been raised to \$10 from \$5 therefore your total fee is now \$80 again some membership forms out there have not been updated.

Regarding faxing membership applications, school insurance, ratings etc. it is of no use to fax them to me as until I receive the necessary funds I do not process them. No money, no funny. Sorry!

I hope everyone has a great year of flying. Fly high and especially fly safe.

# CALENDAR OF EVENTS

## Cochrane Cross Country Challenge

Winner Takes All!  
 Hang Gliders/Paragliders  
 Entry Fee \$10.00  
 First Prize: \$100.00 + entry fee to each group  
 Starts April 15, 1999  
 Ends October 15, 1999  
 Prize money awarded at Bugaboo Creek End of Season Party  
 Prize money donated by Muller Hang Gliding and Paragliding, Ltd.  
 Enter next time you come to the Cochrane Flying Site. Entry forms in the shop.

## The World Soaring Challenge

Open to soaring pilots of all types.  
 There is not entry fee and you do not have to sign up in advance.  
 Top prize: \$600.00US  
 Check out the web site for rules & registration  
[www.hanggliding.org](http://www.hanggliding.org) OR  
 Contact John Scott at (310) 447-6234  
[brettonwood@email.msn.com](mailto:brettonwood@email.msn.com)

## Revelstoke Fly-In

June 4th  
 Contact: Alan Polster  
[alan\\_polster@pch.gc.ca](mailto:alan_polster@pch.gc.ca)  
 Enjoy a day of flying at a beautiful site!

## Northern B.C. Fly-In

July 1st long weekend  
 Terrace, B.C. (alternate sites are weather dependant)  
 Price: \$5.00  
 Emphasis on fun & safety  
 Events to be chosen by participants.  
 Contact: Gary Conway- Prince Rupert  
[gnr@citytel.net](mailto:gnr@citytel.net)  
 Steve Brushey - Terrace  
[fly@kermode.net](mailto:fly@kermode.net)  
 Brian Fell-Smithers  
[revair@mail.bulkley.net](mailto:revair@mail.bulkley.net)  
 Gary Nesbit - Prince George  
[Gary\\_Nesbit@bc.sympatico.ca](mailto:Gary_Nesbit@bc.sympatico.ca)



*Chris Muller Launching at Valle de Bravo, Mexico*

## CLINICS

### Advanced Maneuvers Clinic

May 29-30  
 August 13-14  
 August 15-16  
 Mara Lake, B.C.  
 Hosted by Glenn Derouin & Wayne Bertrand, Senior Instructors & Tandem II Pilots  
 Contact Wayne at (250) 765-2359

### Instructors/Tandem Instructors Courses

May 22-24 for Instructors Course  
 May 29-31 for Tandem Course  
 Price: \$100.00/day for new instructors  
 \$75.00/day for re-certification  
 Whistler and area  
 Contact: Claude Fiset at (604) 932-7052  
[parawest@whistlerweb.com](mailto:parawest@whistlerweb.com)



Jim Orava

*Para Pack*

# CALENDAR OF EVENTS

## COMPETITIONS

### Willi Muller Memorial Challenge

July 24-30  
Mt. 7, Golden, B.C.  
This event is replacing the Golden XC Challenge. This year it is open to paragliders and hanggliders.  
Contact: Randy Parking, Meet Director  
randy@keyinc.com

### 1999 Western Canadian Hang Gliding Championships

July 31- August 2nd  
Mt. 7 Golden, B.C.  
Contact Karen Keller, Meet Director  
skyward@cadvision.com

### World Hang Gliding Series/ Canadian Grand Prix

July 25-30 - XC  
July 31-August 2nd - Speed Gliding and Aerobatics  
Sun Peaks/Tod Mountain  
Paragliders also welcome.  
Contact: Ian McArthur  
ianmc@direct.ca

### B.C. Provincial Hang Gliding Championships

July 1-4th  
Sun Peaks/ Tod Mountain  
Inform yourself about the criteria required to participate.  
Contact: Jeff Rempel  
remp@istar.ca

### 1999 Paragliding Nationals

July 31-August 2nd  
Mt. 7 Golden, B.C.  
Entry fee: \$30.00 + \$20.00 donation to the helicopter fund.  
Contact: Randy Parkin, Meet Director  
randy@keyinc.com

### Chelan XC Classic

July 5-10  
Chelan Butte, Washington  
Pilots choose either a straight line, out and return or triangle course.  
Contact: Peter Gray (206)270-8642



*Above:  
Unidentified  
hang glider,  
Valle de  
Bravo,  
Mexico*

*Right:  
Young pilot  
Jennifer  
Martí helps  
out at  
MacKenzie,  
Pemberton,  
B.C.*



# 1998 Canadian Points

### Paragliders

NAME	PROV	RANK	PTS
C. Muller	AB	1	225.8
R. Fretenburg	BC	2	206.5
B. Winkelmann	AB	3	157.3
T. Schurtschenthal	BC	4	57.5
K. MacCollough	AB	5	56.2
B. Gardner	AB	6	54.9
G. Derouin	AB	7	53.7
C. Montpetit	PQ	8	51.1
M. Chroma	BC	9	49.8
A. Dickey	BC	10	48.6

### Hang Gliders

NAME	PROV	RANK	PTS
C. Muller	AB	1	300.5
B. Hazlett	BC	2	256.9
G. Borradaile	BC	3	182.3
M. Dennis	BC	4	148.3
T. Borradaile	BC	5	109.2
S. Best	BC	6	106.6
R. Nelson	AB	7	99.3
D. Bossert	AB	8	97.9
M. Swift	BC	9	97.0
J. Scoles	ON	10	94.8

*These points have been compiled by J.C. Hauchecorne. It was last updated on February 17, 1999.*

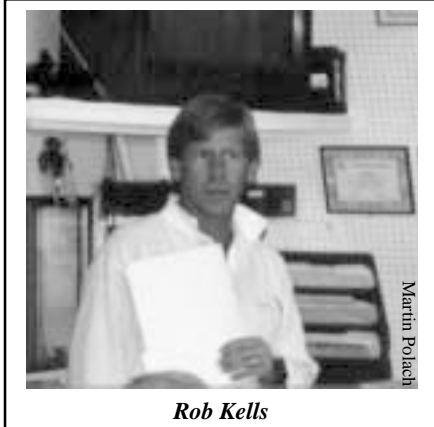
# 15th Annual Rob Kells Chute Pack

Vincene Muller

Muller Hang Gliding and Paragliding & The Cochrane Club hosted the Annual Rob Kells Chute Pack Seminar on March 6<sup>th</sup> and 7<sup>th</sup>. As everybody knows, Rob is the President of Wills Wing Inc. of California. We are fortunate that Rob spent both Saturday and Sunday with us. This made it a very relaxed affair. The format ran as follows:

9:00am: Pilots who had attended several previous events deployed. This took care of the 'stragglers'.

10:00am: Rob gave his talk (the Sunday group got to watch a very graphic video of unsuccessful deployments which Rob analyzed and explained to the very attentive group.)



**Rob Kells**

11:00am: Back to deployments & re-packs for the 'out-of-towners'.

Saturday, we had 45 deployments, Sunday 24. Pilots were hung in the simulator, paragliders by one carabiner. Then they were 'turbulated'. Rob gave the 'go' and they were time for the deployment with 'stop' after the bridle was pulled back. Here are the statistics:

Paragliders: 40

Hang Gliders: 29

<b>Fastest Deployment</b> (in seconds)		
<b>Saturday</b>		
	<b>Hang</b>	<b>Para</b>
Female	Katherine Maier (5.77)	Donna Ford (2.92)
Male	Nigel Brown (2.86)	Martin Polach (2.08)
<b>Sunday</b>		
Female	Delona Butcher (2.98)	
Male	Frank (2.93)	Chris Muller (1.77)

## NOTES

Of the 69 deployments, two didn't work well. The problem with one was melted elastics (hadn't been replaced in a couple of years.) The other problem took longer to solve. It was just a problem with a bungee stow system (paragliding deployment bag) where the bungies had stretched and would not hold the lines in. Originally not enough lines were left outside the bag. This was changed with the first repack but the stretched bungee problem took longer to solve. Eventually with the aid of additional



Martin Polach

Of the sixty nine deployments sixty were under five seconds

grommets in the bag and replaced bungies the problem was solved and the pilot has a successful deployment (took 4 deployment/re-packs).

Of the 69 deployments, 60 were under 5 seconds. Only one was over 6 sec.

35 were under 4 seconds and 6 were under 3 seconds. Most of the pilots who had attended previous seminar had no work to be done on their equipment. The only upgrade suggested frequently was to replace the snap on hook knives with Velcro. Harnesses and reserves were mostly in excellent condition. Pilots who were from outside of the Calgary area had their equipment repacked the same day. Any reserves that had been wet or damp were hung from the ceiling for a few days. The rest were lined up for Chris to finish re-packing. Minor sewing job were

also done (swivel and hook knives installed) by Ron Bennett & Vincene Muller.

Chris Muller had a new competition model paragliding harness with a shoulder handle and behind-the-back mount. He never deployed this one before. It seemed to take one extra step out of the deployment sequence. It may be a mount that might be seen more in the future.

Saturday night there was a social at the Bugaboo Creek Pub in Calgary. Sixty people enjoyed the evening of food, beer and videos. Bugaboo Creek donated over \$400.00 to the Canadian Hang Gliding &

Paragliding Teams. We would like to thank Rob and Wills Wings for taking the time to come again to Cochrane for the seminar. We look forward to his visit again next year. Each year becomes a bigger event. As Rob would say "and that's a good thing".

*If you haven't attended one of Rob's seminars, make a point of getting to one. Each year, he holds seminars in Vancouver (West Coast Soaring Club) as well as Seattle. You can reach Rob through e-mail at: [rob@willswing.com](mailto:rob@willswing.com)*

# Instructor Certification Course

Sponsored by the Alberta Hang Gliding and Paragliding Association and conducted by John Janssen and Chris Muller

*Jim Reich*

Seventeen people turned out for the Alberta Association's Instructor Certification Course held at Muller Hang Gliding & Paragliding Ltd. The three-day agenda was very concise and left little time to actually fly (which was okay because the conditions were not flyable anyway.)



Vincene Muller

## DAY ONE

### HPAC Ratings

Lucille de Beudrap, HPAC Rating Chair, started out the first session with a lively discussion on the HPAC Rating System and how pilots qualify for new rating. Contact Lucille should you have any questions about the process.

### Transport Canada

The next guest speaker was Lenora Crane, Transport Canada Licensing Inspector from Calgary. Lenora was a Fixed Wing Instructor. She currently flies jet and turbo aircraft at Transport Canada for her job. Lenora spent about four hours discussing the HAGAR Requirements, Air Regulations and Airspace Designations in Canada and provided the group with HAGAR Study Guides copied from the AIP Canada Manual.

This was a very important session for both Transport Canada and HPAC because TC is satisfied overall with the state of foot-launched flight in Canada and sessions like these show that the HPAC membership is serious about airspace regulations and enforcement. I would recommend any Senior Instructors running courses in the future to contact their local TC office and organize a similar session for your new and re-certifying instructors.

### Air Safety

Max Fanderl, from Max Paragliding, conducted a seminar on Air Safety, based on his experiences over the past 13 years as a Senior Instructor, Test Pilot in Europe and in his PG school in Invermere, B.C. Max focused his discussion on three factors: Launch Terrain (you fly in) and Landing. He included what can go wrong due to slope, obstacles, wind and the ground.

Max can be reached via e-mail at [max@compuma.com](mailto:max@compuma.com) or by phoning (250)-642-0461.

## DAY TWO

### Transport Canada Flight Instructors Guide

Darryl Bossert, Jasper's HG/PG Instructor, conducted a seminar on interpreting the Transport Canada Flight Instructors Guide, recommended for use by all aviation school in-training pilots. This manual has been in use since the early 60's, and is designed to train the Instructor (who may be a really great pilot, but a so-so trainer) how to effectively train his student pilots. All of the factors discussed in the Guide are still relevant today.

### HPAC Advanced Pilot Exam Session

This session afforded new instructor candidates the opportunity to write and discuss the HPAC Advances Exams for HG and PG pilots. Lots of groans from the attendees as the exams were marked (some will be re-writing soon).

### Risk Management

Jim Reich offered a presentation on Risk Management to the group at the end of Day Two (still not flyable, so he had a semi-willing audience). The topic was presented from a personal flight perspective as well as from an Instructor viewpoint.

We all know flight has inherent risks and it is our responsibility as pilots and instructors to minimize the risks through several points:

1. Protect yourself and your students by flying in safe conditions and at safe sites.
2. Let the students know the risks and why we set limits on the flight-operating envelope.
3. Make sure that students wear proper footgear and helmets and only train on DHV1 gliders.

The course materials (waivers, lesson logs, preparation sheets and the Risk Management presentation) are available for other schools by contacting Jim at [jimreich@bc.sympatico.ca](mailto:jimreich@bc.sympatico.ca) or by logging on to his website at <http://www.3bc.sympatico.ca/flybc>

## DAY THREE

### Ground Handling Presentations

The attendees had a chance to demonstrate their ground handling skills in 30km breezes that crosses launch at 90 degrees. Entertaining to say the least! Why did some larger pilots keep hooking into the small gliders?

### Ground School Presentations

All of the attendees were required to prepare a lesson plan (along TC Guideline) unrelated to flying. Some of the presentations included: How to Punch (karate style) by Colleen Varcoe; Improving your Memory, Glen Lowe; Improving Your Golf Swing (Fore Play), Delona Butcher; Fly Fishing, Bob Gardner; Traction Kite Flying, Tihi Bukvic.

## CONCLUSION

The 1999 Instructors Seminar was well run and very structured.

There has been lots of heated discussion from instructors requiring re-certification as to what value a re-certification course offers. (i.e. 'I'm too busy to come', 'What can he teach ME!', inconvenient times, etc.)

These sessions are all about having many experienced pilots in the same room, discussing common issues and problems. I suspect that there won't be any immediate changes to the certification process within HPAC, so attend these courses with the right attitude to contribute and learn from others.

**Thanks to Chris and Vincene Muller for hosting the venue (and the great dinner on Friday night) and to John Janssen for putting together all the attendees and seminar speakers.**

# Golden and Projects

Peter Bowle-Evans

This is an update on the current golden projects. In the last issue of AIR, I spoke of 4 projects: Naming a Mountain, Trophies, A Monument, and Heli-Wire Assist Training. There are actually 7 items to discuss, including the most current- TV & the OLN. Items 1 to 3 are 'Willi' projects. Here is where things are at...

## NAMING A MOUNTAIN

This is underway. In the course of my research locally, I received much positive response, and came across no existing names of objections. I have mailed off an expression of interest package to the Geographic Names Unit of Geographic Data BC, in Victoria. As I mentioned before, there is a period of 2 years before a full application may be submitted, and I dare say there is a lengthy and well defined process from there.

## TROPHIES

These are not happening, at least for the time being. A good part of this is cost; we were looking at \$2000.00, and the consensus was that some other use of this much money might be more appropriate. That 'other use' is happening – more later.

## THE MONUMENT

This is happening. Whether 'monument' is the right word to use or not, what it is coming to is an engraving in a slab of dark granite that will be set into a cairn. It will be the base for a windsock pole, located just behind the picnic at the Lookout on Mt 7. John McKinnon of Tramline Stone & Casting Works of Nelson has been engaged to do the stone work. I can tell you that the photographs he presented of examples of his work showed some excellent pieces and in conjunction with a number of telephone discussions on both the mechanics and the philosophy of his work make me well confident that he will do justice to the job.

## UPPER EVAC BOX

The 'other use' referred to above is the other EVAC BOX, in place at the upper Paragliding launch on Mt 7. At the time of writing, the basket stretcher, spine board, first aid kit, and medical oxygen (one bottle

with gauges) are in my house. I got a good deal from a logging business that went out of business. We do not anticipate vandalism problems up there, so the box is planned to be fiberglass, installed above ground. I see scratching a level pad and chaining it to a tree just to prevent it from slipping away. It will have a padlock taking the same key as the present box at the Lookout, so if you have a key, you have access to both boxes. The lock is ordered. A twist to the box is to construct it in such a way that it can be flown endo. The man I am engaging to build it tells me it was a Vietnam idea. It means you can lower it down through trees to the ground. Whether this fits with sundry regulations and so on, I do not know, but it could be valuable one day, so it may as well be built that way as another. Other items inside will come, and I anticipate that we will have spent a good \$1000.00 by the time it is complete and installed, including flying it up there. Anyone who would like to volunteer to backpack it all up is totally welcome to step forward!

## HELI-WIRE ASSIST TRAINING

This one is the tip of a bit of an iceberg. There are politics involved and precedents to be set. Everyone thinks it is somewhere between 'of course' and 'a good idea' but nobody has any money available, everyone thinks someone else should do it, and there is probably no doubt that it would be easier to subscribe to someone else's initiative than be the one to carry the can. I personally believe it will happen, but I also believe it is at least a two-year project. I hope someone does not have to die to get the message across, but it happens. It is about much more than HG's and PG's. So, for the current continuum, if anyone who is uninjured needs a wire assist heli rescue, expect it to be expensive. This brings me to the Contingency Fund.

## THE CONTINGENCY FUND

After everything has been gathered together, there are 100 names on the list that have put in their \$20.00. So there is \$2000.00 in the fund. I will have this set up so that a word from one of an authorized group will allow a heli rescue that will have to be paid for to go ahead. The C-FUND exists and is active.

Randy Parkin and I, as the two persons who have handled this fund so far, have discussed this to and fro. We have to make this workable at a reasonable level of work. So here is where we are at...

Anyone who is IN now is IN for this season – inaugural participants, if you will. It was late in the season last year when we actively started this thing up. So, for those of you already in, \$20 anytime this year keeps you in for next year. For someone joining in this year, it is \$20 for this year, \$40 for this year and next year. This applies to those pilots who like to come and fly for several days to several weeks or months each year. When you come the next year, you are already in, and there won't be any need to hustle around to find someone to pay in case you blow it on your first flight (not that anyone would ever allow that to happen) or before some arbitrary date. What this comes to, is that this time next year, the names that are IN will be those that have paid for it sometime during this year – or during the winter. After that, you start again.

## TV – THE OUTDOOR LIFE NETWORK

A few of you may know that a film crew from Arctic Jungle Films of Toronto was in Golden for a week late last summer. They were gathering footage for a series of half hour TV programs for the Outdoor Life Network, featuring small towns in the west, primarily B.C. and focussing on adventure sports. It was apparently some reference to HG/PG that caused them to put Golden on their list. They came up the mountain two or three times and shot some footage, and generally seemed quite pleased. So, in amongst all sorts of river rafts and so on, they had us. Well, last week (mid – March) I got an e-mail saying that "Exploring Horizons" (I think that is the name of the series) will be going to air May 3, with reference to lots of promo, newspaper, magazine and TV media. I gather there are two Golden episodes. So, with reference to a bunch of messages winging around the 'HPAC mail list Re-Save Our Sport and TV Promotion, this is happening. I do not know how much time it is. We may be talking a few minutes or even less, but I am told that the show is to run in repeats for 18 months, on OLN, with each episode airing 34 times.

# Instructors Advisory Council Report

*Chris Muller*

I sent out a newsletter to past and present instructors reminding that they need to re-certify qualification before expiry date. This includes:

Instructor Certification  
First Aid

Instructor Certification is valid December 31 of the year that you take the course. For example, if you take a course in March 1999, your certification expires December 31, 2002. That gives you more than three years to get re-certified. Don't wait until your certification has expired, make sure that you re-certify within the three years.

A copy of your first aid certificate should be mailed or faxed to the HPAC Administrator if he has not got a valid one on file. If your first aid is not valid, your Instructor [or tandem] certification is not valid. The computer program will delete your name from the certified list.

Senior Instructors have Instructor & Tandem Courses scheduled throughout the year. These courses are listed on the HPAC website. You can contact the Senior Instructors for more information on their courses [contact the HPAC Administrator for the latest phone/fax or email address of the Senior Instructors, some have moved or changed numbers and I don't have an up-to-date list]:

## Senior Instructors

### Hang Gliding

- Mark Tulloch B.C.
- John Janssen AB
- Chris Muller AB
- Michael Robertson, Ont
- Kevin Thompson, Ont
- Phillippe Thibideau, PQ

### Paragliding

- Wayne Bertrand, BC
- Glenn Derouin, BC
- Maxim de Jong, BC
- Claude Fiset, BC
- Max Fanderl, BC
- Chris Muller, AB
- Antoine Chabot, PQ
- Rene Marion, PQ
- Phillippe Thibideau, PQ

At the moment only 16 instructors have sent in the 1998 Annual Instructors Report. These reports are a requirement of Certification. If you haven't yet sent yours in, please send it ASAP to the HPAC Administrator.

We have had a request for tandem re-certifications. At the moment there is no requirement for tandem re-certification as the HPAC Criteria has allowed for flight/tandem requirements that are

supposed to be sent in to the HPAC together with the yearly instructor's report. At the moment all that is required is that Instructors take a course every three years - they are asked to assist at the course in order to be re-certified.

I am in the process of obtaining information on Tandem Re-certification

Requirements from:  
Australia - received  
New Zealand  
US  
Great Britain  
Germany  
France

When this information is received it will be passed around the Senior Instructors for discussion. The Australians commented that tandem flights had not resulted in an increase of students and pilots entering the sport.

I have had a request that HPAC Certification Standards & Criteria be posted on the HPAC website. I have it on my list of things 'to do' in the next few months.



*Chris Muller is the Chair for the Instructors Advisory Council. If you have any questions, he can be reached at (403) 932-6760  
e-mail: fly@muller-hang-paraglide.com  
Box 2, site 13, RR#2  
Cochrane, AB  
TOL 0W0*



# Of Monarchs and Zopilotes

by Jim Orava

Jim Orava

Travelling from Vancouver to Mexico City these days is as easy as a nap, lunch, and a movie. Yet the world in which you arrive is as different as – MEXICO!

Travelling from Vancouver to Mexico City these days is as easy as a nap, lunch and a movie. Yet the world in which you arrive is as different as – Mexico!

Mexico. In Canadian minds, images flash of dust, squalor, pollution and drought. Barefoot children crying on street corners, ancient men and women bent in half under the weight of a week's cooking wood, thirty year old diesel buses with poor steering and worse brakes ...Si? Associations are often what draws us to places perhaps even without knowing it consciously.

Vancouver - wet. Mexico - thermals. This is the premise of

flying in Mexico through the winter, and that is enough for Derek, Ty and I to return, again, after spending Christmas in the snow. 12:20am: We break through the immigration line first, our overstuffed paraglider bags come out of the belt first, push the random select customs button. It's green and we're gone!

12:24 am: We're pushing our cart towards the exit and spot Tio, Valle de Bravo's hottest shuttle driver looking the other direction just long enough to be startled and surprised.

12:29am: We're in a 1998 Suburban with Jeff Farrel and Othar Lawrence accelerating towards Valle while White Zombie blasts on the rental's tape player.

Winding out of the world's largest

clump of humanity it's hard to believe so many souls wind up in one big dirty city when an hour away the rivers run through the pines and el sol rises in a diamond blue sky.

I wake up again in my favourite room in my favourite hotel to the sound of roosters, dozens of market vehicles bouncing on the worn cobblestones and uniformed kids travelling to classes. At 6000' ASL it's cold in the morning and as I swing open the window the cool air feels ready to spring upwards. The cathedral resounds with the clamor of all the energy of a mad clergyman just as today's sun hits my face on the hotels front step.

Tio's two Ford pickups and

Alas de Hombre, the flying school/restaurant in the lakeside promenade, begin to collect the day's adventurers and before nine, wearing enough clothing to ski tour in Jasper, we begin to move. The camionettas wind up past peasants and the second homes of millionaires, huge pines and exotic plants laden with red and yellow blossoms, tiny

zopilotes, large dark birds with 4 foot wing spans, mark the thermals and begin the days climbs. Within an hour there are more than 60 pilots in the air, like a grand circling kaleidoscope. The less experienced head out toward the Piano, getting to the ground before the terrifying bullets this LZ is known for, start to release. Now there are less than

working the volcanic cones, others are already packed, loading at the Piano, and others are yet working the massive south cliff of the Penon. I see Othar circling tightly on a lee-side thermal a thousand meters in front of us. Soon Derek and I lock into the elevator and my vario barks 6 meters. Wing tips touching, we climb a thousand feet, then move over the "bonsaied" pines of the 8000' summit of El Penon where thermals from all sides gather to form the big daddy. I glide northeast slightly behind the spire...Slam! My intestines lurch to the pit of my stomach, lines are piano-string tight, the steady beat turns into a musical howl, digital readout at 8.5 meters per second. I'm going up! Engaging, the revolution per minute increase until the momentum and climb become constant. 9000', 9500', 10000', 10500' - moving! Over two thousand feet below, Derek is still being pounded by the violent cores next to the summit, unable to establish himself in the twisting cobra of rising air. Speed bar buried, I head north towards Cerro Gordo and the other volcanic cones of the Mesa. Mid-day now, the sun at the center of the Mayan world is at its zenith. 4500' below me villagers break the soil with



Jim Orava

*Alejandro Gonzalez gives "Juan" world lessons on launching*

tiendas selling tortillas, Coronas, candies and veggies, policia enjoying the sunrise in uniform, whilst sleeping on their car hoods.

The air gets colder as we climb out of Valle and traces of dew, even frost, appear in the shadows along the highway. "Tankes de gas", the four large propane storage cylinders, visible from the air appear on our right and we swing south towards El Penon. Within a kilometer, kidney-jarring potholes force us to slow down and create time to search for wind indicators on the ground. Fifty minutes later, we see the edge of our flying world silhouetted throughout the dark pines, already two bus loads full of Norwegians, Chris and Dave's American group, Glenn and his Canucks and as always, Alex, the well dressed president of the Valle Club de Vuelo y Vela, standing on launch, laying out the primero pilots of the day.

At 7000' ASL and 10:00am, it's still cold in the deep shadows of the pines yet three thousand feet below on the LZ, known as the Piano, heat waves shimmer, and on the grand south face of El Penon del Diablo, the great thermals start to move up the massive limestone wall. The frenzied human activity in the trees increases and the first people launch into the still moderate thermal activity. Four or five languages broadcast on radio, as the masters of the air, the great

ten of us left on launch and the cycles grow from a whisper to a ferocious roar as all the air on this giant south facing parabola explodes upwards in ever-increasing cycles. I spot Derek on his orange Free X Spear, fifteen hundred feet above me. He adamantly explains over the radio, there is no shortage of lift. Happy hour is here.

Legs, chest, helmet strap, radio, reserve pin - Check - Take a pull on the camelback. The sun is intense and so are the thermals. The wall slams into shape and I draw the brakes hard behind me. Dave Bridges and Glenn Derouin both give me a wry smile. The air screams at me to fly and so my right hand engages the 'A's. The wing leaps above my head, I dampen strongly and immediately lift. My friend the zapoloto heads left to the house thermal. We engage in 5 meter per second lift. Together we circle 500 meters almost straight up. I wonder if she feels some wonder of us "flying-land mammals" as I do of her ability and grace. At 8500', Derek flies up besides me. We feel at home in this place after a month of flying here before Christmas. In that time, a busy day was a dozen pilots and clouds would have been above and forming below at this altitude. Now, blue thermal yanks us upwards as we bury our speed bars towards El Penon. In all directions, I can see wings. Barely visible to the North, a group is



Jim Orava

*Mexican Ground Crew*

wooden plows pulled behind ox teams, miners work, exploding mineral seams, elders hide from the intense heat while husking peas.

I see Carlos Carsolio, working up to my altitude on a thermal over Las Pinitas (miniature version of El Penon, and a common place to sink out). Today this crazy Mexican, who at 34 years old had climbed all the worlds 8000 meter peaks (many

soloed without oxygen), flies up beside me at 10 000' and we head to the nearest pine coated volcano. As expected, a thousand feet over the trees, we find the core. Soon a tandem and yet another solo glider come to join our big circus ride. Around and around we go, so close I can see Carlos' demonic grin and the tandem passenger's glee. At 10 500' we break into a new clear air mass and at 11 000' the snow on the north side of Volcan Toluca glares.

We veer northwest and again stuff the speed bar as the north wind now hits us as this altitude. The GPS measures a scant 10 km /hour ground speed and time passes. We pound into the wind, sitting on air 4000' above the corn, pine forests and to our left, the blue lake beyond Valle de Bravo. Convergence lift along this mesa is common and we porpoise along seeing tankes de gas and the road descending to the red roofs of town through the steep pine hills where landings are surely impossible. Reaching the town launch, El Torre, (the tower) two thousand feet above Valle, a decision must be made. The usual LZ is under water this year so a committing run against the lake wind must be made to a soccer field across town or one must settle for the cornfields behind El Torre. As I spiral down, I see Carlos jump the peak and head towards Valle. Later, I learn of his splash down in a meter of water on the submerged lake LZ! Like most Mexicans, he takes a gentle teasing well.

Every landing has its ground crew. They arrive on horseback, bicycle, pogo stick, but mostly barefoot or wearing battered thongs. They vary from 90 cm to a meter and a half tall and the going rate is 5 pesos. The laughing carefree world of the Mexican child is what makes the trip especially when each flight finishes with your wing packed and walking towards the road while you lie in the meadow with your brain tissue bathing in residual endorphins. It's a dream state that repeats everyday in this world where the human birds gather, as



Miguel Gutierrez

Jim Orava



Jim Orava

Glenn and Marti

do the monarch butterflies.

Every evening there is a glass off at the Penon. An hour of silky air then out to the Piano. Watch the masters' loop and spiral every inch of vertical as the sun sets, and the youngsters, by the dozen, pack a myriad of wings.

The taxman comes for a visit. We hate to pay it but even fun has a tax. The sun's hot and I'm hanging out on the stone wall by the lake. It's 1:40 PM. An ambulance goes by, fast. Derek comes on the radio "Orava where are you? Mike's hit wires." Minutes later, our man Tio is there to grab me and we drive up to the tankes de gas. Under a tree, lies Mike on a spine board, pale, conscious, and in obvious pain. Two Mexican medics and mixed bag of pilots have stabilized him. After clipping a power line on his final and falling a good distance, he's lucky to only have broken his pelvis. The boys head back to town to get the better ambulance and I'm elected as translator – shortly after we load. We head towards Toluca. Driving in Mexico is wild. Driving in Mexico in an ambulance is insane. Coming to the high pass, we drive into a dense cloud of monarch butterflies flocking between the tall pines, sheltering the roadside. Suddenly we decelerate from 100kph to 3kph. "We must not kill the butterflies", explains the driver. Thousand of the swirling insects pass as we creep along; the dozen vehicles we'd passed begin to stack up behind us. Mike looks in shock but maintains his sense of humour, suggesting that with a bit of luck, there will be monarchs the whole way and will survive the ride. Inevitably, they clear and we accelerate to a mind numbing speed, blindly passing dump trucks and blue taxis. I contemplate using some of the oxygen Mike's enjoying to calm my nerves. Again,

a cloud of monarchs, again we crawl while logging trucks honk behind us, and again the dreaded acceleration. Mike's in pain now, I can read his expression and as we bear down on Toluca at light speed, children and grandmothers leap to avoid a white and red



Derek Thomas

*"Driving in Mexico is wild. Driving in Mexico in an ambulance is INSANE."*

weapon, it's siren's blaring.

Rayos X show a pelvis broken in 4 places. A five-year-old seat design with hard shell proves that a modern air bag seat is worth its cost a hundred times over. A day and a half later, after decisions, calls to the blue cross, surgery and a Lear jet pick-up, Mike is in a Vancouver hospital. Once again, extended health care is

necessary but would an air bag have been the best thing?

A week later, at 8000' ASL above the Penon launch, everyone suddenly heads out and lands at the Piano. It's a rough day. Winds make the thermals hard to follow but thirty Norwegians just flew straight out?!? What's up?

Back at the Alas del Hombre, we find out why. Tony, the leader of the Norwegians, after a series of deflations, was in deep stall. After realizing he wasn't flying, he thrust his arms in the air, causing a huge surge and plunk he went into the center of his wing. O to become a meteor! Inside his yellow wing, he could be seen thretching for his life, a ball of flesh at 9.8m/sec/<sup>2</sup> downward. Digital slow motion showed him roll out of his wing, two-thirds re-inflate a hundred feet above the pines then disappear. Thirty people at launch screamed simultaneously expecting the worse as they sprinted down towards his last seen point. After 25 years of gravity powered flight, included 5 world cup competitions, Mexico's grand master Miguel Gutierrez Fernandez had one thing to say: "It was the sickest thing I've ever seen". As we



Derek Thomas

*Percy Grave of Mexico City*

reviewed the video at his flying school's restaurant, stomachs churned and Norwegians drank much beer. Tony, born-again, with only a broken arm, is now the worlds #1 proponent for the Sigma air bag system and living proof that those few hundred bucks may be the best spend money ever!

The tax man did his round, collected his dues, was a bit busy for a couple of days, but then again, flying in the mountains of Mexico isn't a ridge soaring excursion. Reserves were used and some hard landings had, but with the number of pilots and the strong conditions post-New Year's, the action was somewhat expected.

Normal evenings in Valle are in complete contrast to the high adventures

of the day. Hang gliders are seen on vehicles around town, Euros in bright clothing are nestled deeply in restaurants drinking heavily. The accumulated adrenaline dictates an early sleep so that the next day's pre-launch stress can be managed with a clear head. It's true that President Clinton isn't the only dude in the USA that

Late in the day, Chris and Othar launch first and spiral like demons inside a thermal neither climbing nor descending. To the uninitiated, they are performing a seemingly gravitationally impossible maneuver in the magic light of early evening. Far below at the Piano, the Mexican wing packing crews and their older

**"...a modern air bag seat is worth its cost a hundred times over."**

likes things that fly through the air and explode. Maybe it's an American trait, I'm not sure, but those bottle rockets that are mass-produced in Mexico are most popular with those Yankee lads. A quiet evening, reading on the walkway to my room, is suddenly interrupted by series of loud explosions. Trotting over to my window, overlooking the square, I see the smoke trail of half a dozen rockets and waiters in black ties diving for cover as the classiest balcony in town is bombed from down the block. A Group of American pilots is under siege and to the north side of the Zocalo; the culprits are running for cover, some being arrested by a dozen policia. War of the parapilots? Some fast-talking (and perhaps a bit of begging) combined with threats of a night in a Mexican jail convinces the war department to go to bed. Just practicing for NATO perhaps?

Back on launch ten or so low airtime pilots are being RCd from the ground. As they circle in the light lift, the controllers each on separate frequencies comment on the prowess of each of their specific victims clinging on their longest and highest thermal climb yet.

siblings kick a soccer ball in anticipation of a lucrative evening as wing after wing begin to inflate high above on the pine rim. As the great orb of the sun descends behind El Penon and the last wings are folded by small adept hands, monarchs and zopilotes settle in for a night in the pines for they, like the visiting pilots, know that tomorrow, they will fly again.



*Alas del Hombre*

*Going to fly in Mexico? For information or just to meet really good people, contact Alas del Hombre at [alas@mail.internet.com.mx](mailto:alas@mail.internet.com.mx).*



Derek Thomas

# EASTER MEET AT PANORAMA

*Lucille de Beaudrap*



Vincene Muller

**Chris Muller**

If you're looking for a fun meet, Panorama is it. This is a meet where you get lots of points, for all sorts of things, but the points don't mean anything! At the end, there were great prizes for everyone who participated.

Those of us who were lucky enough to arrive on Friday morning were treated to a beautiful sunny day, with just enough wind blowing up the mountain. After we had signed up, and received our half price lift tickets, we were on our way. First, up a chair lift, a little tricky with a large pack on our backs, but we all got the hang of it quickly. Then we skied down to the landing zone to check it out. Up one more chair lift, and there was the launch site.

The ski guides had fenced off an area for our use, and were there to help us. We quickly set up our gliders. Once the glider is laid out, you put your skies on and point them down hill. Well it's not quite that easy. Once the glider is laid out we all got help to put on our skies. Janice cleaned off all the caked snow from our boots then helped to balance us while we put on our skis. Then Max would hold the lines out of the way, give us some last minute encouragement and then we were ready to go.

It takes a little longer to get off the ground, but no running required! Once you're airborne you start looking for the target. A large nest was built out of pine boughs, and this is where we were to throw our Easter Eggs (grocery bags filled with snow). Extra points were given to those who hit the target. Once the Easter Egg was dropped, you set up your landing approach, and tried to get as close to the target as you could, once again for extra points. The other way to get points was to estimate your flight duration prior to launch. The closer you got

to the estimated time, the more points you got. But remember, the points don't matter, what was most important was to have fun.

Friday was an unofficial day and most of us who were there had two flights and some up to three. Ron Ford and Max Fanderl launched from the top and reached a top altitude of 3500m ASL. Ron flew for 2hr 20min and Max for 1hr and 15 min. Of course this was way longer than they had estimated, so all we could do is gaze up with envy as their scores got lower and lower. They'll have to try harder next year.

That night everyone went to the Black Forest Restaurant for supper. Talk about a feast. Great company, excellent food, and a few flights earlier in the day... life just doesn't get any better. No one could stop talking, and visiting with friends they hadn't seen for a while.

Saturday was the first official day of the meet, but the weather wasn't great for flying it was good for skiing and snowboarding. Rumor has it that one snowboarder was up at 6am, walking up the hill in order to try out his new snowboard. At 2pm the weather cleared up, we could see the launch site. Everyone went racing for their glider, and we all assembled at launch. One by one everyone took off. There were some very interesting launches as most were taking off on skies for the first time. Chris had a great launch on his snowboard, then proceeded to do wingovers in order to get close to his estimated time of 5 min. Several people managed to get their eggs into the 'basket', and then get close to the target. It was quite a day. When it was all over, we all got together for a great Italian buffet. More laughing, talking, visiting.

On Sunday morning we woke up to snow. Snow, snow and more snow, 4-5 inches of fresh powder. It never got clear enough to fly, and a few pilots were overheard to say, "I'm glad it's not flyable, the skiing is fantastic".

The awards were held outside, in the sunshine, and the points only mattered

for first place. Mike Waddington and Chris Muller tied for 1<sup>st</sup> place, but because Mike's actual flying time was longer he won the meet. First prize was a pair of snow blades donated by Lusti (Panorama Ski Rental). Other prizes included vests, tree saws 1<sup>st</sup> aid kits, and golf kits complete with brass corkscrew.

**We'd like to thank Panorama, the other sponsors and all the volunteers.**



Vincene Muller

**Nisbet Patfield goes off!**

**Barb who took care of registration and launch on Friday; Janice who scraped the snow off of everyone's boots, and helped us launch; Donna who helped organize the prizes; Natalie who was writing down everyone's estimated and launch times; and Gill who kept track of everything in the LZ including picking up all the 'eggs'.**

**Most of all we'd like to thank Max and Margot for their time, effort and enthusiasm in organizing the meet. Without their attitude that this is a FUN meet, it just wouldn't have been the same. What are you doing next year for Easter?**

# HIDDEN FALLS, NOVA SCOTIA

*Courtesy of Michael Fuller*

*Ed. note: In an effort to expose some the lesser-known flying sites in Canada, we will be featuring descriptions of your launch locations. This is a great opportunity to let others know about your area and also to promote the safety factor when flying at your site. Send them in! Here is the first of a series...*

**Elevation:** Launch: 700' asl, LZ: 60' asl  
**Direction of Launch:** WSW  
**Site Suitable for:** HG&PG  
**Location:** 5 km east of Parrsboro, Nova Scotia on Rte 2  
**Regulating Body:** HPAAC

**Primary Local Contacts**

**PG:** Michael Fuller.....Tel. 902-254-2972 or 254-3788  
**PG:** Brian Wheaton.....Tel. 902 254-2583  
**HG:** Tom Bushell

**Flying Season:** (4 is the Highest)

Spring: 3  
 Summer: 4  
 Fall: 3  
 Winter: 1

**Type of Site:** Coastal: Yes  
 Hill: Yes

**Type of Flying:** Ridge: Yes  
 Thermal: Yes  
 XC Potential: Fair

**Description of Launch:**

Slot facing WSW. The launch is 60' wide and 40' deep, basically flat and smooth. The slot extends in front of launch 100 ft. Initial vertical drop of 12 ft then 45 degree slope. Stunted hardwoods to either side of launch. Top landing is very condition dependant for PGs , not recommended for HGs.

Description of LZ: LZ for both HG and PG is open field.

**Vehicle / Transportation Requirements:**

4-WD: Available at Site. Transportation is provided by the owner of the Hidden Falls Gift Shop, The 4X4 is equipped with racks for HGs.

**HPAC Skill Level Requirements:**

Student (with instructor), Novice, Intermediate or Advanced  
 Mild Conditions: Novice

Moderate Conditions: Novice (Most flyable days)

**Skill Level Verification Requirements:**

HPAC Rating: Student with Instructor or Novice Log Book  
 Site Regulation: Informal: Yes  
 HPAC Insurance

**Other Information:**

The site should not be flown in a southerly flow by student or novice pilots as there is a ridge up-wind that can throw off nasty stuff in the LZ

*Check out other flying sites in the Parrsboro area on the Pegasus Paragliding website at <http://www3.ns.sympatico.ca>*

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# LIABILITY INSURANCE COVERAGE

*Gregg Humphreys*

I am giving this summary with the proviso that this, and any, summary of an insurance policy is a compromise. Insurance policies use very specific language. The meaning of a single word or the use of a simple phrase can mean the difference between a claim being covered or not. For that reason, this summary is only an attempt to make the policy more understandable by the average person and is not intended to be a substitute for the actual policy. The wording of our policy is to be relied upon and referred to. It is the accurate and true coverage available to us. For those who may need it, copies of the policy may be obtained from me directly but please, due to the size of the document and the number of members, only request the full policy if you truly require it.

Having said that, I am pleased to report that the insurance coverage is much improved this year. The basic policy is known as a Commercial General Liability Policy. It promises to protect us (we are referred to as "THE INSUREDS") for claims brought against us by others. The claim may be for either personal injury to the claimant or for damage to their property.

## WHO IS COVERED

"THE INSUREDS" include you, if you are paid-up member of the HPAC. Other "INSUREDS" are our association, our member clubs, certified schools and students of the schools. Perhaps most importantly, additional "INSUREDS" are "owners of land who have granted permission for the use of property for hang gliding or paragliding activities".

These landowners have the full protection of our policy, if they fit this definition. There are some important things about landowners. Come like to have this coverage made very clear and ask that we give them a Certificate of Insurance to confirm that they are covered. We can issue these certificates to your local landowner I they need this but, it is a bit of work and they really don't need a certificate. Write to Gerry LaMarsh if your require this.

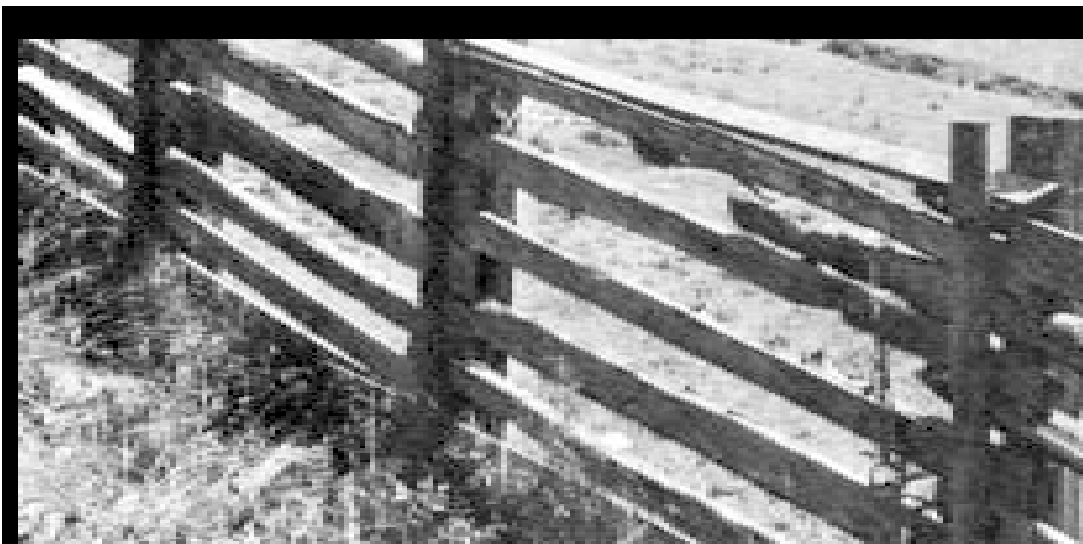
The other important thing about landowners is that, because they are insured on this policy and because you are insured on this policy, it follows that if you sue them, it is like suing yourself and this policy cannot respond. This has been a problem in the past. Some landowners have been worried that a pilot, referred to as a "PARTICIPANT" in the policy, might suffer injury or death and then sue that landowner. If this policy can't respond to protect that landowner from the pilot, they may have a problem.

To solve this, we have attempted to arrange insurance where the landowners would be protected from us suing them. This is not easy to arrange since, if the insurance company lets "PARTICIPANTS" claim against other "INSUREDS", you could claim an injury, which you sustained while participating in our sport, for example, when another pilot flew into you or similar incidents. We have been working on this problem.

This year, through negotiations with the insurance company, we were able to get his coverage, which is very important to protect some flying sites. This was accomplished under the condition that the pilots sign a release acceptable to the insurance company. We are just now finishing the wording of such a release and will make it available to all members.

So you understand, the release will be in favour of the landowners. In other words, you will be asked to agree NOT to bring a claim against the landowner. You might ask WHY, if you sign a release saying you won't sue a landowner, do they need insurance? Because in the 1990's, lawyers will gladly sue people, alleging that the release is invalid. If they do and you have signed a release, the owner of your favourite flying site is protected by our insurance and you get to keep flying there.

A new feature this year is that we have added "VOLUNTEERS" to the coverage. People working at a meet were



**"There is comfort in knowing that you have \$3 000 000.00 protecting you..."**

previously excluded from this policy. Now, if they are sued for something to do with an incident and this arises from their activities involving hang gliding or paragliding, they too are protected.

## COVERAGE

In addition to the general liability coverage mentioned above, this year we were able to add coverage to include liability arising from gliders while under tow. This clears up a hole in our insurance and is a big improvement. Please note that, because of the fact that damage or injury to participants is not covered, as with the rest of our policy, damage caused while under tow is for that to third parties only. This means of course, that damage to the tow plane or tug, is not covered in any way. Similarly, the tug pilot and owner should have their own insurance. This policy does not protect them, only the glider pilots.

Our policy also covers us for defense costs; if someone sues you and it is groundless, you are still covered for the cost of lawyers.

The territory of our policy has also

been improved. Our coverage now applies not only in Canada and the U.S.A. but anywhere in the world.

## DEDUCTIBLE

If a claim is paid on your behalf, regardless of the size of it, you will be responsible for the first dollars up to \$1000.00. After that, the insurance company pays.

## LIMITS

The insurance company is at risk to a maximum of \$3 000 000.00. This should be adequate for most situations but if you are found liable for a loss greater than this, there is no coverage beyond this amount.

## CLAIMS

If you are involved in any incident where you cause damage to someone or you injure someone, it is important that you notify our insurance company at once. There is no down side to advising them of something that later, turns out to be nothing.

There is however, a down side to not telling them. If we don't give them an opportunity to start investigating an incident early on, they can say that we put them in a bad position by failing to inform them of the incident, while circumstances are fresh. They can then refuse coverage. Therefore, especially if you injure someone, call our administrator Gerry La Marsh and report the incident promptly.

This improved policy is the result of negotiation and hard work on the part of your executive. Hopefully it will not be required at all and that we will have no incidents throughout 1999, but there is comfort in knowing that you have \$3,000,000.00 protecting you if something happens.

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# Trucks

Peter Bowle-Evans

**T**his guy phones up one day. “I am going to spend two or three months in Golden this summer to go flying, and I have my family with me. What sort of car do I need to get to launch?”

“Truck”, I reply.

“Truck”, I reply.

“I have heard something about four wheel drive. Does it have to be a four wheel drive car?”

“FOUR WHEEL DRIVE TRUCK”.

“Truck?”

“TRUCK – FOUR WHEEL DRIVE.”

“Wouldn’t a truck be more expensive than a car?”

“Yes”.

“But...”

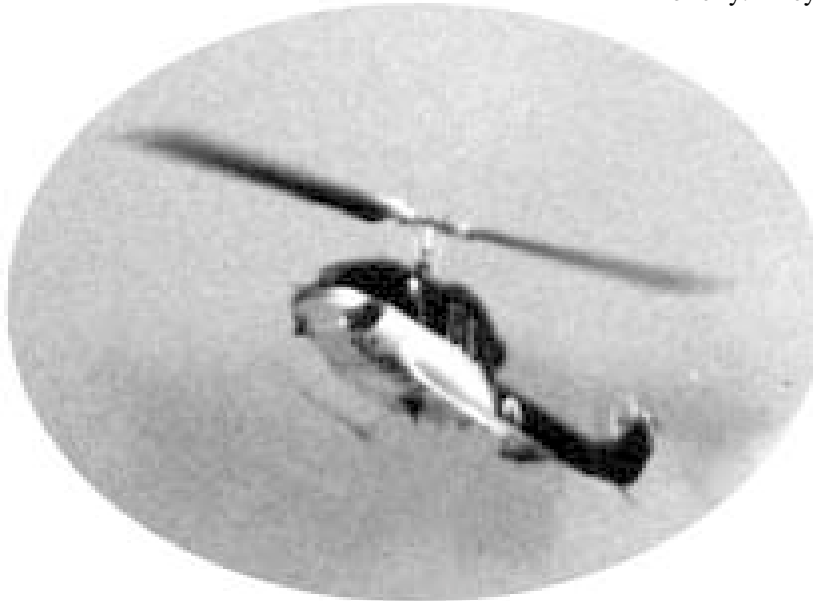
“Do you want to get up there or not? Then when it comes time to leave, do you want to have anything left to sell or could you be prepared to write it off?”

“What?#\$\$?”

There then followed a detailed description and discussion of the Mt. 7 road, followed by an equally detailed discussion of the genealogy of the world’s 4x4’s, going into some of the finer mechanical components and their respective merits, demerits, initial costs and replacement cost including associated agonies. As there is no end to this subject, it went on until my wife hollered at me to stop talking about that HG rubbish because breakfast is on the table – and who am I to argue that? I was also accused of being negative, which may have been true.

To better appreciate my point of view, it may help to understand that I am someone who, in the name and pursuit of HG, has replaced: a transfer case, a motor (depending on how you count the first), read ends (4) [see Addendum #2], a transmission (2

depending how you count the one in my wife’s truck – yes that was a pretty heavy day), radiators (2), and where at one time or another, if not continuously,



*This might be cheaper!*

tires, exhaust systems, mufflers, ball joints, U-joints, and brake systems (individual components or complete systems), have been standard fare like going for lunch. It is not for nothing that I investigated the costs of an aerotug. In fact, if I had gone for a sailplane flight before ever picking up a HG, I just might have stayed there on the basis of the Mt. 7 road alone. My efforts to get this road upgraded are, I have to confess, not entirely altruistic. It would simply translate to vastly reduced vehicle maintenance costs for me.

Now, to put this in another perspective, and be more positive and encouraging, if you are only coming out on some weekends, or coming for the

odd week, much of the above will- hopefully- not be mandatory. Indeed, paragliders have gotten rental cars up there in extended dry spells. We have seen 2WD vans up there, although only briefly. They then went to Kamloops or

the like, where the suddenly very tired automatic transmission was able to skim them along the highway. You see, if there is anything not quite right with your vehicle, and you can not put your finger on what it is, a maximum of three trips – or attempted trips- up our Mt. 7 road will render the condition unmistakably obvious. I am sorry, I was trying to be positive.

Even the light duty flash trucks – the one that are called trucks but are really not much more than cars with light truck bodies on them- will get you up there for occasional trips.

Oh dear, now that I think about it, one friend bought a new one of those, and well, I suppose we would have to say he had made more than occasional trips but at least the towing and general retrieval costs from the last switchback were covered under his warranty. Another friend, sensing a major coming-on for the third time, traded up in the nick of time. Know this: the dealers do not know these things. When they got stuck with the cost on this one – under the warranty of the next owner- it was a complete surprise to them.

As a bit of an aside, when I was at Willi’s doing an instructors clinic one fall, we all had to give a talk

demonstrating teaching principles we had learned. Some of you will be familiar with this. We got to choose our own subject. Mine was about vehicles, and was called something like “Survival mechanics for the HG pilot”. The whole thing was also supposed to be fun, so my pitch included some more novel ways of acquiring the money to pay for it all. The subject as a whole, though, was and still is extremely relevant.

Okay, enough BS and inverse bragging. So what is the ideal Mt.7 HG/PG vehicle? Here is my completely biased, self-centered, know-it-all, I-told-you-so definition.

## **THE IDEAL MT. 7 PG/HG VEHICLE**

North American or equivalent in size and guts

Heavy

Four wheel drive

Standard transmission

High/low range transfer case

Locking hubs (that is for the unlocking on the highway)

V-8

Large radiator

All terrain tires

Everything in maximum mechanical condition that has very recently been licensed and insured for at least six months (this will cover the flying season)

Owned by someone who has set up an open ended account at one of Golden’s reputable truck repair shops

### **ADDENDUM #1 – BODY STYLE**

Do not be misled by body style. Some trucks come disguised as other things. They are usually ones that come with a pick-up body and an alternate. Indeed, some of these are among the better ones, and many of you already drive them.

### **ADDENDUM #2 – POSI REAR ENDS**

Know what happens when you so smartly make it up there in 2WD with a posi-track rear end? All the clutches in it (did you know posi rear ends had clutches in them?) work like fury. If you do this with any regularity, and/or if the rear end is anything but brand new or rebuilt yesterday (and that mean rebuilt completely) and not just a “good used one” either, these clutches wear off the friction pads, wear the plates. Then the plates start to disintegrate, the pieces falling into the ring gears and for that matter all the gear in there, and tear the gears to bits. Now you really need a new rear end.

My personal attempt at rectifying all this was directed at the Forest Service. I thought “Supply me with any decent 4x4 truck, along with a maintenance contract and a driver (no sense in not doing this right) and I will sign anything you want, promising never to bother you about the Mt. 7 road ever again. To date, they have not bitten.

**Words of wisdom: The catch is not to get a car disguised as a truck...**

# THE FACES OF THE FLYER

Chantal Tranchemontagne

Our home, and more specifically our dinner table, has become the center of some of the funniest flying-related exchanges. The subject inevitably and insidiously creeps its way into conversation and the next thing you know, we are having a forum on the merits of the Global Positioning System, complete with the history and the evolution of the apparatus. (The leaders of this particular conversation are the same two who have not yet deciphered the difficult world of microwaves or VCR programming.)



While sitting around after dinner one night, a wise man told me: "You are a better person if

you fly." My eyes rolled back in my head and I fantasized about how I could make a killing selling bumper stickers with these same words on it. I just know they would sell.

What I really find endearing though, are the sweet nothings whispered in my ear every once in awhile: "I love you almost as much as my paraglider" or the puppy-dog-eyed sniveling: "Flying is like heroin. I'm an addict. Please help me. Can you drive me to launch?"

Philosopher, junkie and athlete – what exactly is the role of the flyer? Over time, I have come to recognize the many talents of the multi-faceted birdman... (he/she will herein be referred to as 'the flyer')

**The Convincer:** Never have I seen the absolute power of a person possessed as much as a person needing a shuttle up to launch. I have watched, amazed, as the flyer works his charm. We could be downtown (!) and out of the crowd, the flyer will emerge with a seventy year old lady, whose teeth will rattle the whole way up, willing to drive him to launch. Now that is power.

**The Apologizer:** Sincerity is never better than after a pilot misses breakfast, lunch and supper at home. "But honey, you KNOW how much I love you. I PROMISE it'll never happen again. This vow is usually negated by the next day but all is well after uttering the words "I SWEAR this will never happen again."

**The Communicator/Organizer:** Every morning, the flyer wakes up, checks the weather and heads straight for the phone. "Good morning, Grand Central Station. How may I direct your call?" is a good way to answer. Logistical nightmares are solved, shuttles are organized, weather is all figured out and it's time to quit talking and start flying.

**The Optimist:** "Today is the day!!!!!" Sound familiar? Well, don't worry, if today isn't it, then tomorrow will be. I've watched the flyer sit at launch for days with the wind sock blowing straight downhill and still in the back of his head he's thinking he can maybe fly (I know. I saw the smoke coming out of his ears.)

**The Landscaper:** Launch has never looked so good. From dawn till dusk, the flyer is busy burning stumps, trundling rocks, sowing grass, and setting up irrigation. Voila – a Swiss-style launch. (Now why is it there is no sign of a sprout of grass on our lawn?)

**The Promoter:** The number of people involved with flying sports has grown exponentially. It's always fun to watch the flyer, across a crowded room, trying to convince something to try it. Arms are waving, expressions are severely exaggerated and I swear I can hear something like "I've got the perfect wing for you. It just happens to be mine. Only \$3000.00. It's a steal!"

**The Salesman:** (refer to previous) This subject is quite amusing particularly because I watch this scenario unfold quite often...

The scene: The dinner table

The characters: Four flyers and a lady

Flier 1: Vario. I need a Vario.

Flier 2: Oh, absolutely. You can stretch those sleigh rides into hours!

Flier 1: See? What about safety? You do want me to be safe, don't you?

Lady (sheepishly): But you already want a new wing!

Flier 3 (exasperatedly): It's crazy to fly that thing!

Flier 4 (loudly): You're risking your life without a new wing.

Flier 2 (gravely): You need to keep up. The new designs are definitely safer."

Flier 1 (triumphantly): See?!#?!

Lady looks dejected and remains quiet. She keeps looking at me as though I can help her against the forces of evil.

Flier 4: I've got a great idea. Just buy a new wing. Sell your old one and use that money to buy a vario."

Flier 2: Yeah and besides if you're spending a few dollars, what's a few more?

Lady collapses, defeated, under the weight of their conspiracy.

Flier 1: Did I mention I need an airbag?



There are many more faces of the flyer, too many to tell, too apparent to ignore. It's raining today and all I see is the expression of disappointment. Yet behind the long face, I also see 'The Optimist' making his way forward in the psyche, already looking forward to those sunny days ahead...

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