

**Excerpts from the
National Newsletter December 1988
Hang Gliding Association of Canada**

Picture this if you will, it's 3 in the afternoon on a very hot day in July. You're on one of your moderately successful cross country flights but today the lift is everywhere except (of course) where you're flying. The time has come to maybe think about landing. The fact that you had not felt lift for the last 30 minutes and that the ground is only a 1000 feet below might help encourage this decision! Keep in mind; all low level saves are left for the great ones and despite of what you might think of your self, today you're just another weekend warrior scratching you're way down to a early landing.

Anyone who has flown cross country has been here. I don't know how the rest of you people deal with this but this kid hates these kind of days. I will pick up this scenario how I have seen it.

Down to 1000 feet, oh great, guess I better think about landing. (lets see... the way this map reads it looks like I will be landing at 3000ft asl... temperature is about 105 degrees down there. That will make the atmospheric density = to the

surface of the moon! Keeping that information in mind, be aware that I am flying a HP2 that normally stalls at around 19 mph. Today because of my 240 pound hook in weight combined with the atmospheric conditions, stall speed seems to have crept up little, to about 45mph!

O.K. now for some of the more important details..What about a place to crash, I mean land (got to be more positive about this upcoming event). Where oh where should I land... trees.. power lines...soccer field... orchard.. yeah that's it there is a bolder strewn cow pasture with 5 inter secting fences and a power line thru the middle of it. That looks like a great place to land .

I wonder which way that field slopes? It won't matter, I'm always wrong. I have to try and land into the wind anyway. Speaking of wind, I better drop my wind indicators. Here we go..two smoke bombs (both failed to work.. figures..) Might as well drop that stupid roll of ribbons, I don't know why I bother, it usually ends up in a single pile on the ground ..just like today! The odds of having the rolled up ribbon trick, work is about the same as winning the 649 lotto.

Meanwhile I'm down to 300 feet and regardless of the wind or the slope of field I think the old saying, What goes up must come down is rapidly be coming fact. Sure wouldn't be a bad time for one of those low saves everybody gloats about. (there I was thought I was gonna die. Had one foot planted in the dirt and then this thermal hit me and I started climbing like a home sick angel!)

No low saves today, better set up one of those aircraft style approaches. (today its got the same feel as a F-18) First the down wind ...no maybe it's the cross wind ..upwind? Well we better just call it a leg going that-a-way. We now follow that up with the old base leg, then Final.

There is something about the term final that really bothers me. I mean like it's so.....final.

How come as I get closer to this field it seems to be shrinking! It's funny how much you become aware of during this part of the flight. I'm too low to do anything about it, and suddenly all those decisions you have made during the set up prove to be wrong!

I'm now going down hill. (just to make it more interesting.) To make things even better, (despite of the smoke bombs and ribbons) you now become aware of a half dozen flags at the gas station next to the field were you intend to land, indicate that I'm traveling with an annoying 5mph tail wind!!

Down to 30 feet, I estimate a 60mph ground speed. It would be a nice idea to open the harness doors. Sure thing, too bad I can't find the pull cord (must be getting old). Just blow the Velcro! (anybody ever try to do that, the only time that stuff pulls apart is when your trying to close the doors!)

Anyway, doors open, up turkey, reach up real high, wait till your good and low, let the speed drop. Now FLAIR !!!!!
Just like in the movies, everything moves real slow. To bad life isn't run in slow motion, it wouldn't hurt so much. Then the control bar touches down, nothing like a practical demonstration of physics. Exploring the laws of energy, mass, deceleration and for every action their is an opposite and equal reaction. All I know is if there is an opposite and equal reaction some body in S.Africa just suffered two bent down tubes and heck of a face plant.

A look around and everything appears to be intact, except for a couple modified down tubes. Oh yeh, the cattle in the field probably won't give milk for the next three days because of my demonstration of fine aeronautical skills!

The moral of this story is, when you're out there going cross country don't push it too far. Some days the landing is just sooner then later. Make sure you allow your self lots of decision time. The landing is, in my opinion, the most critical part of the flight. Be sure to think everything through so that the one chance you get for landing is a good one. Learn to land tight areas, it may save your bacon one day.

If you're going to push yourself to get to that next field you're going to get there unprepared and it's going to be just like landing on the moon!

REMEMBER; THINK AHEAD AND FLY SAFE !!!

Hope you enjoy it.
Barry Bateman

Jubilation at the Thetford Mines Club.

An \$82,000 grant (over three years) has allowed them to finish the access road to launch, and improve site facilites. The club's members and the village of Sacre-Coeur de Marie anticipated opening on September 17th. Mother nature said, no, but it would have taken more than that to dampen their spirits.

In Godbout, the opening of a new site at Mont Caburon attracted about a dozen pilots. All the locals were there. The municipality of Godbout furnished \$20,000 for the access road and the federal government gave \$18,235 to cover the cost of labor. Will this, like Mont St-Pierre become the site of an annual pilgramage of pilots? The local club has applied for affiliation with the A.V.L.Q.

Following a request filed by Daniel and Denis Ouellet, and supported by the interested parties, a NOTAM has been issued for this mountain. The newly created class "F" airspace (H for hang gliding) is comprised of a circle with a three mile radius extending from the centre of the mountain (45.70.20 North and 72.52.00 West) and permits hanggliding to 5,000' ASL. It should be noted that we share this space with airplanes but these must observe, like us, VFR and not IFR.

CN Tower Flight

Last issue we saw the stage set, during four frenetic days, for an historic hang gliding/aviation event. Now we witness the final six day count down and aftermath. There is many a slip between cup and lip.

After leaving Jack Wizniki's office at Transport Canada (TC), I headed straight to an appointment with Alex Home, the new Airport Manager. The Island is owned by the Toronto Harbor Commission (THC). These old salts can be sticky. Greased by my success at the Ivory Tower (TC) I decide to play it bigtime and, after the mandatory preliminaries, ask to land three hang gliders smack in front of the main terminal building at 11 AM! You, you can't do that, he sputters; we have commuter airlines using that area all day. Where might we land? I counter. Out by delta taxiway, says he. OK, and when would be a better time? Well you could come in before we open at 7 AM. That will be fine, thanks for your time. I'm ecstatic. The old 'your pen or mine' art of negotiating worked.

It's perfect, we're in if TC gives the OK. All that remains is getting permits for the press (they can catch the 6:45 AM ferry and Ty will have a boat standing by for stragglers) and signing their releases. As I

drive over to see Joan Cormier at the CN Tower I realize I forgot to 'phone Hill & Knowton (H&K) with the good news and to start Barb Louer arranging the above. Finding a place to park at 4 in downtown Toronto near a 'phone is a joke. Why wasn't I equipped with a car phone like Ty! Suddenly, there was a booth with a spot right beside it, amazing. Now what was H&K's #...I glance at the phone book...it is lying open in front of me at - I get goose bumps thinking of it - the page containing H&K's #!!!

Do you realize the odds against that sequence? The TO book has 2000 pages. Add the parking spot beside the phone and we're talking a million to one shot here. I'm starting to believe somebody big may want this to happen.

Tuesday is taken up with glider signage. They want to do decals (silk screened yet). I explain that at 7AM all you will see is a black blob. Between myself and sailmaker Robert Mew we convince them to go with logos cut out of sticky-back dacron.

A call to British Aviation confirms the 5 million coverage can be set up when Frank Wright is free. Then the first of many small storms rains on our parade. Barb

from H&K is nearly in tears.

The lady who issues the permits is on vacation and Captain Hambridge, the THC's Risk Manager flat out refuses to allow us to break our legs on his airport! He doesn't care who is involved or who gave permission. Sticky wicket.

Wednesday it's back to Home at the airport. Alex is sympathetic after I point out that his airport might receive a sizable stipend from Pepsi if releases were forthcoming from a certain retired sea captain. We settle on \$1000 (a Cessna pays \$7), and like magic Hambridge relents and a replacement permit person materializes.

We now need a meeting to sign the releases. Hambridge refuses to give it (did I see him rolling ball bearings in his hand) until later in the week and he won't confirm a time or day till the last minute. Sandra Blake at BrAv says he is an infamous SOB and has reduced many calm insurance types to quivering killers.

There isn't enough blue sticky-back dacron in town to do the logos but Robert happens to be passing Montreal on Sat and can pick it up and put the signs on Sunday.

cont....

Wizniki says things are tight at TC but there is still a chance. We'll have an answer either way tomorrow. Ty has the standby paramedics and Harbor police on side. The gliders are arranged for pickup. The ramp will be ready Friday. The insurance policy can be picked up Thursday.

Thursday arrives; and with it a minor miracle. In a 3 to 2 decision TC has decided to give us the green light! I'm on air, it's a go. Back to the CN Tower for dawn details and the Island Airport Tower for finalizing the flight plan and ETA. A long-time acquaintance 'motorcycle Mike' (he called me 'microlight Mike') will be on that morning; no problem. The 7AM scheduled flt is always late so our window is extended 15 precious minutes.

There is a snag with the insurance policy but it is resolved and ready for 5 PM pickup. Out to Oak Ridges to grab one of the gliders. Oh no! Steve has bad feelings about my borrowing his brand new bird. I blow up; but on reflection realize he is only being a good student of the windividual chart of reliability. I relent and after some scrambling Mike Reibling secured a second new Mark IV of ideal colors and it's a 19 which may be better. Thank you Vic Luksys! Rabbit's 17 will be flown by Mark and I'll fly the 19.

Friday finds us running for all the last business day details. Captain Hambridge grants us an audience at 2PM. He immediately spots a small oversight. The insurance policy is four million short! Panic. We are given a 4 PM deadline. BrAv comes thru with a fax at 3:55. We are able to breath only for a minute. Then the Pepsi rep won't sign the release because his lawyer wants to see the rules we are signing to obey. Said set of rules don't seem to exist and Home can't be found. Tye finally gets Home at home friday nite and sorts it out.

We test the cameras and ramp at Bill's on Sat with Rabbit's bird even tho' the winch truck breaks down. We make do with a 30' hill.

The red leading edge Vision 17 is dropped off at the sailmakers. The crew are ready. The weather looks OK for Monday. My underwear feels tight.

Sunday morning I pack, teach and pick up the blue leading edge Vision 19. I am feeling tired but calm as I drive the empty express way to Mew's for our 1 PM meeting. All that remains is to have them put the logos on this second glider, trot them up the tower, spend a relaxing evening with my family at the hotel,

maybe take the crew out for dinner, early to bed for a good night's rest and a routine morning flight off the world's tallest building with the eyes of the world on us.

As I pull in even Sobstad Sails is quiet: too quiet, gasp. The doors are locked and all the lights are off! Just before I promise myself to a monastery for life Mr Mew Sr. strolls up. The power is off in the entire block. It should be fixed some time this afternoon. Nothing has been done on the other glider! Robert is still not back from Montreal. The girl who was to do the work couldn't stay. Why me?

Power was restored at 5PM. It took the H&K girls; Ty, Mark and his bride and I; and Robert and his dad 'till midnite to cut and apply the signage. When we broke the gliders down to 12' to fit into the 13' corner of the tower elevator we got another shock. The 19 was 13'6". Merde, this is going to be tight. Ty headed to the elevator to try to get it in while we prepared the 17 and held our collective breaths. He brought the house down by telling me deadpan when he returned that it wouldn't go. Just as we were about to mobilize a block and tackle to hoist it up the outside Ty broke into his famous grin. It had fit with an inch to spare. The pilots can try to get some sleep. I manage maybe

a couple of hours. Fatigue will have to be offset by adrenalin.

As the saying goes, 'the rest is history.' At four in the pitch black predawn we saw our good luck ambulance (a long time favorable omen for showmen). All went perfectly at launch, including a ramp move due to wind change at 6:30.

I radioed for the 15 min delay and sure enough, City Express were late again. After 6 harness checks and a few moments of meditation, Mark launched within seconds of 7AM and similarly prepared, I followed within seconds of the planned 2 min separation into a 3 mph breeze. We landed on the money after a fantastic, if photobusy, five minutes. The film and media coverage could hardly have been better.

All the networks and 3/4 of the front pages in Canada carried the story along with CNN in the States and Europe. I was interviewed by radio stations from San Diego to Alaska and got calls from France and Spain.

Most of the press caught the spirit of the thing. It was a celebration of man's dream of flight come true. Many were even open enough to give Diet Pepsi the credit they

were due. Without them this event could not have happened. In fact we were participating in the Diet Pepsi Taste Drive rather than they participating in our flight. There is a pervasive problem with both sports and arts not getting credit for sponsors. It makes money harder to find when sponsors know the media will not be fair. For example, Pepsi spends 50 thousand to give the Star a front page photo and the Star won't mention Pepsi's involvement because they don't give 'free' advertising! What a crock. I think we as the consuming public have the right to know who is providing the \$ for worthwhile events and should refuse to support media who don't give credit where due.

The odd newspaper and tv show called us crazy dare devils, a moniker that is irksome for a man who spent 20 years dedicated to teaching aviation safety. Actually recent psychological studies show we are better balanced than average. Ironic, eh, that we who were involved in the event were probably better adjusted than those who called us crazy.

One of the funniest comments came from Myrtle, our former Jamaican house keeper, who called my oldest daughter and said excitedly, Oh that's so fine Shauna

that your father jumped off the CN Tower; tell me, did he take a kite?

While shooting the documentary at TC a few days later we got our best compliment when someone said, you got some well earned, long overdue recognition. That was super from the TC boys who are often negative on hg. The fact that Ron Armstrong, the director, left his day-long meetings to re-enact his part, proved he was pleased with the event. Both he and sparkly Jack Wisniki (without whom, I suspect, we walk) were excellent actors. To all the choir of unsung heroes, thanks again for helping us realize our dream.

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PS Anyone who would like an auto graphed black and white picture of the flight, they are available with part of the proceeds going to the National Team Fund: 8x10's-\$10 11x14's-\$15. to; R.R.#2 Claremont ONT L0H 1E0.

TRANSPORT CANADA IN ITS WISDOM has decided that hang gliders have no need to enter Class "D" airspace and that it is safer for all if they keep us down with everyone else where the highest concentration of light aircraft fly. We can't seem to get it through their heads that this is a necessity for us to operate normally, not the icing on the cake that it is for ultralights. The ironic part about this is that the ultralights didn't request access to Class "D" airspace, it was the Hang gliding association that pursued it and the ultralights came along for the ride!

What follows below is various correspondence that has passed between Stewart Midwinter, our President and Transport Canada. I have decided to publish this in full as it is probably the most important issue that we have had to faced in our short flying history.

Barry Bateman

Excerpt from the Canadian Airspace Review,
742.2, Non-Adopted Recommendations.

"CAR 1.1.1.07, Hang Glider Access to Class D Controlled Airspace: General industry consultation meetings in 1987 have not substantiated the need nor the desire to allow hang gliders access to controlled airspace. The requirement to

allow access to ultralights has been identified as a requirement, and when regulatory standards for airworthiness, licensing, and training, etc are put in place; they will not necessarily be denied access to controlled Class D air space. Due to the inability of the hang glider to comply with not only ATC directions or basic airspace regulations but also for obvious safety reasons this recommendation was not adopted."

Stewart Midwinter

HGAC Presidents reply:

Marc Gregoire Project Manager,
Canadian Airspace Review
Transport Canada

October 15th 1988

Dear Mr Gregoire:

I have just received a copy of the Implementation Plan and Final Report of the Canadian Airspace Review (TP 8382E). I wish to express my surprise and dismay at the text therein relating to certain recommendations touching on hang gliding.

The HGAC has been involved in the Canadian Airspace Review since near its beginning, and in fact attended the Task Group meetings: Sport Aviation, and Mountain Flying. Written comments were

made to several other task groups.

Recommendation 1.1.1.07, made with the support of representatives of COPA, ATAC, UPAC, CSPA, RCFCFA (now ACC), and Transport Canada, read as follows: Task group 1.1.1 recommends Transport Canada, in consultation with the industry, develop on a high-priority basis, appropriate regulations to allow access for hang gliders to Class 'D'. As explained in the HGAC's brief at the meeting, it is impossible for Canadian hang-glider pilots to attempt to break world record flights without being able to legally cross low level airways.

Since the task group meeting in January 1986, our association has been waiting for Transport Canada officials to contact us so that discussions could be held to consider the recommendation. No contact was made for close to two years, so in December, 1987, I initiated a meeting with Air Navigation Standards staff to discuss the recommendation. At that meeting, the difficulty of allowing carte blanche access to Class 'D' air space to hang gliders was explained by TC officials; however, the possibility of special-event exceptions was discussed. Further information on the nature of cross-country flights was requested of the HGAC.

In September, 1988 I again met with ANS staff and went over the same ground as in the previous meeting. Neither meeting could be termed as anything more than exploratory and substantive discussions on the recommendations.

Now, on page 7-9 of the final report, I read that the recommendation of interest has been summarily non-adopted, in direct contradiction to statements made in earlier reports.

I read that general industry consultation meetings in 1987 have not substantiated the need nor the desire to allow hang gliders access to controlled airspace. The facts are actually as follows:

1. There was only 1 meeting, not several meetings, with the HGAC.
2. The need and desire for access was well documented at the Sport Aviation Task Force. Further information on the dimensions of cross country flying in Canada is still being prepared. The access being asked for is no different than that already granted to pilots of sailplanes, who are carrying out identical types of flights in similar weather conditions to those being used by hang glider pilots. There is plainly a need for the type of access requested when this type of flight is being made.

I also read that Due to the inability of the hang glider to comply with not only ATC directions or basic airspace regulations but also for obvious safety reasons this recommendation was not adopted. The response to this is as follows:

1. To the best of my knowledge, there is no requirement for any other type of aircraft to have radio in Class 'D' low level airways, thus no way for any other type of NORDO aircraft to follow ATC directions, and thus this reason is irrelevant.
2. Our association has not been advised of any general inability of its members to follow basic airspace regulations. Any transgressions by individual pilots have been limited in number. Indeed, by contrast, the monthly COPA newsletter carries numerous examples of the inability of all types of licensed general aviation pilots to comply with a wide variety of regulations.
3. 'Obvious' safety reasons have not been elaborated nor substantiated in any documentation associated with the Canada Airspace Review.

The recommendation of concern has been not mentioned as rejected by any EXCOM meeting, and has been included as adopted in all interim implementation plans. To suddenly mention it in the latest

implementation plan as non-adopted as of November 19th, 1987 is certainly disingenuous since the only industry meeting was held in December of 1987. Further questions are raised by a mention in the Draft Final Implementation of March, 1988, that a decision was pending (as one would expect).

From the foregoing text you can see that the HGAC is not satisfied with the spirit apparently demonstrated to date by the OPI in conforming with the recommendation made by the Sport Aviation Task Force. I would not want to jump to the conclusion that a mockery is being made of the process of asking for the input of the users of Canadian airspace. However, when a recommendation made by an industry-wide task force after a week-long meeting is summarily rejected by a department official after 1 half hour verbal meeting, I feel an absence of due process. I would appreciate your investigating the situation and in particular the unsubstantiated and, I presume, reversible decision announced in the final implementation plan.

Yours sincerely
Stewart Midwinter, P.Eng.
President HGAC

What follows now is a summary of Transport Canada's reply to Stewarts letter;

Nov. 16, 1988

Dear Mr. Midwinter:

This is in response to your letter of Oct., 1988, to Mr. Marc Gregoire, Project Manager, Cdn. Airspace Review (CAR), pertaining to the operation of hang gliders in Class D (controlled) airspace in Canada.

As you are aware, this recommendation has been considered on several occasions by the CAR Exec. Committee, who referred it back to the Office of Primary Interest for further consideration. For reasons which you will no doubt recall from your meeting with Air Navigation Standards staff, the carte-blanche-access recommendation could not be implemented and as a result, during the EXCOM 8 meeting the decision not to adopt the recommendation was made.

Notwithstanding the foregoing, TC Aviation Group is still cognizant of the HGAC's desire to access controlled airspace for record-setting purposes and is prepared to discuss the appropriate means of achieving this aim with your officials.

As an example of TC's support of hang gliding activities in the past, Class F

(Special Use) Airspace was established for the American Cup in 1986, for the Saltspring Is. meet in 1987, and for the Cdn. Nationals in Quebec in 1988. In addition there are 5 Alert Areas set aside in Cdn. airspace for use wholly or partly by hang gliders.

As a matter of interest we have recently established high-level soaring areas for sailplanes at Cowley and Grande Prairie, Alta. These aircraft are of course not fully equipped to operate in some classes of airspace, however the establishment of specific areas, procedures, and limitations has enabled flight in airspace which best suits the capabilities of gliders.

Be assured that when your organization has completed its report on the dimensions of hang gliding XC flying in Canada, the Air Navigation & Standards Division will be pleased to further discuss possible means of implementing procedures to enable the pursuit of record-establishing flights.

Signed,
Gilles Rodrigue
Director, Air Navigation System Requirements

And finally a brief summary of Stewarts 20 page report (8 pages text, 12 appendices) that was sent in return:

November 29th, 1988

Dear Mr. Rodrigue:

This is in response to your letter of November 16th regarding recommendation 1.1.1.07, pertaining to hang gliding, in the Canadian Airspace Review. Thank you for your reply. I appreciate your explanation of some of TCAG's support of hang-gliding activities in the past, and we look forward to working with the department in the future on such arrangements. I am still concerned that there was no factual support for the reasons which were cited at the EXCOM for not adopting the recommendation; however, let us proceed with the discussions you propose and see where this leads us.

Please find attached the HGAC's analysis of the dimensions of hang-glider cross-country flying in Canada, and a proposed solution to the record-attempt concern. I would appreciate your passing this on to the appropriate officials, and am ready to discuss this at your convenience. I can be reached at (403) 290-7251 during office hours, or at the address written above.

Yours sincerely,
Stewart Midwinter

REPORT SUMMARY

Advanced hang-glider pilots in Canada have a desire and a need to cross low-level Class D airways in order to be able to legally attempt record cross-country flights.

By changing ANO V, No. 24, the current restriction on such access could be eliminated. However, that change would allow all hang-glider pilots access all the time to Class D, which is neither necessary nor perhaps desirable. It may be possible instead to arrange exemptions for qualified pilots operating under certain procedures. The basic elements of such a proposal are as follows:

(1) Licence equivalence: Access would be limited to those pilots who have a current HGAC Level IV rating (see Appendix 1 for details) and have written the HGAC Airspace Exam or equivalent: ultralight, sailplane or private pilot written exam.

(2) Instruments: Pilots granted access would carry the instruments mentioned in the Day VFR Instruments Order.

(3) Airworthiness: Pilots would fly hang-gliders meeting airworthiness standards acceptable to the HGAC, for instance, the standards of the U.S. Hang Glider Manufacturers Association.

(4) Procedures:

(i) The provincial member associations of the HGAC would designate representatives to liaison with regional Transport Canada offices.

(ii) Qualified pilots would inform Flight Service Stations on the day of the record attempt as to take-off location & time, intended direction and route of flight, and maximum height to be reached.

(iii) Provincial associations would advise FSS or Transport Canada regional offices in the event of organized competitions. In the case of major national or international events special arrangements, such as have been made in the past, could be requested.

Subject to discussion and modifications, the above proposal could be put into place, perhaps on a trial basis, by the beginning of the 1989 flying season.

Now onto other matters. I would like to request of all pilots that they phone Flight Service Stations from now on when heading out x-c to let them know when, where from & to, as we would do under the proposed procedure. This will get FSS used to the idea and show TC we can do it.

Second I would like to stress to all pilots that the proposal asks nothing of them that advanced pilots should not already be doing (except to call FSS).

Third it's only a proposal, and no guarantee of success, above.

Yours sincerely,
Stewart Midwinter
President HGAC

SM/ Encl. (Report) (Appendix 1- rating system; Appendix, AIRSPACE: