

August 99

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HPAC / ACVL

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Enjoy the issue!

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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 an IBM disk or via e-mail, as a text file or in Word format. Disk and photo's will be returned if requested and accompanied with a stamped address envelope.

Send them to: HPAC/ACVL Editor, Chantal Tranchemontagne 42-6659 Sherbrooke W., Montreal, Quebec. 4B 1N8 cayosh@cwnl.igs.net 514-486-3277

EDITOR'S NOTE

Chantal Tranchemontagne

Greetings from the East!

After having moved clear across the country and more or less settling in, I bring you this issue of AIR.

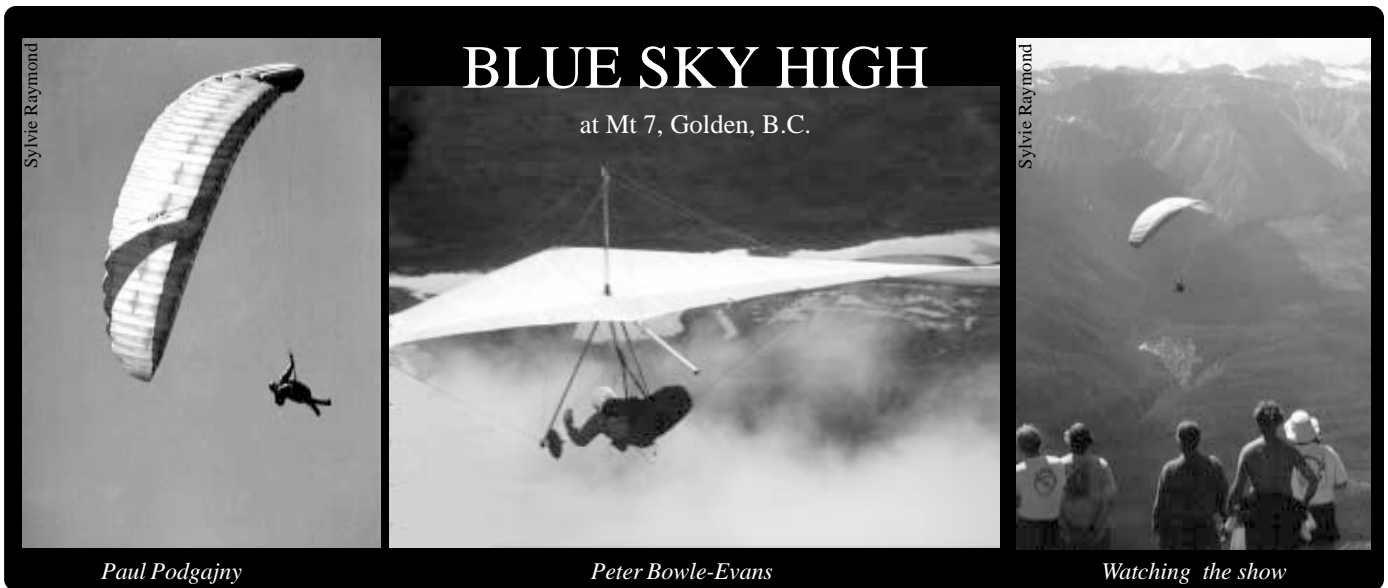
I've had the pleasure of meeting the flying contingency out here and since this part of the country has been having great weather, you can imagine what they've all been doing. By

I'd like to offer some tips on sending stories, ads, classifieds, photos, etc. These tips not only help me save time (which is in demand).

By saving time from retyping and fiddling around, the layout and format will improve. In the end, everybody wins...

I will accept stories on any topic with the understanding that they are truthful and responsible in promoting the sport. Stories may be reserved, at the discretion of the editor, for a later issue of AIR depending on the size and content of the article.

So, bring them on! (Hang gliders take note!)



the next issue I will bring you a description of my visit with the two clubs that operate out of St. Paul d'Abbotsford. In the meantime, I'll taunt you with the fact that there has been hardly anything but big blue sky and beautiful fluffly clouds out here. Quebec flying has been spectacular. But more on that in a later issue.

In the meantime, I'd like to thank all the contributors to this month's magazine. There are some serious issues that are addressed so please take note and take care. On the lighter side, there are some great stories of first time flights. Hopefully this will inspire you to write stories about your 'first time'. We'd love to hear them.

Please send stories and the likes to:
 42-6659 Sherbrooke West.
 Montreal, Quebec
 H4B 1N8
 cayoosh@igs.net

Articles: Please, please, please send me articles in Word format or as text files. Also acceptable are stories cut and pasted into an e-mail.

Photos: Photos can be sent as attachments. They turn out best when they are in .TIF format. Photos can also be sent to me via snail mail and I will scan them. However, keep in mind that all photos do not necessarily scan well and I may not include them if that is the case.

If you would like your photos returned send a self-addressed stamped envelope and I will get them back to you as soon as the magazine is printed.

Ads: Advertisements must be sent ready-to-scan or as in the PageMaker format. I will also consider designing ads for businesses - the price must be negotiated beforehand.

ON THE COVER

Our beautiful front page was specially crafted by June Thomsen. She is a master woodblock printer who currently resides in Squamish, B.C.

She is offering her beautiful 12" x 8" hand coloured woodcut print for \$32.00 Cdn (tax included). There is a \$5.00 shipping and handling charge.

Please support those who support us!

Please contact: June's Originals
 Box 1115, 37991B Cleveland
 Avenue
 Squamish B.C.
 V0N 3G0
 Studio: 604-892-3334

Please note that June will be moving in September. Contact her through e-mail:
 june_thomsen@hotmail.com

CALENDAR OF EVENTS

23rd Annual Lakeside Event

August 7, 1999
Mt. Swansea, Invermere, B.C.
Open to Hang Gliders and Paragliders
Water landing contest & party!
Contact: Dano: 250-342-0355
www.discoveryweb.com

1999 Canadian Paragliding Nationals

July 31-August 2, 1999
Mt. 7, Golden, B.C.
Entry fee: \$30.00 and \$20.00 donation to the helicopter fund.
Contact: Randy Parkin, Meet Director
randy@keyinc.com

Salt Spring Island Fly-In

First weekend in August
Free Camping in sheep field with the usual big camp fire parties at night.
Cost is yet to be determined (usually around \$45.00 - includes dinner and breakfast.)
Prizes for distance, duration, best wack, etc.
Everyone welcome!
Contacts: Les Sainsbury, Meet Organizer
250-727-3819
David Palmer, Meet Organizer
250-385-2970

1999 Western Canadian Hang Gliding Championships

July 31-August 2, 1999
Mt. 7, Golden, B.C.
Entry fee: \$40.00
First 25 registered will receive a safety pack.
Sunday night beer bash, prize draws at the 2nd Annual Hang and Para Party.
Contact: Karen Keller, Meet Director
skyward@cadvision.com

B.C. Provincial Paragliding Championships

August 3-9
Sun Peaks, B.C.
Fee: \$50.00
Pilot Qualification: Level III Hagar
HPAC Insurance
Contact: Brad Henry, Meet Director
604-794-3880

CLINICS

Instructors Course

September 4-5-6
Whistler/Pemberton area
\$100/day
Contact: Claude Fiset, Parawest
604-932-7052
parawest@whistlerweb.com

Pre-All Americas Continental Championships

August 21-28
Dinosaur, Colorado
Pilots form 8 person teams with themselves or may be places in a team by meet organizers. All classes can compete.
Contact: G.W. Meadows, Meet Director
252-480-3552

Advanced Maneuvers Clinic

August 13-14
August 15-16
Mara Lake, B.C.
Hosted by Glenn Derouin and Wayne Bertrand, Senior Instructors & Tandem II Pilots
Contact: Wayne : 250-765-2359

Fly and Bike Festival

September 25-26
Chelan, Washington
Spot landing contest and 10 mile ride
Contact: Marilyn Raines
509-682-2251

COMMENTS and...

“Deux mots tout d’abord pour te feliciter pour l’excellent travail. Je sais que c’est loin d’etre facile de publier ces revues. Ne lache pas.” - Andre Gallant

“Just a quick note to say keep up the great work on your new venture of the Air mag for us. The first issue was awesome as I know they all will be. The old guard are winning that there was too much PG and not enough HG but as usual U print what U have. Look forward to the next one with earnest.” - Rick G. Hunt, BCHPA Director, HPAC Director

“Congratulations on a great issue of Air.”
-Judith Newman

“Congrats. The mag looks great, the layout is fresh and zippy and a joy to read once again.” - Michael Fuller, Pegasus Paragliding



Photo: Sylvie Raymond

“Never too young to fly”
Unknown 68 year old paraglider at McKenzie launch, Pemberton, B.C.

...CORRECTIONS

The full address for the Hidden Falls Site is:
<http://www3.ns.sympatico.ca/flyingart>

The actual Prarie Wind Hang Gliding School phone number is: 204-254-4056

Barry Morwick is rated HG/T11

The association name for Atlantic Canada is “Hang Gliding & Paragliding Association of Atlantic Canada” NOT of “Eastern Canada”.

Safety Report

Fred Wilson, Accident Review and Safety Director

Lots of topics to cover! I apologize for not putting a column into the last AIR but I thought after a year's break a first issue devoted to fun would be nice.

Mid-Airs and Near Misses have plagued us this year. Most were annoying - culminating in some hard feelings but a mid-air in April between 2 Hang Gliders resulted in broken ribs, a hospital visit after Canada's first recorded unsuccessful reserve parachute deployment

Some very active sites are running into conflicts between Hgers committed on final to land, and some Pgers who seem to take some perverse joy out of setting a Guinness Record for Scratching in the only safe alley into the LZ. Not cool. This lack of etiquette and a separate mid-air report make up part one of this report:

Collision Avoidance Right of Way (CARs) Rules and "Oh! Oh!" Thermal Etiquette

A spring meet had + - 60 pilots competing or free flying. Day one (maybe the best spectator day in the sport's history) had a narrow 400' lift band that climbed and sank for hours. However a number of complaints surfaced at the resulting Safety Meeting.

- A number of pilots had their eyes glued to the undersurface of their Paraglider in a major gaggle above launch. 40 - 50 gliders 360'ing in one multi cored thermal within four hundred vertical feet! Please! Practice flying by feel. You need to be watching the other pilots, not the trim on your sail.

- A number of pilots launched without clearing their lines. Sticks caused many large dimples, several affecting "B" lines, brakes and severely affecting one pilot's ability to make right hand turns.

- In a set of converging thermal cores a "descending" Pger cut across the path of two Hgers in precision thermal flying formation, result: a Mid-Air. The inside Hger basically blind-sided the Pger. No damages or injuries... and the Pger won the 50 / 50 cash prize for the best XC on a later afternoon flight - which kinda put a different attitude on her day. Clearly neither pilot fully understood Right of Way Rules - each blamed the other to one degree or another - getting no sympathy from this quarter - they
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both broke every applicable rule of the air, totally forgot about flying etiquette and that:

Mid Airs are 100% Pilot Error
100% - No Excuse. None.

"OH! OH!" Thermals The Rules of the AIR, Flying Etiquette and how they apply.

The Rules of the Air are sequential and ordered by priority. There are Canadian Aviation Regulations. (See CARs 602.01 Collision Avoidance: Rules of the AIR) and then there are a few we've made up or reworked on our own:

1. A lower glider has the right of way over a higher glider - this applies during all phases of flight..
3. When two gliders are on a converging course, the glider with the other to its right must give way.
4. When overtaking another glider, always pass to its right.
5. Never make a turn without checking all around for other gliders. Look below, to the sides, and above, scanning the area thoroughly...

What Rule Violations? What happened?

1. The 2 Hgers were out climbing the Pger;
 3. The Pger to the left did not give way;
 4. The inside Hger made a (futile) suicide turn towards the 2nd Hger to avoid a collision with the Pger.
 5. Neither pilot saw the other - the Hger too late, The Pger only after impact.
- Re # 4:- Think about the scenario: Two Hgers in Precision Thermal Flying Formation are banked up, wing tip to wing tip, the outside glider ideally slightly in front of the inside glider. (The only way to ensure you stay visual to the other glider.) Our unlucky Hger has the grisly choice of:
- a) Turning left through the core - hard to do.
 - b) If he levels out to suck the bar in, he's going to impale our unfortunate interloper.
 - c) To bank hard right, he must accelerate hard out of a min sink / stalled thermal attitude and then turn hard right - straight into the other Hang Glider. All three options and he's toast. The only solution is for the third glider to enter the mix displaying thermal etiquette.

So what happens in an "Oh! Oh!" Thermal? Rule 3 and 12 Apply: When two pilots, thermalling in separate cores converge: "0=>0=>" is gonna happen. (=> being turn

direction.)

Rule #3. When two gliders are on a converging course, the glider with the other to its right must give way... and

Rule #12. Attempt to fly so that other pilots can keep you in sight.

Adjust your turn to the same core, make room for the climbing glider or take up another sport. Please.

This brought up the topic:

Setting Thermal Turn Direction.

While the 1st Glider into a Thermal sets the turn direction, the lower glider can reset the turn direction or your position in it.

1. They may not know your turn direction!
2. The pilot may be scratching like the dickens to get up! Or:
3. The pilot may be forced to turn in one direction to avoid terrain!

We can easily accommodate those below. Those below can't always accommodate us.

Rule #1 applies:

During All Phases of Flight!

>Isn't there a rule that the first person in thermal determines direction, and that ANYONE entering that thermal (above or below) must turn this direction?

The Rules of the Air do not change because yesterday we wanted to drink Coke and today we want Cranberry Cocktail. The Rules of the Air are sequential and prioritized. The first glider into a thermal sets the direction of the turn but the lower pilot always has right of way. Period.

Another topic! While Rules of the Air apply to the Glider I always apply it to the pilot. For me the Glider which is highest is based on the PILOT's view point - not the wing's. - Is a Hang Glider sail even with a Paraglide Sail even? For me: No. Period. The Pgers viewpoint is 20 feet below.

Some simple cures for this include:

1. Preset turn directions every day. Make:
 - Even Days Right Hand Turn Days &
 - Odd Days Left Hand Turn Days. Always.

2. Drop the habit of every pilot having their own private radios frequency! Try talking to / coaching your buddies! Every airplane in Canada monitors 126.7 unless talking to

FSS. Why is it that having three Hgers / Pgers in one valley on one frequency is considered jam-packed? When was the breaking point when we become such an antisocial bunch of dweebs?

This takes a page out of the habit of every 2nd tow rig having to have a different (verging on alien) tow signal. I'd like to see these two habits broken. Maybe we should have Competitions & Fly-Ins where the rules is you have to radio in your identity at Races to Manned Turn points!

Maybe I should be saying "Sic 'I'm Bubba!" to the Industry Canada Police!

This brings up a recurring gripe from the Government of Canada's Communication Authority: **Industry Canada who have allocated Hang Gliding and Paragliding two and TWO ONLY frequencies for Air to Air or Air To Ground Communications: 123.400 Mhz Aircraft; and 176.640 Mhz FM Band.**

Many pilots are using other radio types and frequencies only legal between GROUND based units. Again Industry Canada frequently contacts the HPAC regarding "illegal" radio channel use by our pilots. (Reminds me of Aug. 19, 1993 when a US Tourist chose to use a frequency allocated for the RCMP! Oops!!!)

Transport Canada has two other problems with us: both relating to: Airspace Infringements.

Transport Canada has filed a LONG list of complaints about Airspace violations with us, and this year is no exception. The latest incident actually went so far as to be filed as a CADORs Incident Report - which is very unusual, because regular aviation is just as reluctant as you are to file written reports! In this case, an HPAC member climbed about 2000' above a CYA directly into a very active IFR corridor. A commercial operator on a training flight (where the student had been instructed to hold an altitude and heading) did not see our pilot until they were within 3-500 feet of them (vertical in this case) resulting in B.C.'s first filed "Near Miss Incident" involving a light Aircraft and one of our pilots. But again this was only the latest in a long string of complaints.

It is vital that each of you understand the nature of IFR flight and the Airspace classifications of Victor Airways - the Highways in the Sky - they use. Our pilots may yet not understand that Air Traffic Control designates a specific altitude

and route (a.k.a. an Air Road) for air traffic to fly (called "clearance") which is mandatory for the pilot to maintain.

VFR traffic which flies into that mix does so only in the direction, altitude, separation (even climb rate) approved by ATC. Thus there is no need for IFR traffic to keep an eye out the window. NORAD (No Radio) traffic shows up on RADAR (which ATC will advise upon) but must still keep an especially sharp eye out and must be prepared to give way. Hgers and Pgers are STEALTH. RADAR Transparent. Our pilots must understand this.

Aircraft flying IFR on Victor Airways are separated from other aircraft by Air Traffic Control. Period. These pilots fly these same routes day after day and become bored sick of it. There is no prerequisite for them to be looking out the window. I've flown into Abbotsford while the pilot read a paper. At 7,000' - directly over Woodside.

One of my best friends flew into the back of Grouse Mt. on a day when Hgers were flying. He was taking a Night IFR refresher, HAD THE BLINDS DOWN over the windows - his instruments failed and he and his instructor died. File your HAGAR or stay out of controlled airspace and what ever you do - DO NOT risk losing our CYA's.

How do we know what is Controlled Airspace and what is not?

- 1: Every pilot should own the VFR Navigation Chart for their flying area. They not only show the Airspace Classification, they delineate the Victor Airways and are great topographical maps to boot!
2. Victor Airways are Class "B" Airspace from 12,500' to 18,000' ASL. Below 12,500' they are Class "E" Controlled Airspace down to 2200' AGL. However:
 - a) Class E Controlled Airspace can descent to 700' AGL for ILS approach paths.
 - b) The MEA: Minimum Enroute Altitude (and MSA: Minimum Safe Altitude) are frequently lower than this.

How do we then find out where Class "B" Airspace begins in a Victor Airway? LE Charts! Each Club should purchase a LE Chart for the same area from:

**Canada Map Office
130 Bentley Ave
Nepean Ont. K1A 039
Ph: 1-800-465-6277
Fax: 1-800-661-6277**

You can also pick them up at any decent flight school... or... You can order them direct or by Email from an HPAC member!

**Roger Nelson @ nelsonr@maptown.com
Map Town
640 6th Ave. S.W. Calgary AB T2P 0S4
Wk 403-266-2241 Fax 403-266-2356**

TC has also expressed concerns about yet another area (and how few pilots have obtained their HAGAR License)... Airspace Violations of control zones within uncontrolled Airports in defiance of CARs 602.29 Hang Glider and Ultra-light Aeroplane Operation

I won't reprint the whole section here but... Pay particular attention to Section 2 (a) 2) A person may operate a hang glider or an ultra-light aeroplane in controlled airspace - (a) within five nautical miles from the centre of an airport or within a control zone of an uncontrolled airport where the person has obtained permission from the airport operator;

Do you now understand? You must either:

- a) Skirt the 5 mile radius of a private, municipal or... airport when it is a Controlled Airspace; or
- b) Obtain permission from the airport operator to launch into or fly through this Uncontrolled Control Zone -Check your VFR charts or phone and ask the Airport Operator to find out which ones are Controlled Airspace and which are not. -Uncontrolled Airports which have an Airway overhead are Class 'E' - airspace above 2000' AGL and Class 'G' below (meaning low level flight through without notification is A-okay)
- c) and that the 3000"AGL ceiling is for Mandatory Frequencies which has nothing to do with Airspace Classification. (As an aside - NAV Canada is totally flumoxed why the tehcnical definition of this clause actually make us call every unctonrolled airport!)

This is in addition to filing your HAGAR to your nearest - Not your Provincial FSS HQ at 1-800-INFO-FSS (1-800-565-2553 French) but to your Nearest FSS. Please Note: Any Flight Service Specialist should forward your call to your nearest FSS.

(Aside: Recently NAV Canada indicated they wish it becomes mandatory for us to use Aircraft Radios in some specific areas... thus setting a precedence for other areas with conflicts near uncontrolled airports!)

An Uncontrolled Aerodrome is Class "G" Airspace and this does not affect our operations.

An Uncontrolled Airport is any uncontrolled Aerodrome (Private, municipal...) that meets minimum standards as set out in the AIP: Aeronautical Information Publication. Transport Canada recommends that EVERY pilot own a copy. If there isn't at least one copy in your club, you are NUTS. Order one from:

Transport Canada (AARNG)

A.I.P Canada and

Aeronautical Publications Services:

Ottawa Ont. K1A 0N8 (complete address)

Ph: 613-991-9967 (English)

Ph: 613-991-9970 (French)

Fax: 613-998-7416

Words from Kevin Thomson, HPAC President:

Hang Glider and Paraglider pilots in Canada enjoy reasonably good access to the airspace in which we so love to fly. We also enjoy fairly good support from the Recreational Aviation branch of Transport Canada. Our access to airspace and the support we get from TC comes with a few restrictions or "laws". These laws must be obeyed. They exist for the safety of us and of other pilots.

Pilots with a HAGAR rating enjoy access to a wide range of special classifications of airspace. These regions of the sky have a variety of different restrictions, some of which are very strict. It is your responsibility to understand and obey these restrictions or stay out of that space. If you do not have your HAGAR it is time you did. You have no legal right to much of the air in which we fly otherwise.

The HG and PG pilots in Canada take their access to the sky very seriously and do not appreciate those who put that access at risk either on purpose or in ignorance. The HPAC will defend our right to this air. We will not, however, defend those who violate the laws and jeopardize our access to high places, our self-regulated status or our insurance coverage. The HPAC does not believe we have a serious problem with this today. With your help it is our intention to keep it that way.

Finally I want to discuss a series of serious accidents wherein

AIR 8

1. The pilots on scene had:
 - a) No First Aid Training
 - a) No First Aid Kit; and
 - a) No Rescue Ropes or related gear.

and wherein:

2. An alarming number of serious accidents where the pilot had No Medical Travel Insurance or Extended Health Benefits.

There have been increasing reports of these in the past few years. Pilots have crash-landed below cliffs, on ledges, high in trees, in LZ's... The list goes on and on. How would you like to be bleeding like a stuck pig while people spaced out around you - no clue what to do - and worse yet, owning nothing which will treat the injury? No First Aid Training or experience, No Kit. No knowledge of how to deal with a badly broken leg / arm: closed / open (bleeding.) How would you like to be one friend of mine, who had to hang from a tree growing out from a cliff: that is: hang from his broken arm while everyone present came to the slow realization there wasn't a single rope to rescue him with at the scene?

This is Unconscionable. Unpardonable.

On several occasions pilots have, as a last resort, risked destroying their parachute to rescue a buddy. All for the want of a couple of bucks worth of rope. That's right: cheap rope! You do not need perlon climbing rope / 5000 lb. strength for Fall Arrest: Your guy or gal has already fallen. All you need is a static line: capable of holding 6 - 800 lbs. of "dead" weight. (Pardon the pun.)

And Now: Adding Insult to Injury...

Many of these hapless victims discovered that Helicopter and Air Evacuation Fees - often between \$2 - 5,000.00 came directly out of their pockets unless they had good Extended Health Benefits or had purchased Travel Insurance.

Yup. Your Provincial Medical Health Plan only gives cheap rates to accidents to their residents whilst inside the Province. Outside your Home Turf, think like you're in the USA. Check the details of your Employer's Extended Health Benefits to ensure you have the coverage you need.

If you don't: there's one heck of a cheap, easy solution: CAA TravelGold Insurance costs \$0.50 / day inside Canada and \$1.00 per day World Wide. 1-800-663-5389 Note: That's \$3.50 to \$7.00 per week for \$2 million coverage that DOES NOT exclude

Hang Gliding or Paragliding.

When I hear of the likes of the Mt 7 Heli Evacuation Fund, I just wanna rip my teeth out of my gums with my bear hands! I'll rejoice when that fund has been reallocated to the general Mt 7 site fund.

So I'm about to Pah Pah Pound the Nail Into The Coffin - making sure you never forget today's lesson!

It is an unfortunate reality of modern times that our governments have mismanaged their financial affairs so badly that "user pay" provisions apply to so many services.

For your information, the (4/1998) EHS fees for B.C. residents are \$54 for the first 40 km and \$0.50 / km thereafter to a maximum total of \$274 no matter what method is chosen. (BC EHS Fees for non residents are: \$396 for ambulance, for Air Evac Helicopter \$2400.00 / 1st hr then \$40.00 per minute thereafter and for fixed wing cost double the kilometre travelled of \$3.73 per km (plus normally 2 road ambulance bills - one at each end.)

Seriously injured victims should be Helicopter Evacuated if; it will save 1/2 hour or more in transport time and if the (combined) travel and extrication time to the nearest hospital is estimated to be greater than one hour.

Note: 911 services will disregard a patient's request to avoid Helicopter Evacuation and it's attending costs. The responsibility of 911 Dispatch is to make a judgment call on the urgency of the patients condition based on information provided by the attending First Aider. In similar cases I have disregarded patients requests based upon what I knew of their stability, and I was fully aware of Helicopter Evac. costs.

Ambulances don't grow on trees. Allocating one for several hours puts other patients at risk. Helicopter Evacuation can be justified if ground services are busy; or when already committed.

911 must also take into consideration the roads the ambulance travels on, and access to many Hang Gliding sites are rough. Ambulances come equipped with tens of thousands of dollars of equipment and are

(Continued on page 24...)

1999 Alberta Championships

Delona Butcher

No doubt about it. It was going to rain, and we were going to get wet. The forecast wasn't good but we fearlessly loaded the truck with rain gear, a cooler full of groceries and an assortment of flying paraphernalia. Our first stop: an unofficial pilot's meeting at the Smitty's in Red Deer. Then it was off to Camrose for the May long weekend.

Fortunately, the forecast was wrong, once we used GPS technology to locate the meet headquarters at the Double Dam gold course, about 20 minutes outside of Camrose, the cues were starting to pop. It was a storybook sky. Fluffy white airbrushed clouds on a bright blue canvas. And cloud streets starting a few miles downwind of the tow roads to boot.

Technically, it was a 'meet'. But it was more than that. It was an excuse to rack up some flight time to see towing in action, to kick-start the season and to swap stories and lies with friends. Lucille de Beaudrap, the meet guru, openly admitted that she planned to make the rules up as she went along – a brilliantly conceived strategy to prevent anyone from taking it too seriously. The task was to have fun, oh, and to fly far.

30(?) pilots formally registered, and there was a good representation from hang and para gliders. There was an assortment of tow systems and a variety of techniques. The spectrum was covered, from the do-it-yourself Home Hardware "this-should-have-taken-a-weekend-and-I've-spent-the-last-2-years-working-on-it" rigs to professionally engineered and constructed units. Trailers, front mounted, rear-mounted. You name it.

After setting up and the pre-requisite philosophizing about the weather, towing began. Paragliders were first and then hang gliders. By days end there were several personal bests, a few first towing experiences and 2 hang gliders flew over 100km.

DAY 1

PARAGLIDERS

1. Tihi Bukvic
2. Clint Haugen
3. Robert Gagne

HANGLIDERS

1. Ross Hunter
2. Rick Miller
3. Guy Leblanc

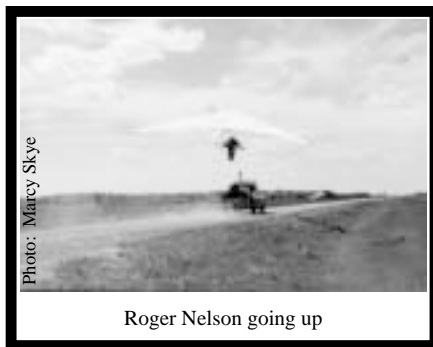


Photo: Marcy Skye

Roger Nelson going up

Day 2 was windy, but no sign of rain. Paragliders were blown out though they were handy to have around to help launch the hang gliders in cross wind conditions on both tow roads. Once the pilots got off the ground, the wind was an advantage. Again, several pilots racked up 100 km plus flights. Chris Muller flew 102 miles to Consort, Alberta.

DAY 2

PARAGLIDERS

1. Robert Gagne
2. Doug Skye
3. Mike Spencer
4. Lucille de Beaudrap

HANG GLIDERS

1. Chris Muller
2. Bruce Hanson
3. Ross Hunter
4. Jeff Runciman

Day 3 was a blue-sky day. The sky did not hint at the simmering thermals that helped 6 pilots complete a 35-mile race to goal. It was fitting that both paragliders and hang gliders launched, got away and made it to goal that day. Proof positive that a meet can successfully combine both disciplines. Darrell Kuchle, Tihomire Bukvic (para), and Paul Thordason, Chris Muller and James Lintott (hang) flew to the Viking Airport. Everyone else drove.



Photo: Mike Spencer

Tihi and Lucille at the awards dinner...

There was a wind-up dinner at the (only) restaurant in town and the awards were distributed.

Alberta Paragliding Championships

Total Results

- Day 1 - Open Distance - longest flight
24.6 km
- Day 2 - Open Distance - longest flight
6.0 km
- Day 3 - Race to Goal
56.8 km (2 completed)

| | Total Points |
|-------------------|--------------|
| 1. T. Bukvic | 1103 |
| 2. D. Kuchle | 911 |
| 3. R. Gagne | 407 |
| 4. C. Haugen | 395 |
| 5. M. Spencer | 378 |
| 6. G. Leblanc | 321 |
| 7. D. Leinweber | 271 |
| 8. L. de Beaudrap | 154 |
| 9. D. Skye | 136 |
| 10. C. Hale | 83 |

Alberta Hang Gliding Championships

Total Results

- Day 1 - Open Distance - longest flight
130.0 km
- Day 2 - Open Distance - longest flight
163.0 km
- Day 3 - Race to Goal
56.8 km (3 completed)

| | Total Points |
|------------------|--------------|
| 1. C. Muller | 1732 |
| 2. R. Hunter | 1593 |
| 3. R. Miller | 1354 |
| 4. D. Keller | 1156 |
| 5. J. Lintott | 1036 |
| 6. J. Runciman | 864 |
| 7. D. Bossert | 794 |
| 8. B. Hanson | 781 |
| 9. G. Leblanc | 729 |
| 10. P. Thordason | 689 |

Sponsored by the Northern Lights Club and the Alberta Hang Gliding Pilots Association.

As always, the tireless efforts of a bunch of people made this meet successful. Lucille de Beaudrap, Ted de Beaudrap, Rick Miller, Barb Spencer, the co-operation of the local land owners and farmers and the Double Dam golf course.

Fledgling Leaves Ground

OR "An account of a first extended soaring flight"

Frank Dempsey

Just off launch, and climbing away from ground. Really neat feeling! Lift conditions on the ridge allowed a steady climb by soaring the ridge on the upslope winds from the valley as well as west winds blowing straight onto the ridge. The location was Deadman's Creek near Savonna, B.C. and we were near the end of a week-and-a-half visit to British Columbia. For Ontario pilots like myself and the rest of our expedition of a dozen or so (organized by mostly members of what was then the Kitchener-Waterloo Hang Gliding Club), the trip to B.C. was beyond compare with the mountains of New York and Pennsylvania and a totally different form of hang gliding from Ontario's winch towing. And, after experiencing several 5-to-10-minute sled run flights during the previous 2 evenings at this launch site, I could feel (and see) a great day developing. The rain had ended earlier in the morning and the sky was clearing up nicely during the previous couple of hours. So after we arrived at the launch site, I set up "Raven" (my good old Raven) as soon as possible. I had launched into a smooth, steady breeze and began climbing right away. Thermal lift was becoming apparent at various bare, rocky spots along the mostly wooded ridge and allowed Raven and I to soar to new elevations. One particularly strong house thermal provided my first experience of 1000 fpm lift which I rode for a minute or so. It was exactly as Kevin had described some early experience of his with a Raven with such strong thermal lift: whoosh, creak and groan as the glider's joints all strained together and the glider lurched vertically upward. I returned to this house thermal several more times during the flight. Also at this house thermal I experienced air traffic (after I conveniently marked out the thermal to other pilots who launched after me) and had the opportunity to practice thermalling traffic rules.

With various thermal sources developing by late morning (an hour or so into my flight), higher altitude gain became easy and the distant white mountain peaks to the west became easily visible. Although I was very warm setting up the glider on the ground, I had put on a sweater before launching. After an hour or so into the flight, coldness was setting in and because I didn't bring gloves, I learned the purpose and advantage of bar mitts. By some stationary exercising, however, I avoided getting too cold. Neck strain also was becoming apparent. But by an hour and a half into the flight, thermal lift was widespread with the mid-day July sun heating up the ridge and valley, and the air was becoming very turbulent with many thermals. This extensive turbulence required constant work on the control bar and although Raven is very easy to fly normally, this work became very fatiguing and so I decided to continue until 2 hours in the air (which would be a record for me) and then land. Although normally a 10-minute ride from launch to LZ (as found during the previous several evenings), I arrived over the LZ with high altitude and found the LZ itself an excellent thermal generator, being a flat field of cactus and no trees ("excellent" from a perspective of soaring, not of trying to land). It took a full half hour to "force" my way down to the ground and then experienced a very rough landing (despite a good approach) as I was, by then, drained of the strength to do a decent landing flare. I unhooked and parked the glider.

I was ecstatic, to understate my feelings! Other pilots did longer and higher flights than mine that morning, but for me it was an unforgettably beautiful 2-1/2 hours of pure, natural hang gliding that eclipsed every previous flight (probably even my flights off of Mount 7 at Golden) and justified every hour, every dollar and every frustration and training hassle ever encountered along the way. Although nearly 2 years have passed since that July morning in 1997, the feelings, experience and memory of that first extended soaring flight are as vivid for me as if I am in the great blue room right now.

1999 Cross Country Flights

Compiled by Vincene Muller

Paragliding

The season was slow to start this year. In fact Paragliders in Eastern Canada led the way. Antoine Chabot (32km; 53km) in April and Claude Montpetiti & Stephane Gregoire in May, who both flew 74km.

Alan Dickey had a great 46km flight in the Fraser Valley in early May and there was a very successful XC competition that produced some excellent flights.

Golden is now open and as there has been a lot of south wind, Bob Gardner and Randy Parkin flew north into the Blaeberry - very spectacular flights.

Down the valley at Mt. Swansea, Invermere, B.C., Max Fanderl and Ron Ford launched on
AIR 10

June 14 and flew north to Donald Station [foot of the Rogers Pass] for 141km. This amazing flight was first flown in the late 1970's by Andrew Barber-Starkey on a Seagull 10m and has only been duplicated only a few times.

Gary Nesbit went to Kindersley for some towing and had a 92km flight and is second on the 3 flight average to Max Fanderl. To date Lucille de Beudrap is the only female pilot to report XC flights and her longest this year is 33.70km.

Hang Gliding

Brett Hazlett topped the hang gliding list until mid June with a three flight total of 315.5km from Fraser Valley [Vancouver] flights. Exceptional flying in an area limited XC potential.

Roger Nelson was slow to get in the air this year. His second flight of the year was 55km on the one day he showed up at the Alberta Championships. Early June he turned up at the Cochrane Flying Site complaining about the cold. However he bundled up, set up his glider and flew to Ponoka, AB for 175km.

There were some interesting points about this flight. Wind was south. Not wanting to take a chance with a lack of landing areas, Roger flew crosswind between thermals and his flight tracked NE - which is the normal route for XC flights off Cochrane. Roger was also very hungry for most of the flight, another reason for the route he took, lots more small...

(Continued on page)

APPLICATION FOR 1999 HPAC MEMBERSHIP

HPAC MEMBERSHIP Full membership in the HPAC with all the benefits and privileges
 \$3 Million third party liability insurance. Aero club of Canada /FAI membership.

Choose one of the following:

| | | |
|--|-------------|----------|
| B.C., Alta. , Sask. , East Coast Residents.....(includes \$15 Prov. Fee) | \$85 | \$ _____ |
| Man. Residents (includes \$25 Prov. Fee) | \$95 | \$ _____ |
| Ont. Residents note new PROV fee(includes \$10 Prov. Fee) | \$80 | \$ _____ |

FAMILY MEMBERSHIP The same benefits as a full member except no Air Magazine .
 (Must reside at the home of a full member)\$50 plus appropriate Prov. Fee \$ _____

AIR SUBSCRIPTION Six issues of the " AIR " magazine (For non-members) \$35 \$ _____

TOTAL AMOUNT DUE. \$ _____

HPAC is a non-profit organization and donations are tax deductible request a receipt Y/N Donation amount \$ _____

HPAC Membership # _____ **PLEASE PRINT CLEARLY** New Member (Y/N) _____

Name: _____ Fax: (_____) _____

Address: _____ Cell: (_____) _____

City: _____ E-Mail: _____

Province: _____ 2 Meter Radio Call Sign: _____

Postal Code: _____ Hang / Paraglider Pilot: _____

Country: _____ Male/Female _____

Phone: (_____) _____ Date of Birth:(day) _____ (month) _____ 19 _____

Work: (_____) _____ Medic Alert: _____

In Case of **EMERGENCY** contact : _____ Relationship: _____

Phone: (_____) _____ Address: _____

City : _____ Prov. : _____ Country : _____

It is MANDATORY to carry liability insurance to fly most sites in North America. HPAC Liability Insurance is only available to financial members of the HPAC. If you are applying for full membership please complete the following

**I ACKNOWLEDGE THAT THIS FORM IS AN APPLICATION FOR LIABILITY INSURANCE
 AND THAT ALL THE INFORMATION GIVEN ABOVE IS CORRECT.**

Dated: _____ Signature: _____

Please send to Gerry LaMarsh, HPAC Administrator
 #13-1370 84th Avenue, Surrey , BC V3 W0T6

Mt. 7 Access Road

1999 Construction Work

Peter Bowle-Evans

There is some significant news about Mt 7 that has come up very recently, concerning the access road. The Forest Service has received funding for construction of the next section of the road up the mountain. This becomes an extension of the Mt 7 FSR (forest service road). What is to be built is the next part of the road that was designed back in 1995. For those of you that know the road, here is the route. It takes off from the existing main just beyond the first cut block that is just past where we presently turn off, traverses back and up to the double bend at lower launch (that is the double bend at the top of the first steep pitch) switchbacks there to a bench on the ridge immediately below the radio towers, then switchbacks again on this bench to come around the front face and crosses the access road to the radio towers, which is ABOVE the gunbarrel. From this point a connection will be made back to the existing access road to the Lookout, and the remaining 2 km will remain as is.

The section of new road will be gravelled, single lane with turnouts, at grades similar to the existing main below. It will be real 2-WD. The last of the serious steep parts of the road will be history. This is the good part.

Now there is the process of it getting built. Construction is planned for July and August. That's right, the same time as the peak of our activities. I have been in consultation with forest service personnel over this, and they are being as helpful as they possibly can. So, bear in mind that the easiest option would be to simply say, sorry, the road will be closed period while construction takes place. I supervise this sort of thing myself in my own job, and believe me, this would be my preferred option if it was my job. Some sections, particularly the lower part, will present no conflict at all, while others, being much of the upper section, will.

So what we have come up with is this:

1. The spirit of the intentions is that the Ministry of Forests will provide access to the launch sites throughout the construction of the FSR as far as is safe, within reasonable cost and practicable.
2. There should be no restriction during right-of-way logging on the lower section, until this reaches the lower launch area.
3. The Ministry will try to maintain access for 4-wheel drive pick-up trucks only (i.e. not 4WD sport utility or passenger vehicles)
4. There will be open access each day between 6:00 PM and 6:00 AM (i.e. evening, night, early morning)
5. Weekend July 24-25, open access 6:00 PM Friday July 23 to 6:00 AM Monday July 26.
6. August long weekend, open access 12:00 PM Friday July 30 to 6:00 AM Tuesday Aug 2.
7. Weekend August 7-8, open access 6:00 PM Friday Aug 6 to 6:00 AM Monday Aug 9
8. At any time, access will be provided for emergency situations. Realise this could mean ferrying on foot between vehicles at either side of a section simply unpassable to any wheeled pick-up.

BUT.....THERE WILL BE CLOSURES & DELAYS

9. Reasonable flexibility by all parties for access on an "as needed" basis. Some lengthy delays will be unavoidable. Although the contractor will be required to TRY to maintain both continual access and some scheduled access times, it must be understood that there may be circumstances that will prevent either or both of these from being possible.
10. More specific details, such as regarding sheduled access times, will have to be worked out with the contractor as the work progresses, and will be made known locally, and through other

channels, as appropriate. An agreeable relationship with the contractor will be essential.

11. Safety for the public and construction crews will be the priority in all phases of the project.

SO.....PLEASE be patient and cooperative. There are bound to be some frustrations. Everyone here is setting out to be as cooperative as they possibly can.

What you should also know:

1. The main reason for the construction of this road is for the timber industry, although it's route over this section was established so as to be complimentary to the recreational uses as well. So, there are logging operations planned for next summer, that will also impact access while they are in progress. I will come up with details when they are known.
2. What is left of the old road will be deactivated, which from our point of view simply means made inaccessible to any conventional wheeled, 4-WD vehicle.
3. A few spots on the remaining upper part of the road could stand some more minor improvements. I am hoping to be able to take advantage of the improved access and on-site machinery to get these done, in a similar manner to when I got the top of the hump graded off at the Lookout a couple of years ago. This will be to our cost, so.....it will require some dollars, although a great many less than if we had to initiate it from the valley bottom on our own.

In Closing

We have very good relations with the Forest Service - we MUST maintain this. It is their road we use.

So Once Again:

A GOOD NATURED ATTITUDE, POLITENESS, COURTESY, & COOPERATION WILL BE ESSENTIAL

Thank you.

Tree Landing

Andre Nadeau

As many people may now know, I have just joined the Tree Hugging Club. This august institution has very demanding entrance requirements and members. Namely, you must have performed a tree landing. Members of the Club include such as Benoit Charette, Andre Girard, Daniel Parent and others of the well-known pilots in the OHPC.

Before you all rush out and try to join the Tree Hugging Club, please keep in mind the following. First, there is no such thing as a tree landing. It should be called a tree crashing because no pilot can claim to be in control of his glider immediately after hitting the tree. Second, no member of the Tree hugging Club is proud of his membership as they all recognized that they made mistakes that were entirely avoidable had they exercised better judgment.

Seriously folks, the purpose of this article is not to gloat about my recent membership in the Tree Hugging Club. Rather, it is to describe my experience and to come up with lesson learned that may, hopefully, allow other pilots to avoid my mistakes.

First, I will set the scene: Saturday 12 June 1999 at Laframboise. The wind forecast for the day is 10 knot on the ground in a southerly direction with light wind aloft. Thermals are cycling at launch between 10 and 20 km/h. I am very interested in the drift because I intend to get high today but I am worried about being blown behind. Stephane launches first and I observe that he is not drifting a lot and that his penetration seems to be very good. This seems to confirm the forecast and I expect a very good day.

I launch second after Stephane and quickly grab one of the many thermals. Many turns later, I reach 1200' above and behind launch and I exit this first thermal. Although I am quite a way back, my glide angle is less than 45 degrees and I have no problem penetrating back in front of launch to search for the next thermal. I play in the air for about an hour with other pilots exploring the thermals at many points along the ridge. Then comes the critical moment. I grab a thermal over the rock face east of Laframboise house and

start to circle and climb. I notice that Stephane and Benoit are circling in another thermal in front of launch and I keep looking at them to see who is climbing faster. Eventually, I decide that I am climbing as fast as they are so there is no point heading in their direction. At that point, I finally look at the ground below me and realize, to my great surprise, that I am far back from the ridge front a bit east of the ravine at the left of launch. More troubling to me is that the glide angle is about 60 degrees and the thermal is weakening and drifting faster than I am climbing.



Now is the time for quick decisions. First, with the thermal weakening and the terrain behind, staying with the thermal and going x-country is not a high probability option. If I am going to land in an inhospitable location, I want it to be relatively close to where people can help me. So my first decision is to exit the thermal. To avoid the venturi created by the ravine, I head toward the front of the mountain directly over the top of the mountain with full speedbar across the ravine from launch with about 300 feet of altitude to spare. Unfortunately, I am flying in sink (that is usually what happens when you exit a thermal) and my altitude is dwindling very fast. It quickly becomes very apparent that I am not going to get anywhere near the front of the mountain.

I am now faced with two possible options. First, I can keep doing what I am doing and accept a tree landing right away. Second, I can head towards the ravine to get some ground clearance and prolong my flight. I select the second option because as long as I am in the air, there is some hope.

I am now above the ravine flying at min sink. This greatly reduces my loss of altitude but forward progress is impeded especially since the gully is a venturi. I know that there is no way I will make it to the front unless a thermal comes through. My plan is to prolong my flight as long as possible to wait for such a thermal and then, once I am in lift, speed up to get out of there if possible. But fools have no god and the hoped-for thermal does not show up. As I get further down, I start to enter weak rotors that kill my lift and I start to look for a good spot to tree land in earnest. Looking at the tree tops, it is clear that there is not much difference between trees so I look for a dense bunch with a nice leafy canopy to maximize a soft landing.

Just before hitting the canopy, I flare (the paragliding version). The landing is quick and soft and I find myself suspended 40 feet in the air facing away from a tree trunk that I quickly realize will be my only way down. When I try to turn around, I find out that part of my harness is jammed in a tree fork and I cannot free it or turn around to grab the tree trunk. The jammed harness is supporting my weight very nicely and taking the stress off my canopy but makes my egress that much more difficult.

I assess the situation, twist my body this way and that way, try to free my harness, get a good grip on the trunk to support my weight and turn around, but nothing seems to work. Instead of attempting a radical maneuver, I decide to wait until somebody find me so people will at least know where I am if I fall off the tree. Luckily for me, Jean arrives shortly. He suggests that I try to climb up the tree a bit to get tension off my shoulder strap and maybe slip my arms out so I can turn to face the tree. The suggestion works once I find a small purchase on the trunk. Once facing the trunk, it is an easy matter to unbuckle my harness. Climbing the tree proves to be easy but messy because the trunk is almost as smooth as a telephone poll and the only way to get down is to wrap my arm and leg around the trunk and control how fast I slip down. This is hard on my inner thighs and arms but I am wearing pants and a long sleeve jacket so my skin is not in

AIR B O R N E

Love Is In the Air

John Buffrey

My good friend, Jimmy Orava, has been lightly hammering away at me to get out and do a little ground handling schoolwork. Over New Years he rolled through Nelson and stuck a large photo on the fridge, a picture of him flying adjacent to a large dolomite-like rock face in Mexico with jungle plant life dripping off the edges. For the rest of the winter, whenever I was in my kitchen I would look at this photo and hear Jimmy's voice describing the feeling of soaring.

Mid winter, up at 8500 feet in the Canadian Rockies, I'm working with another friend of ours, Ty. He describes how his life's outlook has been touched by this crescendo of a sport. As I'm breaking a trail in the snow he gets on the radio phone to yet another evangelist of flight who's just back from Australia. With my radio tucked away in my pack, I can only listen. More words that encourage me to get out and try it.

Mid May the phone rings. "What are you doing this weekend? There's a flying tournament in Lumby and I've got the perfect wing for you to try. We're all going to be there. See ya Friday night." Caught in the fervour of Orava's enthusiasm, I consent to the meeting.

It's a spring day in the Okanagan. I am at the launch site with a video camera watching some forty paragliders and hanggliders launch themselves into invisible, supportive air. There are some text book instructors and some other less experienced pilots. I watch the layers of many wings spiralling, traversing in every direction the warm air offers. In the landing zone, pilots are touching down and discussing their flights. I don't know many people, but tune my ear to listen to what's going on. Watching everyone land in good order, I am developing a very positive attitude to paragliding.

Jimmy and Danny are encouraging me to get the wing out and practice ground school handling. As they get ready for another flight I am running around the field feeling like Charlie Brown, all tangled up in string and nylon. Now and then one of them walks over and demonstrates another adjustment for me. After a while I can feel the power of the wing flying above me. I have vague glimpses of understanding. My four legged friend, Veto, who knows more of

flying than I do, wanders back to camp. I follow right behind with my tail wagging, too.

I pick up Ty's book and read a bit of theory. After dinner Jimmy straps the seat to me and I practice the forward launch. It's about ten thirty in the evening when my brain reaches saturation point. Parting words from Jimmy this evening are, "You be ready for launch in the morning."

I have a long, peaceful sleep that night.

In the morning I'm fresh as a daisy just coming out of the ground. As I'm riding in the back of the truck with all my buddies, I have a feeling of déjà vous. Except this time, instead of heading off into a class V whitewater, we are going to soar through the air. At the top, the game plan is put into place. Derek, the airline pilot, will launch first and will rip down to the landing zone. I will go next. This occurs in very short order. On the third inflation, I hear Jimmy giving me tons of enthusiastic support to run forward, hard! Then, as I start to feel



Photo: Carolyn McBain

Derek Thomas prepares to leave launch.

lightness in my feet, I find myself moving outward toward the valley, in the air.

Over the radio in my pocket, Jimmy's voice cautions me to bring my hands up higher. A couple more seconds and I'm still breathing. The voice in my pocket tells me to cross my legs to the left, lean and pull slightly with the left arm. Just like in my kayak, but the reaction time is a little slower.

After 10 minutes, Cape Canaveral has me on the radar screen. Derek's pilot voice gives me clear instructions as he manoeuvres me towards the landing zone. "Over the farm do a three-sixty, do another, tack along the trees, turn left into the wind. Now get up out of your seat. Slowly bring your arms down and start running, arms all the way down."

I feel like an excited puppy. Uncontrollably shaking, all of a sudden I have to take a piss very badly.

The tournament starts at noon. We still have an hour and a half to get up for another launch. Oh my Gawd. Was I just extremely lucky to have that go off without a hitch? The reality of what I have just done slowly sinks in as we drive to the top for a second flight. This time there are a few more people. Jimmy grabs my wing and puts me in order behind the starting block. Another couple of missed inflations. There are a lot of people waiting to get going on this second day of competition. One of the long tooth organizers the event slowly walks over to me and suggests that I move a little slower. My mind slows down. Jimmy instructs me to go in this perfect breeze and run hard forward. "Hands up!" Ty's voice over the radio, "Just let it fly!"

I go for the long pass. Over the valley floor I turn either way a couple of times and take a similar tack on approach. It's different, though. I am gauging my descent myself and wonder how the wing will descend into the same correct corral where I landed the last time. More focus is needed to figure out this part, less on the bliss of realizing where I am. I feel sure that things are working out. Touching down in the reeds adjacent to the cut grass, I find the ground again. After clearing the field and folding the wing there are intermittent interruptions when I'm looking up at the parachute-dotted sky. I sit down by myself and revel in the

enrichment my life has just received. There is a lot of energy in the sky right now. I think about the thousands of hours I have sat in the copilot's seat of various helicopters and wonder if that has giving me a better understanding of flight and landing.

Everyone is on the ground, but for three people. I'm starving as we all head out for lunch. Enroute, Jimmy passes me the cell phone with the owner of the wing on the other end of the line. We work out a generous purchase price and payment plan.

The wind has a little more of a charge in it as the breezes roll through. I ask Derek what he thinks. He has good words of advice: "Get set up and see what you think."

As I do this the waves settle down and my absolutely trusted brethren again coach me in the finer points of flight. Higher than the other, this launch isn't as crowded as the first and soon my running feet are lifted off the ground once again. As I really settle into the chair this time, the wing starts to make sense to me. I'm looking up and all those threads are in three dimension. It really works. As I'm scanning to the right about 3:30 low, I see two red-tailed hawks soaring four meters off my wing. I give a high whistle and we keep soaring. I have an unbelievable eye to eye gaze at the dude closer to me. I thank him for the blessing and the two of them vanish without a sound. Freedom feels like it has never felt before. I have a couple of objectives that are totally in my scope and floating in the air I go. I see a flag on the farm and as I approach the designated field I find the windsock in the corner of the slightly rising ground. The field is large and the ground is soft.

Three flights on my first day. I hook up with all my bubbling buddies. A monumental day. The same evening I have to drive four hours home through the Monashee pass. It's an easy drive. I don't fall asleep until three in the morning, couldn't have slept before that, anyway.

This is probably the absolutely perfect way to learn how to fly. A timely event, cooperative weather, social, psyched, confident, expert friends all willing to give me the gift of flight. I am learning. Timing is everything.

Love is in the air.

CIVL Online

*Thierry Montingneux,
FAI Executive Officer*

To better serve those of you who only want to receive official CIVL news and record information without having to follow the online discussions, we have now split the CIVL list into 2 lists :

*** civil-news@fai.org**

Subscribe to this list if you want to :

- receive news releases from the FAI Hang Gliding and Paragliding Commission (CIVL).
- receive hang gliding and paragliding world record notifications.
- not be bothered by online CIVL discussions.

This list is moderated and does not allow discussions.

*** civil-info-1@fai.org**

Subscribe to this list if you want to :

- receive news releases from the FAI Hang Gliding and Paragliding Commission (CIVL).
- receive hang gliding and paragliding world record notifications.
- follow and participate in CIVL online discussions.

This list is not moderated.

You are all currently subscribed to 'civil-info-1@fai.org'. Those of you who are interested in switching to the "news distribution only" list are invited to connect to the following web pages :

<http://www.fai.org/general/subscribe.asp?list=civil-info-1>
(where you can unsubscribe from the civil-info-1 list)

<http://www.fai.org/general/subscribe.asp?list=civil-news>
(where you can subscribe to the civil-news list)

Note : there is no need to subscribe to both lists, as they will both circulate the same CIVL news releases.

3) For information, the Open Spanish Hang Gliding Championship is taking place at the moment. The competition is being held at the same place as the Pre World HG Championship 2000 and WAG HG championship 2001. You can get the daily results at:

<http://www.ceginfor.es/vuelolibre/>

What and Who Are the CIVL

It may come as a surprise to many to learn that CIVL (Commission Internationale de Vol Libre or the International Hang Gliding and Paragliding Commission) delegates are first and foremost pilots, who are enthusiastic about advancing our wonderful sports in the international arena. They are all volunteers and as such are not paid for their time, work and knowledge which they give willingly for the benefit of all hang glider and paraglider pilots around the world. CIVL is part of the FAI (Federation Aeronautique Internationale/International Airports Federation) and is responsible for the international aspects of hang gliding and paragliding (classes 1, 2, 3 & 4). CIVL is headed by a 'Bureau' of elected officers, made up of the CIVL President, 4 Vice Presidents, a Secretary and a Treasurer. In addition there are various sub-committees and working groups including: Hang Gliding (class 1,2 & 4) competitions, Paragliding Competitions, Records and Badges, Flight verification, Safety and Training, Business, Sporting Code (Section 7), Youth Development, Scoring Systems, Class Definition, Ranking Systems, and World Hang Gliding Series. All CIVL Bureau members and chairpersons are well known and respected personalities in hang gliding and paragliding.

Each FAI member country has the right to elect a Delegate and Alternate Delegate to CIVL. These delegates meet at an annual Plenary meeting to discuss the past, present and future state of the sport, evaluate and vote on bids for Championships, etc. However the Bureau, sub-committees and working groups work continually throughout the year both within CIVL and in close liaison with the FAI.

The current 'Bureau' consists of:

President: Olivier Burghelle (France) -

Olivier has been hang gliding since 1982 and paragliding since 1991. He has been a competition pilot and an instructor. He retired as a sea Captain in 1986 and became more and more involved with the Federation Francaise de Vol Libre (FFVL) -he has been Vice President, General Secretary and Treasurer as well as chairing the French Hang Gliding Competitions Commission and French delegate to CIVL. In addition he has been Meet Director at the 1994 European Hang Gliding Championships and the 1995 Class 2 World Championships. He is also President of the Paragliding World Cup

Association, Vice President of Europe Airports and Vice President of CASI (FAI - Air Sport General Commission). e-mail: olivier.burghelle@wanadoo.fr

Vice Presidents:

Dennis Pagen (USA) - started flying hang gliders in 1974 and paragliders in 1989. He has been previous U.S. world team member and national champion in hang gliding and flies paragliders purely recreationally. He is famous for his books on sport aviation having published 13 books and written over 400 magazine articles. Dennis has been one of the leading experts since the early days of hang gliding. He has been a CIVL Vice President for 5 years and is most interested in safety and competition matters. He is Chairman of the hang gliding competitions (classes 1,2 & 4) subcommittees and also President of the World Hang Gliding Series. e-mail: Pagenbks@lazerlink.com

Howard Travers (UK) - 37 years old and has just set up an Air Sport Promotion business. Howard has been flying paragliders since 1989 and learnt to fly hang gliders in 1997. Howard is one of the driving forces behind British paragliding. He has competed in the British Paragliding championships since 1991, has served 4 years as Chairman of the British Competitions Committee, been a member of several British Teams, as well as British Team Manager. In addition he founded the highly successful British Paragliding Cup. Howard is the UK delegate to CIVL and was elected a Vice President in 1995 and is Chairman for the CIVL Paragliding Competitions, Scoring systems and Ranking systems sub-committees. He is also treasurer for the World Hang Gliding Series. e-mail: Howard_Travers@Airsportpr.co.uk

Riikka Vilkkuna (Finland) - 34 years old, started her aviation career as a parachutist in 1985, and over the years has made 1200 jumps and competed in parachuting (style & accuracy). Then switched to hang gliding in 1991 when she started working for the Finnish Aeronautical Association having completed a degree in Russian. Her responsibilities include hang gliding & paragliding, some parachuting matters and some youth work (camps etc.). Riikka flies an Airwave Klassic and is a member of Jämi Hang Gliding Club. She was elected to

CIVL as the Finnish delegate in 1993, as a Vice President in 1998 and is Chairwoman of the Class Definitions sub-committee. e-mail: vilkkuna@ilmailuliitto.fi

Michael Zupanc (Australia) - has been flying hang gliders since 1981 and during that time has dabbled in paragliding, ultralights (both trikes and 3 axis control types) and sailplanes. He started competing on a serious basis with the 1987 pre-world championships in Australia, and finished his competition career with the 1995 world Championships in Spain. He has been involved in local and national administrative roles for many years and a board member of the Hang Gliding Federation of Australia for the last five years and a member of the Australian competitions committee for four years. He was elected as the Australian delegate to CIVL in 1997 and as a Vice-President in 1999. He is involved primarily in scoring systems, dealing with the RACE program, GAP formula and GPS flight verification. e-mail: zupy@ozemail.com.au

Secretary: Noel Whittal (UK) - Started hang gliding in 1973 and still flies them, although he now concentrates on paragliders. Noel is an ex-chairman of the British Hang Gliding Association (BHGA). He has been Secretary of CIVL since 1986 and is also Chairman for the CIVL Sporting Code (section 7) sub-committee. He has published several excellent books on hang gliding and paragliding and has two sons (Robbie and Matthew) who are very heavily involved in the sport. e-mail: noel.w@zetnet.co.uk

Treasurer: Jim Bowyer (UK) - has been flying hang gliders for 23 years and still feels as enthusiastic about the sport as he did when he started in 1975. For most of these years he has been professionally involved in the sport either as an instructor, manufacturer or test pilot and several years as meet director for the British Hang Gliding League. "During my flying career I have flown a wide variety of aircraft but have always decided that hang gliding was the most fun. I have tried Class 2 but disliked the complexity, Class 3 I tried too early and scared myself on some of the less stable machines of that era." Jim is the UK's Alternate Delegate to CIVL and a member of the British Hang Gliding & Paragliding Associations Executive Council with special responsibility for competitions. e-mail: Jim@pccld.co.uk

CIVL PR Co-ordinator and Media Consultant: Sarah Fenwick - is employed by CIVL and works closely with the Bureau. Sarah has been flying hang gliders since 1985, and paragliders since 1990. She has held three PG World Records and been a member of the British PG team at World and European Championships (1992-1994). She has also served three years on the Executive Council of the British Hang Gliding and Paragliding Association and been a member of the British Paragliding Competitions Committee. Sarah worked for Airwave Gliders as Sales and Marketing Manager until 1993, when she left to set up her own Public Relations and Event Management business. She has also been a director of a hang gliding and paragliding equipment distribution business. She is currently studying for a degree in Sport Psychology. Sarah has worked with CIVL as PR Co-ordinator since December 1996 and was appointed to the FAI Media Group in February 1999 as the CIVL Media Consultant. e-mail: cloud10@zetnet.co.uk

All the above welcome direct e-mail correspondence or the whole CIVL e-mail list can be e-mailed at civl-info-1@fai.org.

E-mail correspondence should be restricted to:

- * comments on CIVL decisions, rule changes, etc,
- * suggestions for the development of hang gliding and paragliding and the work of CIVL
- * comments and suggestions concerning the CIVL home page.

[a complete guideline document on the use of this mailing list is available at <http://www.fai.org/general/subscribe.asp?list=civl-info-1>

People can also directly subscribe online to the list via this page

1-800 Services

Advanced Pilot Weather Briefing and Hagar Flight Notification

Fred Wilson

In all major cities, you can find the phone number for your local Flight Service Station in the white pages of your telephone book under NAV Canada. If you are not near a major airport, you can always use the national FSS toll-free number: 1-800-INFO-FSS who should be able to forward your call or provide you with local and 1-800 phone numbers to your nearest FSS station. (NAV Canada's 1-800-565-2553 provides French Language Services in selected areas - with more n the way.) If a 1-800 number is not available - it is a policy of NAV Canada to accept collect calls.

Please note that 1-800 numbers are being established across Canada as we speak, and that this excellent access to local Flight Service Stations will become increasingly available in the immediate future. (1-800-INFO-FSS connects you to the Headquarters of each Region's Flight Services. (Vancouver, Edmonton, Winnipeg, Willodale, Dorval and Moncton.) We are required to contact our nearest FSS and 1-800-INFO-FSS should forward your call or refer you to them.)

FSS Advanced Pilot Weather Briefing & HAGAR Flight Notification

1-800-INFO-FSS ("O" = "o")
1-800-565-2553 (French: Available in Selected Areas)

| | |
|----------------|----------------|
| Abbotsford | 1-888-377-2999 |
| Prince George | 1-800-540-7353 |
| Cranbrook | 1-800-267-7353 |
| Penticton | 1-250-492-3001 |
| Campbell River | 1-800-668-9909 |
| Smithers | 1-250-847-2035 |
| Castlegar | 1-800-267-7351 |
| Terrace | 1-800-590-2110 |
| Kamloops | 1-800-663-4835 |
| Williams Lake | 1-800-663-5870 |
| Nanaimo | 1-800-668-9311 |
| Vancouver | 1-800-463-6377 |

FSS Advanced Pilot Weather Briefing Can Provide:

- Winds Aloft with Temp. for 6, 9, 12,000'**
- ASL... Freezing Altitude**
- Surface & 3000' Winds**
- Temp., Dew Pt et cetera**
- % of Cloud cover, Type of Cloud (Cu, TCU's)**
- Cloud Base(s) & Tops**
- Projected Turbulence (Thermic activity)**
- Stability / Instability**
- Detailed Regional Forecast**
- Probability of Cu Nim**

For Notification of HAGAR Flight:

Tell FSS where you are flying from, when, for how long, where to and by which route. We aren't filing Flight Plans. We don't land at airports. We have pickup vehicles. We are informing them our activity - not

asking permission to fly in Class E Airspace. All you have to do to file your HAGAR is tell your nearest FSS Weather Briefer what you are up to before you hang up. Its that simple. Note that if you are planning to fly through any uncontrolled airports (Class G or E Airspace) - make sure you obtain permission from the Airport Operator first.

British Columbia FSS Numbers are:

| | |
|------------------|----------------|
| Abbotsford | 1-888-377-2999 |
| Nanaimo | 1-800-668-9311 |
| Campbell River | 1-800-668-9909 |
| Port Hardy | 1-800-560-7353 |
| Castlegar | 1-800-267-7351 |
| Prince George | 1-800-540-7353 |
| Cranbrook | 1-800-267-7353 |
| Prince Rupert | 1-250-627-3029 |
| Dawson Creek | 1-250-782-5375 |
| Smithers | 1-250-847-2035 |
| Fort Nelson | 1-250-774-3124 |
| Terrace | 1-800-590-2110 |
| Fort St. John | 1-250-787-0434 |
| Vancouver | 1-800-463-6377 |
| Kamloops | 1-800-663-4835 |
| Victoria Harbour | 1-250-363-0160 |
| Penticton | 1-250-492-3001 |
| Williams Lake | 1-800-663-5870 |

*FSS Phone numbers for your province will be published in your Association's newsletter. A complete list will be posted on the HPAC Discussion board at: <http://www.hpac.ca>

Saltspring Island - Bruce Peak

Courtesy of the Vancouver Island Hang Gliding Club
<http://cabama.com/vihgc>

Elevation: 2350' asl LZ: 50'asl
Launch: 48 46.0N 123 30.5W
Site Suitable:
 HG: yes
 PG: + -

Location: Saltspring Island overlooking the Fulford Valley
Direction of Launch: NE
Region: 6 Vancouver Island, B.C.

Regulating body: VIHGC
Primary Local Contacts:

Organization:
 Dave Palmer
 51 Linden Ave.
 Victoria, B.C.
 V8V 4C8
 250-385-2970
 Work: 250-363-2112
 HG: Mike Ablitt - 250-537-4149
 Les Sainsbury - 250-727-3819
 Steven Parsons - 250-245-4042
 HG/PG: Mark Tulloch - 250-658-0119
 PG: Mike Simpson - 250-384-1534

Flying Season (0,1,2,3 or 4 (highest))
 Spring: 4
 Summer: 4
 Fall: 2
 Winter: 2

Type of site: Coastal, Mountain

Type of Flying: Ride, Thermal
 May be lift over valley in winter
XC Potential: Fair

Launch: CYA 145H Restricted Airspace.
Maximum Altitude 2500' ASL.
 Excellent Ramp.
 Wire assist above 8 MPH due to trashy air from rocks on both sides.
 Almost impossible to launch over 25 MPH.

Description of LZ: Two landing fields in the Fulford Valley- Funks and Maxwell Field (north half only.) The beach at the Fulford Harbour Pub can be used at low tide.

Vehicle/Transportation Requirements: 2WD in summer, Rugged 2WD better, 4WD best
HPAC Skill requirements: Student, Novice, Intermediate or Advanced.
 Mild conditions: Novice
 Moderate conditions: Intermediate
 Strong conditions: Advanced

Skill Verification Requirements:
 HPAC Rating: Yes
 Log Book Demonstration at Training Hill:
 Maybe

Other Information:
 HPAC Insured site.
 HPAC Insurance is MANDATORY.
 CYA Restricted Airspace.
 Maximum altitude: 2500' asl because of very heavy jet traffic.
*****NEVER EXCEED 2500' ASL*****
 Phone in advance because landing fields change from day to day as they are cropped or used as grazing fields. Supervised novice pilots may use the Funks' Landin field (#2) winds can be very variable at both LZs in spring and summer.

Additional Information:
 Radio Frequency: 123.4 Mhz (Aircraft)
 173.640 Mhz Emergency Phone #

From the Fulford Harbour Ferry terminal take the left at the intersection and then left again at the pub. Stay on this until gravel road forks right (up the hill) then say right on all the forks.

Go XC from here through Maple Bay and you will join the "Island Hoppers" as you will have crossed a significant amount fo open ocean.

School for Sale

One of the most important paragliding schools in Eastern Canada is now for sale.
 Only 25 minutes north east of Quebec City (Mont Ste-Anne)

Year long operations
 2800' ground level
 2000' vertical drop

A road to the summit, mechanical lifts
 6 take off sites from 100 degrees to 315 degrees

Mont Ste-Anne is one of the most important ski resorts in Canada east of the Canadian Rockies

The price asked is more than affordable
 The school can be bought with or without equipment

All inquiries must be made by courier to:

L'OLE BUISSONIERE INC.
 attn: Ken Risdon
 4552 E. Montee du Coteau
 St-Augustin Desmaures, Quebec
 G3A 1C1
 418-871-4199

HAGAR Exam Services

Submitted by Fred Wilson

Transport Canada has offered to put on HAGAR Exams for our pilots. A decent sized class of pilots will be needed to justify a special trip into your area. For regions with limited pilot numbers, Transport Canada may be able to schedule a HAGAR Exam when they are in your area on other business.

Note: Please bring your birth certificate or a current passport to exams. It is mandatory.

Transport Canada Civil Aviation Recreational Aviation Branch

Pacific Region:

Dave Dixon or Adrian Walker
Suite 620 - 800 Burrard St.
Vancouver, BC V6Z 2J8
604-666-5573 Fax: 604-666-4839
e-mail: DIXONDE@TC.GC.CA

Prarie and Northern Region:

Canada Place
1100-9700 Jasper Avenue
Edmonton AB TRJ 4E6
403-495-3869 Fax: 403-495-5190

Quebec Region:

700 Leigh Capreol Place
Corval, QC H4Y 1G7
514-633-3863

AND

Ontario Region:

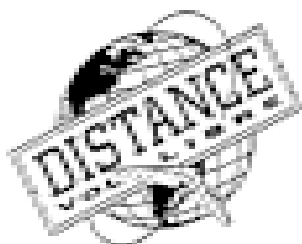
4900 Younge St. Suite 300
Willodale ON M2N 6A5
416-952-0230 Fax: 416-952-0254

333 Main St. PO Box 8550

Winnipeg MB R4C 0P6
204-983-4335 Fax: 204-983-2422

Atlantic Region:

PO Box 42
Moncton, NB E1C 8K6
506-851-7131 Fax: 506-851-3022



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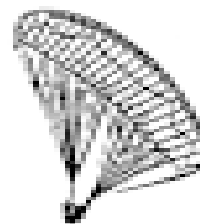
For the best:

ASRTAL
\$3 295 + opt
reg: \$4 725 + opt

For the prof's:

VENTUS 2
\$3 825 + opt
reg: \$5 242 + opt

Wills harness with back protection: \$ 635!!



640, rang de la Montagne, C.P. 381, St-Paul-d'Abbotsford (Quebec) J9E 1A0; tel. et fax : (458) 379-5102

Safety Report

(...continued from page 8)

...justifiably reluctant to commit to rough road terrain if a viable option is preferable.

For everyone sweltering in 100 degree heat then frozen out from altitude gains. An outdoor clothing manufacturer, (Valhalla Pure Outfitters) with their own retail chain has come up with some really nifty products. I brow beat them into an ad in this issue. The two I like most are: a really lightweight breathable "NeoDry" shell called an "Altitude Trainer" (Sound like its made for our sport?) and a Micro Fleece sweat shirt named "Lounge Lizard" that is by far and away the most comfortable garment I've ever worn. All You Recycling Freaks: It's made from recycled pop bottles. Time to Put Your Money Where Your Mouth Is!

That's all for this issue. It is my intention to work with Provincial Safety Officers to put regional reports into your Provincial newsletters.

1999 Cross Country Flights

(...continued from page 10)

...towns with restaurants. He had considered landing earlier but remembered that Bill Woloshyniuk was in the lead for the Cochrane XC Challenge and wanted to fly further. The flight time was 3 hours & 15 minutes.

Roger, Ron Bennett & Kevin Caldwell made their annual expedition to Kindersley, Saskatchewan in mid-June [a few weeks later than usual]. Roger zoomed to the top of the 3 flight average with two flights of 223km & 96km added to his previous 175km. Ron's longest flight was 154km and Kevin's 150km.

The only other flight over 100 miles reported so far was by Chris Muller during the Alberta Championships. Ross Hunter, Rick Miller & Guy Leblanc had long flights on day 1 of the meet. Chris had his flight on day 2.

RECORDS

The FAI has awarded Stewart Midwinter the following World Record:

0-2 Hang Gliding - Rigid Wing/Moveable aerodynamic surfaces

World Record, Distance over a Triangular Course 105.67km, Swift, Mansfield, WA, July 8, 1996

Pending Records by Canadian Pilots

0-3 Paragliding

Lucille de Beaudrap

Canadian Record - Female - Open Distance - 33.7km [New Record]

0-3 Paragliding

Brian Fell

Canadian Record - Tandem - Open Distance - 26km [New Record]

BADGES

Gary Nesbit Bronze Eagle badge

Lucille de Beaudrap Silver Eagle badge

Tree Landing

(...continued from page 13)

...direct contact with the trunk. Soon, I am on the ground but my gear remains in the tree.

The next morning, I head back up the mountain with Andre Girard and Jim Ongena. Jim is an expert climber and climbs the tree to disconnect my harness from the paraglider and lower it to me. Unfortunately, there is no way he can climb the tree high enough to cut the branches that hold my canopy so the only solution is to force it down by pulling down hard. Luckily for me, the canopy is soft with newly grown leaves and the damage is much less that I was anticipating. For a while, I believed that the glider would be a write-off. The end of the story will be when my paraglider is airworthy again after I pay the many \$\$\$ it will take to repair it.

Now, for my two mistakes:

1. I trusted the wind forecast too much and forgot to analyze whether the wind velocity changed during my flight. Early on, the wind forecast appeared to be correct as the thermal did not drift much and penetrating back to the front of the mountain was quite easy. As the day progressed, the thermals began to drift faster but I failed to compensate. Still, I consider myself a safety-conscious pilot and this was not the major contributing mistake.
2. What I really did wrong is get focused on observing Stephane and Benoit. By doing so, I failed to check my position over the ground until it was too late. Although I thought I was still parallel with Stephane and Benoit

in front of the mountain, I was actually drifting backwards without realizing it. Basically, the sky did not give me sufficient reference to allow me to assess my location. This is called losing situation awareness.

And, for the lesson learned:

1. When paragliding, it is very important to keep an eye on the ground on a regular basis. In a hang glider, this is very easy to do because we face downward and always know exactly where we are. In a paraglider, this requires a conscious effort because the sitting position direct your view to just above the horizon and this does not give you a good appreciation of your position above the ground.
2. Always fly with a pair of pants, long sleeves and glove. This is something I have been doing ever since I start flying based on advice from other pilots. In this case, it saved me a lot of skin while climbing down the tree. Had I not wear those garments, I have no doubt that I would have been bleeding from many scratches before reaching the ground.
3. Always carry some twine with you so you can lower it to the ground and pull back some rope or other safety equipment. Although I managed to extricate myself out of my harness, I could have as easily been unable to do so and found myself in a situation where somebody would have had to climb the tree to get me out of there. This is a lesson that other pilots have learned in the past but I chose to ignore it.
4. Trees growing in ravines are much taller than trees on top of the mountain. I am not sure why this is so but I can guaranty that it is true. Retrieval would have been much easier as I chosen to tree crash on top of the mountain.

So this is it. I little bit of inattention that lead to a loss of situation awareness is all it took to get myself in a predicament from which I could not recover. I hope that my little misadventure will be a lesson for other pilot.

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