



# NATIONAL NEWSLETTER

SEPT 1990 THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA VOLUME 4 ISSUE 3

Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	15	0
→ ALBERTA	15	0
<b>SASKATCHEWAN</b>	<b>9</b>	<b>6</b>
<b>MANITOBA</b>	<b>9</b>	<b>6</b>
→ ONTARIO	13	2
→ QUEBEC	12	3
→ NEWFOUNDLAND	9	6

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## EDITORIAL

As I sit here, looking out my window watching the rains slow fall, I realise that the summer flying with those nice big thermals is all but gone. But that does not mean that it's the end of flying for the year.

It's nice to be able to work that strong lift and fly all those thousands of miles of XC's, forever forging on, but there are many other ways to make your flights exciting and challenging that can ultimately help you in those XC flights. There are various phases of cross country flying which require skills other than finding the right cloud or trigger point, or how best to work the lift and they need to be acquired.

The other day for example, I was flying from a 7000ft mountain. A group of us had taken a chopper ride to the top (a first for many of us in the group) as the day looked and in fact was, very stable. At the top it was blowing in a gentle 12mph and it was looking like it was going to be a sled run.

Martin Henry launched first and managed to work the lift being generated in a bowl at the very top and was able to stay up. He was quickly followed by "yourstruly" and I ended up having a 1 1/2 hr hill hugging flight while the rest went down.

Likewise, just the other weekend, I was flying a mountain in bouyantridgelift and as I was able to gain a usable amount of height so I tried heading out to a hill upwind just to see if I could make it. I didn't succeed so I came back and tried another way of achieving my goal. I never did make it to that hill but I did get across to another mountain and got up, which would conceivably have allowed me to reach my intended goal had it been earlier in the day.

Now the point of telling you about these flights is not to show you how great a pilot I am, but rather to try and show you that there is always a challenge you can take which may be of use to you later on.

Take the first flight for example. Earlier this year in the spring I was in a competition and had just crossed a gap with some other pilots. The lift when we arrived was very sparse and after a while I gave up and landed. The others hung in there for another 20 minutes and were eventually able to get up. They all made goal, I didn't! Hanging in on that 7000ft mountain means that I have learned my lesson and will be ready next year if the same situation arises

Whenever you go out flying always try to set yourself a challenge to aim for. Sometimes you will succeed other times you won't, but one thing is sure, you will always learn something from the experience!

You never know, if you keep challenging yourself enough, one day you too may be able to fly like Randy Haney.

Barry Bateman

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# HGAC

## President's Report

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This summer your president behaved in irresponsible manner. During this years Golden Classic, I had the opportunity to assist a new pilot in his first high flight.

The fact I am not a certified instructor did not really bother me. The student in question was prepared for the flight and had just been waiting for the ideal conditions to have his first high flight. I was there simply to oversee and advise, I even provided a radio such that I could assist him out to the landing area.

What bothered me was that I allowed this new pilot to fly without a parachute. Had fate not been so kind to this new member what may be considered a minor indiscretion may have become a disaster of proportions that no one person should bear.

What has added to my concern is the knowledge that despite the HGAC policy of the mandatory wearing of a backup parachutes many of our newer pilots continue to fly without chutes. I also found out about some older and more experienced pilots have been flying without chutes.

Knowing personally of two fatalities that would not have occurred if the pilots been wearing a chute. I feel a personal shame for having allowed the potential to happen again.

In our sport (I include Paragliding) we owe it to ourselves and our fellow pilots to

enforce the HGAC policy of the mandatory wearing of chutes at "altitude".

Reserve parachutes offer a pilot in dire circumstances the last chance of survival.

chutes are no doubt in the minority. None the less responsible members of the flying community must make an effort to inform and encourage those who fly without chutes, to get one.

The shortage of cheap used chutes has not helped this situation. To help out, I suggest that pilots already flying with chutes consider updating their equipment.

Many pilots fail to realize that their chutes are getting old and may wish the security of a new chute. The cost to update your chute can be as little as \$150. Old "cheap" chutes may not be as good as the latest state of the art systems, but if in good serviceable condition can and will save lives.

I also ask instructors to educate their students into understanding that a back-up chute is an integral part of the equipment he or she requires before flying is possible. I realize the cost of equipment prohibits many new pilots from getting into the sport but if properly educated the student will accept the necessary costs.

To all HGAC members I ask please, enforce this valuable HGAC policy. If you or some-

one you know is flying at altitudes where a parachute could provide the proverbial "last chance" and no chute is in place, do something about, you may just end up saving a life.

Martin Henry HGAC President

A very rare picture showing one of Martin Henry's early ancestors rising from the quagmire.

bility. The use of these chutes are few and far between, "once in a lifetime" could be an accurate statement. Even the present paragliding reserves systems, with their questionable reliability should be used.

My observations of pilots flying without

# Past President 's 5¢ Worth

Do we have to wait all day Stewart?

Hey, just because I was deposed as president this year in an ugly coup d'etat by a western hill billy doesn't mean I'm going to go away. Well, maybe I did sneak off and lick my wounds in Turkey for a while (and get in some fascinating paragliding! -story and pictures in the next issue), but I'm back now, so look out!

In a recent conversation with officials at Transport Canada, I learned that the HGAC's airspace proposal is now before the Privy Council legal staff in Ottawa. Their approval could take 6 months or two years, but we hope for success before next spring. If approved, the regulation change would make the HGAC responsible for determining who is qualified to cross low-level airways on x-c record attempts. In anticipation of that momentous day, our Airspace exam has been completely revised by Richard Roussin, and should now be available from HGAC Ratings Officer John French. Study up your Transport Canada "Hang Glider & Ultralight Information Manual", read the HGAC Airspace Exam Study Guide, then write the test and be legal next year!

I have also spoken with a representative of Communications Canada about the HGAC's request for a dedicated aircraft radio channel (at the moment we share 123.4MHz with flight training, and sometimes someone tries to tell us to get off the air). Due to our small numbers, we may be granted a channel to share with balloon pilots, but this should not be a problem given that they mostly fly early in the mornings. Our request took a turn for the better when I pointed out that British pilot shave been given not

one, but five, separate channels for hang-gliding usage.

In this issue of the National Newsletter you should see a new column by 'FreeFlight' editor Tony Burton. Every issue Tony will be bringing us news from the sailplane community in Canada, while I have sent SAC 'FreeFlight' readers similar news about hanggliders and paragliders. This exchange of articles should help to emphasize that all unpowered pilots are part of the same sport of soaring; some just buy more expensive aircraft than others!

After flying a 4:1 paraglider or a 10:1 hangglider, flying a 30:1 sailplane is a real treat. The extra glider ratio and high top speed enable one to enjoy feats simply not possible in a foot-launched glider, such as wave-soaring the leeward of the Rockies to 26000 feet, or starting a final glide 80km from goal; with a two-seater, you can share the pleasures of flight with a friend or loved one, and flying out of an airport provides certain creature comforts you just don't find on your average mountain-top.

The price for sailplane performance, apart from the higher cost of the aircraft, is the highly structured club organization that it takes to operate an airfield and a tow plane. Most clubs expect their members to show up and work at least once a month. Foot-launched flying offers pilots freedom not only from licensing but also from club hassles. It's up to you to decide on the trade-offs and pick the end of the soaring envelope that you enjoy most. I like all three flavours of soaring: each one is the same, only different!

Stewart Midwinter

**The National Newsletter** it would appear, is not being received by members in some provinces on a regular basis. The reason that this Newsletter was started was so that all members of the HGAC could remain in touch with the rest of the hanggliding community. If pilots are not receiving this regularly then this aim is not being met.

At this coming HGAC AGM in March 1991 I will put forward the motion that this Newsletter be reprinted and distributed from a central location directly to all HGAC members. If this idea appeals to you get a motion passed at your next Provincial AGM and have it taken to the next HGAC AGM. It's your Newsletter, make your vote count!

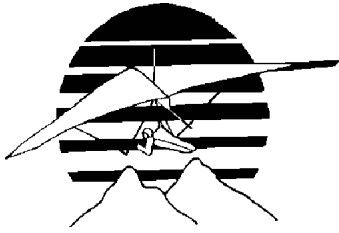
The benefits this would mean are;

- Cheap to produce due to large volume (ie printing cost)
- Direct mail out so that all members receive it at the same time.
- Improved format as it would be printed, not photocopied.
- Perhaps a cheap mailing due to "bulk paper rate" (?)

The drawbacks are;

- Your director would need to send in updated membership lists.
- The HGAC would need to bill each province for the cost incurred.
- Maybe the HGAC needs a membership director?

Barry Bateman, Editor



# The Hang Gliding Association of British Columbia

## From DC-10 to BRIZAIR-10

By Cameron L. Mackenzie

There I was, soaring over these cliffs looking out to the beautiful bluesparkling sea and yellowy-white sandy beach down the shoreline, under a deep blue sky. The temperature was a balmy 28° and the winds were steady at 25-30 km/h.

The place: Starwell Park, one hour train ride south of Sydney, Australia.

It all started last February of this year, when I met an Aussie Paraglider pilot by the name of Bernard O'Reilly at Whistler, B.C. He had just finished touring Europe with his paraglider and was now spending his last couple of months flying Blackcombe Mountain. I was introduced to Bernie by Janet and Joris Moshard of "Parawest Paragliding School" (where I learned to paraglide about a year ago) while he was showing everyone his pictures of his European flying. He also mentioned some fine Australians itest of fly. Well, my ears really perked up as I was heading that way in a few days.

You see, I'm fortunate enough to be employed as an Airline pilot with Canadian Airlines International, flying DC-10's on overseas routes. My next scheduled flight was an 8 day trip to the South Pacific with a two day layover in Sydney.

So, shortly after getting the goods from Bernie, I was walking through the terminal building at Vancouver International Airport in full uniform, flight bag in hand and my Brizair-10 paraglider.

While boarding the aircraft, a few heads abruptly turned as the Captain loudly said to a flight attendant "Cam's the only pilot in the airline that carries his own parachute!" At that, we closed the cockpit door behind us.

Five and a half hours later we touched down in Honolulu and a day later we were off again, non-stop for 10 hours, to Sydney. With Bernie's directions and contacts in my paraglider, I was in great anticipation of my really first soaring flight. But, as we neared the airport at Sydney, my enthusiasm began to fade as we commenced our landing approach in one of Sydney's rare monsoons. As I had only 2 days in Sydney, this being the first, it looked like I was out of luck. To use my friend Joris's phrase, "I think we are stuck!"

At the hotel I called Tony Armstrong of "Active Air Sports" in Starwell Park. "It doesn't look good" he said, "but give me a call in the morning". So, after sleeping through the day and night and the howling winds and rain, low and behold at the crack of dawn it was beautiful out; calm and sunshine. After a quick call to Tony I was on the next train south. After one hour, I was walking down a winding road to the sea with my Brizair-10 on my back. As I rounded a corner, there it was, the top of the hill with 4-5 paragliders and hanggliders soaring. My pace immediately doubled and my excitement grew, as I broke into a big smile. After a quick hitched ride (the Aussies are real friendly) I was at the top of the hill. It was a beautiful site - a nice grassy area to set up and then a good slope, right off the edge. There were paragliders and hanggliders all over the

place, ready to launch, and I met Tony right off. He proceeded to brief me on the site, explaining that if you get too far down the cliff you can't get back due to too strong a wind, just head for the beach way down shore instead of landing in the ocean. One girl last month ended up in the ocean and the trees were definitely better. He then left me in a group of what he said were the best paragliding pilots in the world. I thought he was joking, but I now found myself in the company of Christoph Kirsh, Toni Bender and Willi Weiseimer, and about 5 other Swiss and German pilots. It was beginning to feel like I was in Europe. For those of you unfamiliar with those names, Christoph Kirsh is a West

German test pilot and is best known for his video called "Extreme Paragliding". Toni Bender and Willi Weiseimer are frequently in the top 10 in World competitions. After a short chat with one fellow, it was decided that I might not be able to soar with my Brizair-10. The winds, at 25-30 km/h, were coming sideways at the cliff from the north and he

didn't think my sail was high performance enough to stay aloft. The rest were flying Falhawks. But, the worst scenario was that I would sink out and land on the rocky shoreline below with a long hike up. But I had faith. After watching a couple of take offs I started to roll out my glider with the help of a nice Swiss fellow from Geneva

called Dominique Foex. Before I knew it I was running, not far mind you, off the grassy knoll and over the edge, soaring amongst 5-6 others, including a couple of hanggliders. I was ready for the slow drift down, but I managed to stay right there. Even though I was not as high as some, I was still soaring. All right! The odd time I would tempt fate and get too far away from the cliff and start to drift down the shoreline, but on coming back toward the sharp

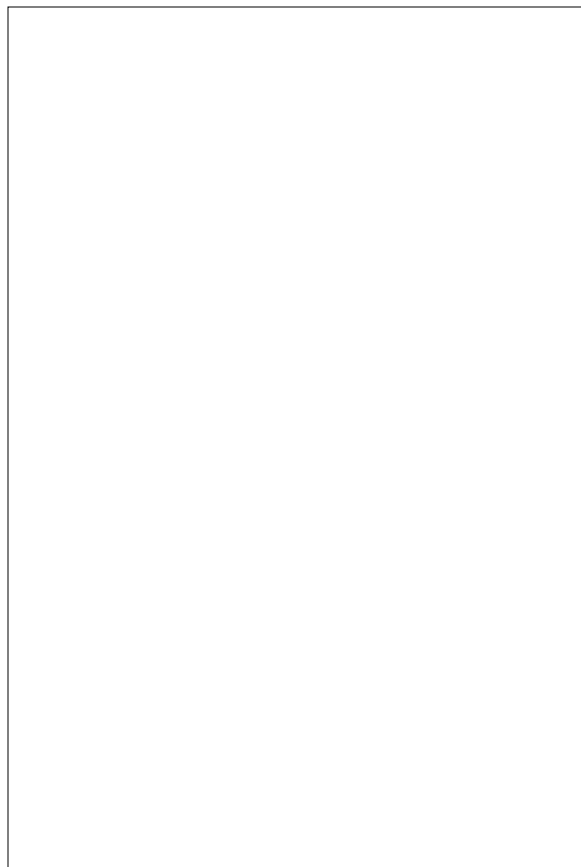
witnessed a near collision of one paraglider turning downwind and just missing another one coming up the edge, causing quite a stir amongst the group).

It was so great. At one point on turning back upwind I was just hovering like a hummingbird, not going up or down, backwards or forwards. I used just enough brake to stay put.

After about a half an hour of great stuff, I

knoll and broke his arm. But, Dominique was all smiles as he was escorted off the top by an amiable ambulance attendant as Tony was saying "These crazy Europeans". Soon after, glider after glider launched off this beautiful site. I got to watch Christoph do his stuff, so I followed with one more great flight.

All too soon the day ended, goodbyes were said, and I was again on the train back to



Paragliders launching and flying at Starwell Park, Australia

top landed. What a thrill landing where I had taken off from. I now proceeded to get ready to go again. Before I did, my new friend Dominique was attempting to top land. He pulled too much brake and stalled, falling 10 meters onto the edge of the grassy

Sydney, pretty pleased with my first soaring flight. I think they were surprised my old Brizair-10 hung in there.

So, back in the pack goes my Brizair-10 and as I climb into the seat of my DC-10, I'm already planning my next trip.

Cameron L. Mackenzie

rock face I would rise rapidly straight up, just like an elevator. Fantastic!

As the winds were from the north and striking the cliff at an angle, it was a bit tricky to slowly move up and along the edge, then turning downwind, one would hit great speeds. To avoid the sink of a tailwind, I tended to fly over the edge of the cliff when turning tailwind, thereby getting additional lift. But, one had to really watch out for others. With as many as 5-6 paragliders and a couple of hanggliders all sharing the same site, the rules of the air had to be really kept in mind. At times I had gliders above, behind, in front and beside me.

(Later, while sitting on the grassy knoll, I

**Apologies** are in order for the last issue of this Newsletter.

No excuse will ever be good enough but just for the record my computer "hiccuped".

I had just finished this newsletter (3 weeks work) and as I went to save the file to disk, it got scrambled and consequently, lost.

I tried recovering it but without success. My only course of action was to start all over again!!! Ed.

### **Sheep Power?**

Heard of a unique way of how the Aussies get thermals to trigger when they are desperate for a low save. They look for a field which is full of sheep. Then they fly low over the fields screaming out as loud as they can. This gets the sheep to start frantically running around and it has been known on many occasions to trigger off a thermal!

I wonder if it'll work with prairie dogs?



# The Alberta Hang Glider Association

## GOLDEN XC OPEN

By Vincene Muller

Meet Director, Ron Bennett ran this meet with no help. Once again he did a great job. Each day the task was the same, race to goal at Juniper Heights, 100km down the valley. Ron had installed a clock glued into the telephone pole in the landing area. He took launch time, launching himself after the last competitor took off. The first competitor to landing would unhook, run to the pole and photograph his time. Then he would take the times of pilots coming in later, they too had to unhook, and run to the pole. This caused great hilarity as they staggered over to cut their times.

Some pilots flew the task but continued or made out and return flights to attempt records. This meant that their times were slower as instead of coming into land, they would be themalling up again before cutting their times. These pilots used time/data back camera to record their finish times. A list is attached of records applied for. J.C. Hauchecorne completed 200km out and return and has applied for a World Record for speed. It is also the first leg of his Delta Gold. J.C. also flew 150 miles open distance to move into first place in the 1990 Cochrane Cup. During the week he also flew 101.5 miles and Willi Muller flew 105 miles on another day. Overall Results (I am not sure of placings

4-7 - right pilots but may be not the right order)

- 1 Peter Luke, Victoria, BC
  - 2 Stu Cameron, Cochrane, Alta
  - 3 Mark Tulloch, Victoria, B.C.
  - 4 J.C. Hauchecorne, Vancouver, B.C.
  - 5 Rick Mercier, Calgary, Alta
  - 6 Willi Muller, Cochrane, Alta
  - 7 Martin Henry, Vancouver, B.C.
  - 8 Glen Dagenais, Calgary, Alta
  - 9 Chris Muller, Cochrane, Alta
  - 10 Stewart Midwinter, Calgary, Alta
- Super Heavy Weight Middle Weight**

J.C. Hauchecorne, 200km out and return speed

### APPLICATION FOR A CANADIAN RECORD

Willi Muller, Open Distance with a dog leg  
Stewart Midwinter, 100km out and return

### UNOFFICIAL CANADIAN PARAGLIDING RECORD

Sean Dougherty, 57km in 3-1/2 hours

Format of the Golden Meet was a race to goal each day from the Mt. Seven, Golden Launch to Juniper heights (100km).

One day was invalid with the required number of pilots not making the minimum distance - 20km. It should be noted that on the last few days of the meet pilots were completing the task in just over 2 hours (the slowest being 4 hours). Stu Cameron had the fastest time over the week with a flight of 2 hours, 2 minutes for 100km. 22 pilots entered the meet and there were a large number of free flyers also. One free flyer com-

Meet director, Ron Bennett checking out his vox unit before launch

- |                |                |
|----------------|----------------|
| 1 Peter Luke   | 1 Chris Muller |
| 2 Stu Cameron  | 2 Greg Leslie  |
| 3 Mark Tulloch |                |

### Light Weights

- |              |               |
|--------------|---------------|
| 1 Mike Siska | 2 Kelly Mason |
|--------------|---------------|

### APPLICATION FOR WORLD RECORD

pleted the flight to goal one each day that the competitors did but unfortunately had neglected to enter the meet. He would have placed in the top ten. Meet format was that the four best flights were recounted. During the week there were five paragliding pilots. However only Sean Dougherty and Max Fanderl flew XC. The other three

# In Pursuit of Cold Beer

The First 50+ km Paragliding Flight in Canada By Sean Dougherty

Almost a week had passed since I arrived in Golden at the XC Meet. I wasn't competing in the meet, just there to try and fly my paraglider as far as I could. Each day I'd managed to fly a little further - first 8k, then 11 and 17. However, I was uncertain that I'd ever make it further than 17km. Originally, I'd arrived with big plans - 100km, but reality has a bad habit of

crushing big plans. Not only were these my first high flights in Canada, I'd never even been in a thermal before! After a few days I figured that if I ever made it to the Cold Beer store in Harrogate, about 40km down the road, I'd consider the week a success, and someone would be carrying me out of the store!

The crux of the whole escapade was getting through the first 16km. Within that distance are two gaps in the main mountain ridge that runs south down the Columbia Valley. The solution is to get high enough over Mt. Seven, first mountain in the ridge, that you can glide across the first gap and arrive at the second mountain with plenty of height. If this part fails then it is a major scratch job to get high enough to cross the second gap and onto the main ridge that runs south for seemingly ever and ever. So far, on my longest trip down the valley I didn't make it across the first gap with height, my scratch job failed and I sank out to the valley - so close to the main ridge. Landing by a snake had livened up the proceedings somewhat - me running around like a headless chicken whilst the snake made off as fast as it could in the opposite direction!

And so... the last day of the meet... the Cold Beer store was beckoning. It was either today or sometime next year. Mark Tulloch assured me that I'd make it. A few hanggliders took off just after midday with me right behind. Things started out well, grabbing a thermal right off

*continued on page 8.....*

(Above) Alex Raymont shows the sign he had for retrieval rides. We're not sure if he actually used it!

(Right) When trying to set records, sometimes one has to take any landing witnesses available! Willi Muller and his landing witnesses!

pilots Stewart Midwinter, Willi Muller and Chris Muller were in the hanggliding competition and flew before or after the competition. All had thermal flights. The day after the meet, Willi & Chris thermalled up 2000' and were able to fly up to the Golden Rim Restaurant, (on the hill above Golden), landing on the patio, where the owner treated them to dinner.

.....continued from page 7

launch for the first time all week, and immediately getting up to 2000 feet over launch. Within ten minutes of launch I was over Mt Seven. After six days of trying I actually managed to get high above the summit of Seven. The north wind was pushing me south into the first gap, but I was anxious to make it across above ridge level. Five minutes later I was cursing at my impatience - my glide brought me over just below ridge level and so I scooted out to the scratch cliffs at the front. This time I was much more determined to hang in as long as it took to find something to get me back up to ridge level. Max Fanderl in another paraglider joined me in the search for the elusive thermal. After fifteen minutes or so - success. I regained ridge level and after a while managed to get up high, really high. In fact, all the way to cloud base! This was novel, flying suspended from the base of the clouds. From this high up the second gap was a piece of cake. Meanwhile, Max didn't have the same luck with the thermals and ended up flying out to the highway over the "snake field" (near Parson).

Once on the main ridge, flying was easy. Climb up in the odd thermal, but generally a straight glide south. By now hanggliders were whipping past in droves. They would appear somewhere a few miles north of me, next instant they were with me (sharing some of the thermals, even having a conversation) and seemingly within seconds they were gone somewhere to the south. At one point Chris Muller and I were thermalling together, going ground at exactly the same height and exactly the same speed, Chris on the outside. It was one of these many moments when I regretted not having a camera.

Past Parson I was getting very cold, having been in the air for nearly two hours. I had to tuck my gloved hands inside the flying suite and steer with just body weight to prevent my fingers from freezing. To pre-

Sean soaring away from Golden

vent violent shivers I began doing a workout, flinging my legs and arms around whilst I whistled. Thankfully, all the hanggliders were gone. Eventually I could see Harrogate and the Cold Beer store. How-

ever, I was still at 12,000 feet and decided I could always hitch back to the store! By the time I was level with Harrogate, I noticed the ridge split, one ridge continuing south and another close to the highway. I hadn't discussed what to do at this point with anyone - I never thought I'd get this far. Meanwhile, my bladder was expanded to the limit and pissing - my pants was posing a far more threatening problem than which ridge line to take! After a bit of rummaging, the immediate problem was solved without getting wet. Unfortunately, I passed up a 720 fpm thermal in the process and lost a lot of height. Feeling somewhat confident that I'd regain the lost height I kept gliding towards a flat-topped mountain, where there was undoubtedly a big thermal. When I got there, I found nothing! Slowly but surely I was scraping ever lower, eventually below the ridge line and ended up working some weak lift off some small cliffs. Somehow I had to gain enough height to make

it out to the front ridge and/or the highway. One good thing about the loss of altitude - I was at least warm again.

.....continues

Can we help? Sean Dougherty gets ready to launch



# Flying High for Fun

By Donna Letang

What? Fly off a mountain? With a parachute? But of course! Imagine you're a bird soaring through the air, the wind on your wings! Doesn't it sound beautiful?

Take Ron Ford for example. Ron's one of those self-confident, sure-of-himself kind of people who seem unruffled about trying anything new. But Ron is extremely cautious and always does his homework before getting into anything. Well, he did his homework alright! He practised, and studied, and asked questions, and experimented with his paraglider.

After having made approximately forty small flights, he was ready for a mountain adventure. He hiked up Yamnuska Mountain with his spack on his back and an old pair of runners. No problem! When he got to the top, he couldn't believe the view. Spectacular! A bit nervous, but totally

excited, Ron set up for his first mountain flight. But first, he relaxed a bit, had a picnic lunch, and enjoyed the serene, peaceful surroundings. Then laid out his chute, put his helmet on and took another look around. Was he on top of the world?

Before he knew it, he was flying above a 2500 ft mountain in the Rockies. No motor with noise to spoil the quiet, no smoke to pollute the air, no awkward gadget to get in the way; just him, the pilot, gently steering and controlling his colorful parachute. He was a huge beautiful bird riding the skies above the rocks and trees and lakes. How could anything hold more excitement, more satisfaction, more sense of oneness with nature. The majestic view all around him was fascinating.

When Ron gently landed at the bottom of the mountain in an easily spotted open

field, he screamed for joy until he was weak. This was truly incredible! That was it; he had been struck with the fever and now he's hooked on flying. It was like nothing he had ever experienced before.

And me? Was I brave enough to try this crazy sport? You bet! And do you know what? It's not crazy at all. It's one of the most pleasurable sports I've ever tried. It's exhilarating.

Every flight is different and each one more satisfying than the last. Certainly I was nervous at first, but anyone that lets fear stop them from paragliding doesn't know what they are missing.

On my first mountain flight, I had the accompaniment of two avid paragliders, Ron Ford and Mike Waddington. By the time we reached our launch site and set up our chutes to fly, I wasn't quite as confident as I thought! But I knew what to do and knew that the conditions were right.

*continues....*

By luck, I found enough bump to make it out about 500 feet below the ridgeline. Working some subsidiary ridgelines and small cliffs seemed like hard work after gliding along at cloud base and all I could do was maintain. Much sooner than later, I came across a tree-filled saddle that I didn't think I could cross safely. I wasn't about to end the flight with a ditching job in the treetops, and so I began the final glide. For the past twenty minutes or so I'd been wondering where Spillimacheen was located, then the next village (read building) south of Harrogate. Unbeknownst to me I had glided right over it with altitude to spare. Once over the highway I just followed it south as far as the glider would take me. Three and a half hours after launching, I landed in a field next to the highway 3km South of Spilly, 57.5 km from launch.

After checking for snakes, I made my way

to the gate. Just as I set down my glider, a friend pulled up in a car. Within minutes she packed my glider, and I'm in clean clothes with a drink in hand. To cap it off she gave me a ride back to Golden. We didn't stop at the Cold Beer store - I figured there would be plenty of those to be had back in Golden.

It was a great flight to end a great week of flying and fun. Never having been to a hang glider meet before I didn't know what to expect. In fact, the first day I was a little reluctant to fly - I thought that I might be in the way. I was so wrong. The entire week pilots were holding up my glider at launch, providing bits of advice and making me feel totally at ease. I am really grateful to the pilots, who were not only really helpful with advice and support, but were really excited to see me make this flight. And wait until next year guys - I'm going to make it to goal!!

Ron took off with Mike right behind me. Simple! A few steps and then I was in the air, high above the trees looking down over Canmore.

As I said, the panoramic view is fantastic! I saw the trees, the river, the mountains, and the town from an entirely different perspective. How refreshing! We graced the skies and onlookers below were awed by the colorful beauty of three human birds in the air. When I landed, I was so excited and quite pleased with myself; it felt like a dream. But would I do it again? Certainly! And I'll keep doing it.

Paragliding, you say? Yes! Fresh air, outdoor activity, a little exercise, and a totally rewarding experience is my idea of recreation. Anyone can do it. You can too! It's called:

**FLYING HIGH FOR THE FUN OF IT!**

# The COWLEY SUMMER CAMP and WAVE SOARING

By Tony Burton

Editor of *FreeFlight* magazine

*When you consider that hanggliders, paragliders and sailplanes all use the same source of lift to stay aloft, and have the same aims and goals, doesn't it seem a little bizarre to you that the communication and exchange of information between each of the sports has been minimal to say the least?*

*The gap between hanggliding and paragliding is slowly closing, but unfortunately the gliding community has always seemed a little distant. There has been good contact at the National level but for the average hang/paraglider pilot those beautiful 'leek' glass' ships and their pilots are still a mystery to most of us.*

*For some time now Stewart Midwinter, past president of the*

*H.G.A.C. has been enlightening the members of the Soaring Association of Canada (S.A.C.) about hanggliding and paragliding by writing articles for "FreeFlight", the official magazine of S.A.C. Now, Tony Burton editor of "FreeFlight", has offered to supply your Newsletter with articles about the sailplane community. Hopefully this will bring our sports close together and give us the opportunity to appreciate each others discipline.*

*What follows is Tony Burton's first article in what I hope, will become a regular section in the Newsletter. Read on, I hope you find it enjoyable and informative.*

*Barry Bateman, Editor*

**YOUR EDITOR HAS ASKED MR TO WRITE SOMETHING** occasionally for hangglider pilots about events in Canadian soaring and generally about the environment and techniques of soaring which may be of common interest, and I am happy to do so. In the spirit of *Glasnost*, Stewart Midwinter is doing the same thing for our magazine.

The Cowley Summer Camp is the largest annual soaring event in Canada, regularly bringing about 100 glider pilots together from all over western Canada, the USA and elsewhere. It takes place each year over the 10 days up to the civic holiday on the first Monday of August. The Cowley airstrip is about 10 kilometers north of the village of Cowley, Alberta on highway 3 just east of the Crow's nest pass. It is mostly unoccupied during the year except for aeromodellers and some air cadet flying, but fills up for the Summer camp and the Fall Wave camp at thanksgiving.

The airfield is maintained for the Alberta Soaring Council by the provincial government through the nearby Pincher Creek airport maintenance personnel as an official provincial campsite (the aircraft

movements statistics provided to Pincher Creek airport manager are a significant proportion of the annual aviation taking place - over 1900 movements at this summer camp).

The status of the airfield as a provincial gliding site resulted from years of negotiations with the government in the '70s, and glider pilots are rightly proud and protective of the results which have been achieved. The second major achievement was the establishment of the "Livingstone Block" airspace over Cowley which is opened by a NOTAM through the Edmonton Area Control Center when we operate. The block allows free use of the airspace up to 28,000 feet for mountain wave soaring, and higher altitudes are cleared if a sailplane is in radio contact with the controllers.

Mountain wave soaring is the reason Cowley first received attention from glider pilots in the '50s. The Livingstone Range is an 18 miles long wall of limestone, 10 miles west of the airfield whose ridgeline is about 4000 feet above the valley floor. It acts as the necessary barrier to strong westerly winds to set up a wave

in the atmosphere which is soarable to great heights. Soaring in the 'up' portion of the wave routinely allows flight over 20,000 feet, and the Canadian altitude record of 34,000 feet was set here in 1981. Cowley is the place to be in Canada for pilots looking for their Diamond altitude climb (a gain of height of 5000 meters or 16,400 feet). Although the Fall Wave Camp, this 6-13 October, provides a greater chance of wave conditions, the Summer camp usually has a day or two that works - the three height Diamonds achieved last year came in the summer. This year three pilots contacted a high weak wave of 200 ft/min on the last day, and one topped out at 19,400 feet.

Entry to the wave is often achieved with a normal 2000 foot tow to the secondary wave which is usually positioned in the middle of the valley. If the wave system is higher than that, a longer 4000 foot tow is taken to 8000 feet as 1 to the primary wave positioned just a mile or two downwind of the ridgeline. The low tow is preferred because the height required for ones Diamond is also lower (and you never know where or when the wave will top out), because the often very turbulent air of the

rotor under the primary wave is avoided, and of course because you save the extra \$15 tow ticket. On occasion, the secondary wave has been contacted as low as 1000 feet above the ground just west of the airstrip. Once established in the secondary, pilots usually climb to about 14-16,000 feet before penetrating west to the primary. Depending on the wave strength, a lot of height can be burned off (4-8000 feet in five miles) by a high speed run forward through the down portion of the primary wave, and you have to reach it before sinking through the bottom into the rotor or entering any low cloud associated

with the primary. On a long tow directly into the primary, the tow pilots usually haul you west towards the Crowsnest Pass where the ridge line is lower and the wave is weaker in order to avoid the worst of the low level rotor turbulence, then when abeam the primary wave, turn north parallel to the ridge line until the primary is contacted in front of the rotor clouds.

Rotor is deeply respected by pilots - it has to be aircraft apart in mid air at it's worst. It is, as it's name suggests, a rotating horizontal cylinder of air directly underneath the primary wave during strong wind condi-

tions. Depending on the moisture content of the air, it is made visible by small shredded cumulus-looking clouds spotted along the range, to a continuous roll cloud. Watching them even for a short time, the internal rotational movement of these clouds is very evident.

If a pilot inadvertently drops out the bottom of a wave or is too low to contact in the first place, it is often possible to use the rotor to climb up into the wave by treating it as an extremely rough and broken thermal. It requires constant repositioning of turns to stay on the upwind, upside, and rough use of the controls, and it can be a wild ride. After climbing as much as possible, the pilot then straightens out and flies directly into wind to see if enough height has been gained to contact the lower part of the wave.

When successful, the transition is remarkable. After minutes of being beaten up, and noisy, white knuckle flying, it suddenly goes absolutely smooth as the vario swings to a steady up. Slowing down and then with fingertip control, you're elevator ride has started. On one occasion two years ago my vario pegged and stayed there, and I timed my rate of climb with the second hand of my watch - 20 seconds a thousand! - as the clouds and mountains visible sank away beneath me. That was exceptional of course, but lift of 600-1200 ft/min in the lower portion of the Cowley wave is common on a decent day.

(Often wave can be contacted from thermal lift when the lower portion of the air mass is convective. Clues here are a somewhat smooth rather than cauliflower look to the cumulus on the sides or top, or cumulus lining up across the wind rather than with it. Also, if the upper winds are significantly different in the direction that the lower, cumulus formation in the lower level can act as a barrier to the upper air flow and produce a wave which is soarable even out over a flat prairie. In both cases the wave lift is contacted by climbing right to cloud base and flying out to the "local" upwind side as fast as possible so as to maintain or gain a little height as you come into the clear. Finding weak steady lift

*continued on page 21.....*



# Ontario Hang Gliding Association

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## MIDSUMMER DAY'S BLUES

Gosh, can you believe it, the summer is more than half over. For this scribe it has been a hiatus from flying.

I could relate, for example, my recent trip delivering safety wheels to Tennessee; returning to Pennsylvania and upstate New York. That took me through some of the finest soaring sites in the East. Would you believe pour in rain of almost biblical proportions for nine of the ten days, such that I didn't even get my bird off the wagon roof.

This did however permit some serious "hanger flying" with various sages including several days with hang gliding's own bard Dense Pages (Dennis Pagen) with his lovely French bride.

A recurrent theme (some say broken record) for me when I'm south of the 49th is the instructor standards, or more particularly the lack thereof. Often when I read an accident/incident report or story I think, "who taught this person? ... good instruction could have prevented this problem". For Dennis it's similar but he thinks, "why didn't they read my book?" as you might have noticed in a recent letter to the editor of the Hang Gliding Magazine where he pointed out a total ignorance of venturi over the top of a mountain caused penetration problems for a female flyer resulting in a treacherously dangerous near power lines.

With few notable exceptions, US schools fail to offer thorough ground school covering the important points of theory to the beginner. To avoid these occurrences (and to instill respect) I have always stressed the importance of level 2 theory with level 1 practical. This is also why Canada has

Instructor Standards that are about three times as stringent as in the US.

The occurrence of avoidable accident/incident also accentuates the instructor's role in a safety. I get quite upset with people who take teaching to be a lark. When an instructor takes his job casually he could be setting up a serious accident or worse. Teaching is a serious commitment to the well-being of the student and ultimately the sport.

I get very agitated when I see or hear of someone who expects to get certified just by showing up at a course and having the necessary credentials. I heard of one such individual who failed my course twice then took another the same weekend he got married and passed. I continually get badgered and badmouthed for being so strict about certification standards. Hey I'm sorry, but teaching is not another badge to sew on your shirt. It is a long time commitment to serving a sport whose reputation for danger is still bleeding all over North America.

As much as we desperately need dedicated instructors, we cannot afford ego-centric primadonna's or lackadaisical losers. Appropriately appended here is a laundry list of some of the preferred qualities for the professors of skysailing:

*professional, patient, positive, prepared, punctual, possesses the power of authority, perseverance, enthusiasm, confidence, knowledge, experience, ability and intuition and scary, courteous, consistent, credible, safety conscious, supportive, flexible, a listener, and a leader that keeps good records and reports accidents/incidents.*

I've been working relatively diligently at acquiring these attributes for over twenty years (started teaching hang gliding in '68, swimming in '61) and I figure I'm at least halfway there. It never ceases to amaze me that some seem to figure they can put it all together first time out of the gate. The idea of continual professional development (eg recertification) is that, as in flying, we just don't have time to make all the mistakes ourselves (tho' I've tried awfully hard myself). My advice to an aspiring instructor is to plan to apprentice with a top school for at least a year. It can be very rewarding.

As teachers, our highest accolades are in the successes of our students. A letter crossed my desk from Sami yesterday, D. Schwanz writes: "... got my first cross country flight 2 weeks ago. I've logged 20 hours to date. September will mark my first anniversary as a hang glider pilot and I've got to say it's been one of the best years of my life. Thanks so much." All right Danny! (Kudos to pilots from Kitchener/London/Michigan who gave him his support and his Atlas for soaring him so safely). This is the kind of thing that keeps me here and makes it all worthwhile.

The other big successes this summer are boat towing (one chiropractor began flying at the Easter camp, towing on Lake Simcoe at Keswick in June, now has 8 hours, routinely climbing to cloud base after 2500ft tows!) and land towing at the Kitchener club (they've got a new piece of land and are stepping truck towing). More on this and other stuff when next we meet.

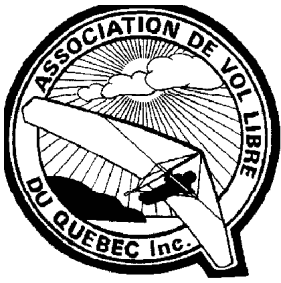
In the spirit of the joy of learning,  
Michael Robertson  
(Bald Eagle with Large Air Monkey)

# SCENES from 1990 CANADIAN CHAMPIONSHIPS

*(Article is on following page)*

Headquarters at the official landing field. Robert Boileau and Grégoire Guillemette explain the rules. Thanks to all sponsors and to Robert who obtained 6 radios from "General Electric", a 26' trailer from "Campeur Moderne" and an audio system from "ABC Sonorisation"

The competitors seem interested in something out of the picture! Pilots are; Jules Beaudry, Guy Ravenelle, Normand Michaud, Jacques Fontaine, Luc St-Hilaire, Victor Noël, Ricardo Rouco, Ian Ewens, Guy Aubin, Karl Dinzl, who else?



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## CANADIAN CHAMPIONSHIP 1990 VERSION

OR

## A CHAMPIONSHIP WITHOUT A CHAMPION

By Grégoire Guillemette, Translation by Giulia Piszczewski

All things considered, the following word comes to mind when I think of the Canadian Championship:

### "FRUSTRATION"

Frustration on behalf of the 39 competitors, the organisers and helpers as well as the dozens of people who gravitate around the event.

Following a logical path I am led to this question: "Would I organise or participate in the organisation of another competition?" If yes, which kind? Bowling, "petanque", rocking chairs maybe? I am not interested in any of those kind of activities, just as I am not interested in organising a competition when all we do is wait for better days while the clouds are either menacing or are cutting out all possibility of them also forming! Ooops.... the abscess was too swollen, it had to come out.

The weather was obviously not favourable. I would never have thought that throughout a period of eight days, we would not have at least three favourable (valid) days. One comforting thought: we were able to fly five out of the eight days, even though only one task was valid.

The other side of a Championship:

### THE ORGANIZATION

The organizing team was multidisciplinary, allowing for a nearly perfect logistical exercise.

Let's mention the orchestration of Robert Boileau, the NOTAM (enabling legal flights in almost all directions) that Hugues Gosselin finally got; the poster design by Francois Belair; the communication, correction and ever positive criticism of the rules by Jacinthe Dupuis and Gilles Boulianne; the technical advice of Luc Messier and Pierre Marsolais; and finally all of those who contributed with an avalanche of previous rules, regulations and scoring systems. Those documents were a rich source of information and inspired me with the final version of the competition rules and regulations.

Greg Hickson, programmer analyst with "Canadian National", programmed on Lotus 123, the scoring system. I tried the system

5 times before accepting it for the Championship, each time taking it back to Greg for further improvements until it reached its final version.

Gilles Boulianne was responsible for the scoring system throughout the competition and he managed to further sophisticate the program and improve its versatility.

To make a long story short, here is a list (by no means complete) of all the people who participated and helped in the organization of the Championship and who lent a hand along the way.

### ORGANIZING COMMITTEE

Robert Boileau	Competition Director
Gregoire Guillemette	Assistant Director
Jacinthe Dupuis	Communication and Rules
Gilles Boulianne	Minutes and Communications
Luc Messier	Publicity and Site preparation
Pierre Marsolais	Programmer and Technical advisor
Andre Guindon	Administrator

On February 3rd, an agreement was reached between Luc Boucher, Robert Boileau, Daniel Ouellet and myself regarding the joint organization of the Canadian Championship between the Club de Vol Libre de Yamaska (CVLY) and the Yamaska Club. As of then Luc Boucher was part of the organization team.

Throughout the weeks that preceded the event, a lot of people contributed with their help and knowledge:

Hugues Gosselin	NOTAM
Jacques Fontaine & Maryse Perron	Subsidy from Federation Aeronautique du Quebec
Sylvain Lapointe	Rules
Pierre Blondin	Publicity
Marc Dube	Computer and printer courtesy of IBM
Benoit Durand	Representative of CVLY and scoring sheets
Michel Solomon	Translation of rules and Legal adviser
Marc Breton	Meteorologist
Roger Pelletier & Real Rodier	Technical support

**DURING THE COMPETITION**

Charles Beaudry & Pierre Blondin Launch Director  
 Luc Messier Launch and landing assistant and "T" shirts salesman (Do you have yours yet?)  
 Francois Ayotte & Richard Lemyre Landing officials (They had the pleasure of waving the checkered flag only once!)  
 Roger Pelletier Driver  
 Luc Boucher Driver, Radiocommunication, Vidio  
 Paul Thivierge -  
 Pierre Laplante - Launch assistants and timers  
 Sylvie -  
 Marc Breton Meteorologist (Via Environment Canada)  
 Sylvain Boucher Supplied fax machine for weather forecast

Now, let the numbers do the talking. Within a year and a half, we had: 18 meetings, 29 people involved and more than a thousand hours of work (excluding travelling time). Who will be the next

lucky one? I am proud of our organizing team. I have contributed to three Nationals in as many years and this last one was the best organized in every respect.

For your information, you will find a copy of the official results (only task #1 is valid because of the 15km minimum distance by a minimum of 5 pilots).

One last piece of news concerning the joining of the AVLQ and the ASQA. The executive members of both associations met on June 16th and negotiated a third proposition. This being: the joining of both associations, a new name, and for it to be the only official hang gliding association in Quebec. It was sent to all members of both associations to vote on. The results of that vote are now back and a majority of members from both associations are in favour of that joining. There has been no decision yet upon its name. Within the next few weeks the executive members will meet again and discuss the details of the "fusion".

Canadian Championship 1990 6/26/90									
Pilots Name	Launch Time	Landing Time	T.E.T.	Dist	Dist Pts	Speed Pts	Total Pts	Adj Pts	Pos
Nom du Pilote	Temps de decol.	Temps de d'atterri	T.E.T.	Dist parc.	P. dist.	P. temps	P. total	P. pond.	pos
Caldwell, K	16:24:29	17:16:45	00:52:16	32.7	391.0	195.5	586.5	515.6	1
Salaai, S	16:26:39	17:32:31	01:05:52	32.7	391.0	154.0	545.0	479.1	2
Morwick, B	16:10:43	17:11:47	01:10:04	32.7	391.0	145.2	536.2	471.4	3
Lamarche, S	16:23:05	17:42:00	01:18:55	32.7	391.0	128.7	519.7	456.9	4
Dagenais, G	15:56:13	17:19:56	01:23:43	32.7	391.0	121.0	512.0	450.0	5
Michaud, N	16:05:18	17:35:51	01:30:33	32.7	391.0	111.7	502.7	441.9	6
Fontaine, J	15:53:09	17:36:08	01:42:59	32.7	391.0	98.7	489.7	430.5	7
French, J	15:16:36	17:35:12	02:10:36	32.7	391.0	73.1	464.1	408.0	8
Velasquez, N	16:43:42			30.1	355.6		355.6	312.6	9
Rouco, R	16:36:25			38.0	354.2		354.2	311.4	10
Lapointe, S	16:57:37			28.1	328.3		328.3	288.6	11
Mercier, R	13:13:14			26.4	305.2		305.2	268.3	12
Breton, M	17:19:32			23.9	271.1		271.1	238.3	13
Dinzl, K	13:11:32			19.7	213.9		213.9	188.0	14
Ewans, I	16:38:24			18.7	200.3		200.3	176.1	15
Ravenelle, G	16:48:55			18.5	197.5		197.5	173.6	16
St-Hilaire	16:40:46			15.9	162.1		162.1	142.5	17
Ouellet, D	16:39:39			15.9	162.1		162.1	142.5	17
Aubin, G	16:53:04			14.2	139.0		139.0	122.2	19
Adams, R	16:52:49			14.2	139.0		139.0	122.2	19
Belair, F	17:10:08			13.4	128.1		128.1	112.6	21
Therrien, T	17:07:46			9.5	74.9		74.9	65.0	22
Walters, C	16:59:32			9.2	70.8		70.8	62.2	23
Bennett, N	16:28:15			9.2	70.8		70.8	62.2	24
Newbrook, B	13:03:38			8.8	65.4		65.4	57.5	25
Boucher, S	13:22:30			8.1	55.9		55.9	49.1	26
Chicoine, M	16:23:41			8.1	55.9		55.9	49.1	26
Solomon, M	16:23:41			8.1	55.9		55.9	49.1	26
Gates, M.J.	13:07:17			6.6	35.4		35.4	31.1	29
Beaudry, J	16:04:08			6.2	30.0		30.0	26.4	30
Cataford, N	15:52:19			5.9	25.9		25.9	22.8	31
Gaskin, M	17:23:43			5.3	17.7		17.7	15.6	32
Bourbonnais, M	16:32:42			4.2	2.7		2.7	2.4	33
Perron, M	17:06:34								
Champagne, J	17:11:34								
Kroes, B	17:25:41								
Kronstrom, P	17:08:25								
James, W	16:42:01								
Noel, V	17:14:34								

# Hang Gliding Association of Newfoundland

## PASADENA, Twice

By Van Sheppard

I had been flying cross country for 19 days now. Lots of experience, right? I wasn't so sure, but Noel Bennett (a visiting pilot from Ontario) thought it would be an excellent day. We went over for a look. No harm in giving it a chance. Damn! I was right, wind on launch were 8-10 knots up the hill. This is quite light; perhaps we should wait until later when the wind picks up. Noel will have nothing to do with this. Thermals are blowing through, and he starts to set up. Whoa! I'm always wind dummy, today will be no exception. I begin to set up, and naturally I finish first (there are advantages to owing a single surface glider and set-up time is one of them). Some good cycles have blown through since we began set-up, and I am feeling a bit more confident.

I am first off and I hook a good one right off launch and start to climb. This is not strong lift, but it is smooth and big. Climbing in it isn't hard work, I still wish I had a vario though. But I am climbing and happy and this is no time for regrets as Weebol comes into view... then I can see it all... then I can see water on the other side... and now I start to look back into the Humber Valley. I am not back over the dump yet, but I have reached cloud base. This is beautiful and I enjoy the view for a few minutes before deciding to go for it, and head back into the valley.

I am well past the dump now and looking ahead into the Humber Valley with some misgivings. Am I really high enough? What if I get nailed back here? "What was that?" I think frantically, as a wing gets lifted sharply. Was that a thermal? I go in search of the bump and sure enough it is indeed a thermal. Stronger than the first one too. I work this one, although it requires more effort, and get back up under

a cloud where I again, take the time to really enjoy the view. While working this thermal I drifted back into the Humber Valley. From up here you can see all the slopes on Marble Mountain (our local ski hill) but they all look flat. Again I am reminded of how high I am. I then look towards Pasadena, and set off down the valley in search of another thermal.

I have gone about two miles down the valley when I see to my left what looks like haze or smoke. How did that get up here? I don't suppose it came up in a thermal did it? I must go over and investigate. Bump, bump, lift? yes! I commence to work it,

**"What was that?" I think frantically, as a wing gets lifted sharply.**

and am soon looking at the bottom of a cloud again. From here I am looking just ahead to Humber Village, and a little beyond that is Little Rapids. Hmm, I wonder where Noel is, I check my rear, but he is nowhere to be seen. I leave my cloud again and head on down the valley.

I am just short of Little Rapids when I see a seagull circling and gaining ahead of me. I don't stop to wonder what he is doing back here (probably enjoying the good flying like myself), but I do go over and join his thermal. After some work I am again under a cloud, God I love this. I can see Pasadena clearly now, but I am not sure I can make it yet. Then I notice the lake, Deer Lake that

is, or more specifically, I notice how low the lake is and how much beach there is. If I get stuck I can always land there.

Now that I have a backup landing field, I don't mind trying it. I am well beyond the last fields of Little Rapids when I arrive at the frightening conclusion that I am not going to make Pasadena. Oh no!!! What know? I begin to head out towards the lake and the beach (it doesn't look so big any more) when a wing gets lifted ever so gently. Oh my! Could this be that life saver that I have read about? I start a turn towards the high wing and am rewarded by a view of receding trees and a beach below me. Mind you, they recede very, very slowly but they did indeed recede.

I was level with the last high point before going into Pasadena and about a quarter mile beyond it when I felt sure I could make the first field in Pasadena. I then left for a quick glide into my chosen field. I arrived over the field and after toying with the idea of going on to land at Pasadena beach (girls and all that stuff you know), I decided against it (horrible images of glider mowing through masses of stupefied wuffo's). I set up and performed a perfect landing. That figures, one spectator and I would have beaked it in with a vengeance, however give me my privacy, and I can land with the best of them.

**August 2, 1989.**

This looks like a good day to go flying. Dad is in a good mood and he is receptive to my suggestion that we go over to the hill for a look. So, gear loaded we set off. This is indeed an excellent day to go flying. Wind is areslightly across from the south at 20 knots and cycles are blowing through nicely. So I set up and off I go.



The flight doesn't start out too well, for the first 5 minutes I am unable to find any texture in the air. I mean nothing was moving up or down. Then about ten minutes into the flight, I notice that I am getting higher. I haven't felt anything but I am definitely in something other than ridge lift. After my discovery, I start a gentle turn and continue to climb. This must be a big mother of a house thermal because I am able to find a noticeable stronger core but no matter where I fly I continue to go up. This is good, altitude gain and no work, gotta love that.

The thermal is a easy ride to cloud base, and I arrive there while still over the hill. However, the wind today is out of the south, and is not about to help me get back into the Humber Valley. I now face the decision of trying for Humber Valley by crabbing across No Mans Land, or flying into Hughes Brook with a nice tailwind. I decide to go into the Humber Valley, a decision I will regret for the next five minutes.

As I fly directly above the north ridge of the gap that leads back into the Humber Valley, I begin to have second thoughts. At one point I decide to turn around, but the last ridge before the Humber Valley is falling away ahead of me. That means I should overfly it (right? I hope!) During this dilemma I hit a few bubbles that might have been workable. I was however, too concerned about my altitude loss involved if I was wrong to remain and try to prove myself right. So on we go. (We being me and the little person who is now telling me how stupid I was to have tried this).

Miracle!! I made it. I even cleared the last ridge with about five to seven hundred feet of altitude to spare. (Actually this is quite close, but I don't really give a s\*\*t right now, I have made it, and that is the important thing.) I am unfortunately quite low now, and as I head across the valley I start looking for a suitable place to put down.

About half way across the valley my view on landing undergoes a vast change as I blunder into a great big rough strong thermal. Oh joy, Oh bliss!! I forget about my scary ride into the valley and start thinking

## !!!!!!!!!!!!!!!!!!!!!! **HOOK IN!** !!!!!!!!!!!!!!!!!!!!!!!

On this past Labor Day long weekend, a freeflyer with relatively low hours, who was flying from a site where a competition was taking place, had a very lucky escape when he launched without clipping in! He was most fortunate that the launch we were using that day was an alpine meadow. (The launches used on the other two days were cliff launches).

He was very lucky not to suffer any physical injury (he let go while still on the ground and rolled down the grassy slope) but his glider suffered major damage when it did a 180° turn and impacted with a tree.

The error probably occurred because the pilot was distracted by all the events that were happening around him, i.e.; the general hype of a competition, and pilot trying to get to the launch.

The point to remember is that we cannot afford to be distracted for one second when it comes to,  
a Preflighting the glider and  
b Preparing to launch, (which includes the hang check!)

**Always do your hang check in the same place at the same time. If you break the sequence, do it again!!!**

about how far I can go as I begin to climb out to the point where I can see Glover Island and Grand Lake (in behind Marble Mountain). This is the highest I've ever been, and I haven't reached cloud base yet.

I have topped out in my thermal, but I haven't made cloud base. I believe I have topped out, but again without instruments anything I say about my flight is nothing more than my own estimation. I am about 1000 ft short of the clouds when I turn down wind and start my fastest flight down the valley to date. With a strong tailwind, I only need to pull the bar back a few inches to match the speed of the transport trucks going down the valley (personal goal achieved!! I've wanted to do that ever since Carroll Redd told me he had done it in the past). As I travel down the valley at great speed, (relatively speaking) I have been losing very little (if any) altitude. I notice this and decide to push the bar out to miss sink to prolong my flight as much as possible.

I cannot explain the conditions I have encountered, but I am far above the ridge as I fly over the Humber Village, Little Rapids, and the last peak into Pasadena. That's right, I flew from Sharpes farm to Pasadena without having to thermal once, and I arrive over Pasadena very high. (2000+ft)

When I get there I am unsure what to do. The land is unfamiliar so thermaling with

ground reference is hard. I try, but I can't seem to make any great (i.e. noticeable) gains. After about ten minutes of this I think I have lost some altitude so, frigit, I think it's time to land. I figure I would land in the last field available though.

I start my trip to Green Acres Farm and one or two or many wingovers help to eliminate all that extra altitude. I hope someone sees and can appreciate them. They are fun to do anyway so what the hell. The landing is uneventful but with spectators, I am unable to pull off a perfect 'two feet and a keel' landing. I haven't beaked it in though, so I can save my face.

I meet the Grear family now, who tell me I am the first person to land in their field this year. They are very friendly and help me break down. They then phone for me and give me a drink, and help me carry my stuff out to the highway. I am in their debt and thank them profoundly.

After a short wait, dad arrives to take me home. He has to listen to me all the way home but for me this has been a day to remember, and I will definitely share it with dad and everyone else, whether they want me to or not.

I look forward to many flights as good or better than those described here. These two however, and especially the first, will be the highlights in my career for some time to come.

# COMPETITION CORNER

With the conclusion of the Team Meet the 1990 Canadian competition scene came to a halt, and yes, we are now ready to publish the 1989 results. Before we go on, let me make a point. On behalf of my staff and myself I want to truly apologize for this unacceptable delay in publishing those 1989 results. To prepare the Canadian competition scene for the 90's, we had to reorganize and streamline our office. Now it's done and we are ready to handle the new competition spirit in Canada. By the way, if anyone has any complaints about the 1989 results let me know, I will have them corrected as soon as possible, no later than spring 1992.

So now for the 1990 season! We have received all results, except for the Chelan meet in the US. I spoke to Rick and he promised to send me the results shortly. As soon as I get them the 1990 Canadian points standing will be available. The '90 season had a slow start, but sure picked up from the Chelan meet on. The new format in Chelan was just great (*Not time involved but you could fly a; Open distance, 10 points/mile; b; Out and return using a turn point of your choice, whilst in the air, from the official list, 10 points/mile x 1.3;c; Triangular course using any turn points (as in out and returns), 10 points/mile x 1.5.Ed*) and to the liking of the Canadian pilots. As indicated above the official standings for Chelan are not available yet, but we know that the Canadian contingent did very well. In addition to the excellent results by the competition pilots a junior recreational pilot (*Alex Raymond*) with a recreational glider broke the 100 mile mark for a new personal best.

Chelan was followed by a great week in Golden. The competitors showed truly world class performance in the speed tasks. The Golden - Juniper Heights task, just over 100 km, was completed in slightly over two hours. Other remarkable performances were a 200 km out and return speed task, which might qualify for a world record. (*JCHauchecorne*). The average speed on that task was 35 km/hr. There was also a new Canadian record to goal set (*Stu Cameron*) and an open distance year best of 154 miles (so far). (*J.C.*)

After Golden a half dozen Canadians went on to Dinosaur, Colorado for the US Nationals. Here again, the Canadians had some remarkable performances. Two of them were mingling in the top dozen. (*J.C. & Stu Cameron*) The final competition, the Team Meet in Clinton/Savona/Cache Creek was again a great weekend of cross country flying. Overall a great year!

The aggressive pilots logged, despite a slow start, over 150 hr of airtime, and in general they were able to improve their XC skills a great deal. The average flying speed is increasing, the necessary aggressiveness and the flying skills in general are improving by a great deal. The only disturbing fact is we have not seen any new junior pilots, except for one, appearing on the competition scene. If there are pilots out there who would like to become much more

aggressive in the competition scene let yourself be known. Talk to your provincial competition director or talk to us at the Canadian competition headquarters. If you have the drive (r) we provide the backing.

The east coast was much quieter. Unfortunately the Canadian Nationals in Quebec did not get blessed with acceptable flying weather and hence we do not have a new Canadian Champion. On that same note, we still have nobody willing to host the 1991 Canadian Nationals. If we do not have a club making an acceptable proposal by the end of November there will be no National meet in 1991.

Other than the Quebec Nationals there was as far as we know no other competition east of Alberta. Well, Celavie.

On a final note. . . . . The World Championships will be held in Governador Valadares in Brazil. The size of the Canadian team will be set at 4 pilots. (Only the top 10 countries in the last two international meets may send 6 pilots per team.) Personally I think a 4 man team is just the right size. Easy to manage, cheaper for transportation, etc. I have spoken to most pilots who are interested in going (so far only 3 have committed). For anyone interested in going send a \$1,000 Dollar deposit to the HGAC Competition Director, J. C. Hauchecorne by the end of September. If I have more than 4 interested pilots, the pilots will be picked by the Canadian points system over the past two years. The date for the Worlds is set from February 21st to March 9th 1990. The estimated cost for this trip including airfare is somewhere between \$2,500 and \$3,000 dollar (not including a new wing, or harness, or radio, or . . . . .)

HGAC Competition Headquarters Staff reporter

## Glider Alarm

It would appear that gliders are usually stolen from either, of the roof of a vehicle or from where they are left or hidden after an XC flight. Now there is a way to help prevent these thefts.

Patrick Laverty, s "Gliderider" company in the UK has for sale a glider alarm which is movement sensitive. It weighs just 150 grams, is powered by a 9 volt battery and emits a very high pitched pulsed alarm when set off. The alarm can be easily armed and can be left switched on inside your hang glider or paraglider bag. It should retail here for approx \$65 which is a pretty cheap protection for your \$4500 hot new wing.

For more information contact; Patrick Laverty in; UK 97086 397 or Barry Bateman at (604) 533 4456

# "1989" Canadian Points Standings

MEET NAME	VFVXCLUB	CUP	CDN.NIL.	GOLDEN	WORLDS	CHELAN	QUAPELLE	BRAZIL	US.XII	USNATL.	TEAMMEET	BEST				
MEET LEVEL	I	V	V	V	VI	V	I	VI	V	V	I	THREE				
# OF PILOTS	20	25	26	29	170	49	13	49	30	62	45	MEETS				
	RK	PTS	RK	PTS	RK	PTS	RK	PTS	RK	PTS	RK	PTS	TOTAL			
1 HANEY, R.	BC	0	0.0	1	80.0	0	0.0	7	129.0	0	0.0	0	0.0	4	18.2	227.21
2 HAUCHECORNE	BC	2	55.2	2	73.7	5	56.7	2	74.5	0	0.0	12	46.9	0	0.0	204.93
3 DAGENAIS, G.	ALT	0	0.0	0	0.0	3	68.0	3	69.2	0	0.0	0	0.0	0	0.0	180.26
4 CALDWELL, K.	ONT	0	0.0	0	0.0	8	41.1	6	54.1	0	0.0	36	0.8	0	0.0	164.70
5 LAPOINTE, S.	QUE	0	0.0	0	0.0	7	46.1	11	31.8	0	0.0	0	0.0	0	0.0	157.85
6 CAMERON, S.	ALT	0	0.0	0	0.0	0	0.0	1	80.0	0	0.0	9	55.4	0	0.0	145.87
7 HARRINGTON, M.	BC	4	45.9	5	55.8	0	0.0	0	0.0	0	0.0	14	41.6	0	0.0	143.29
8 MULLER, W.	ALT	0	0.0	7	44.9	1	80.0	0	0.0	111	4.8	0	0.0	0	0.0	140.12
9 HENRY, M.	BC	0	0.0	4	61.6	0	0.0	0	0.0	60	48.7	0	0.0	0	0.0	123.17
10 MERCIER, R.	ALT	0	0.0	0	0.0	2	73.9	12	27.8	0	0.0	0	0.0	0	0.0	117.37
11 BORRADAILLE, G.	BC	1	60.0	6	50.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	116.02
12 BOURBONNAIS.	ONT	0	0.0	0	0.0	0	0.0	0	0.0	51	60.1	0	0.0	0	0.0	110.30
13 BATEMAN, B.	BC	8	28.2	9	34.7	9	36.2	0	0.0	0	0.0	0	0.0	0	0.0	99.18
14 NEWBROOK, B	BC	12	12.3	19	0.6	21	0.0	5	59.0	0	0.0	24	18.3	0	0.0	89.57
15 REYNOLDS, G	BC	6	36.9	13	17.3	0	0.0	15	17.0	0	0.0	18	31.5	0	0.0	85.68
16 MURPHY, G.	BC	0	0.0	15	10.2	0	0.0	0	0.0	8	58.3	0	0.0	0	0.0	85.51
17 LAWRENCE, L.	SASK	0	0.0	0	0.0	0	0.0	4	64.0	0	0.0	1	20.0	0	0.0	84.03
18 COOK, M.	BC	0	0.0	12	21.3	4	62.3	0	0.0	0	0.0	0	0.0	0	0.0	83.53
19 BAMFORD, J.	BC	0	0.0	3	67.5	17	6.1	0	0.0	0	0.0	0	0.0	0	0.0	79.41
20 ROUCO, R.	ONT	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	74.7	74.73
21 SCHOKKER, M.	BC	10	20.0	10	30.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	63.46
22 SINCLAIR, R.	BC	0	0.0	0	0.0	11	27.2	10	35.9	0	0.0	0	0.0	0	0.0	63.11
23 NICHOLSON, K.	BC	3	50.5	22	0.0	0	0.0	0	0.0	33	3.7	0	0.0	0	0.0	62.99
24 KERN, D.	BC	15	2.3	8	39.7	0	0.0	0	0.0	0	0.0	0	0.0	73	0.0	56.68
25 SCHMIDT, T.	BC	0	0.0	0	0.0	20	0.3	0	0.0	61	47.5	0	0.0	0	0.0	54.78
26 BENNETT, R.	ALT	0	0.0	0	0.0	22	0.0	7	49.3	0	0.0	0	0.0	0	0.0	52.11
27 PREBOY, S.	ALT	0	0.0	0	0.0	0	0.0	9	40.2	0	0.0	0	0.0	7	7.7	47.90
28 CHUBEY, R.	BC	0	0.0	0	0.0	10	31.6	0	0.0	0	0.0	4	13.8	0	0.0	45.46
29 LESLIE, G.	BC	0	0.0	0	0.0	0	0.0	8	44.7	0	0.0	0	0.0	0	0.0	44.68
30 HOUGHTON, J.	BC	7	32.5	20	0.0	18	3.7	0	0.0	34	2.6	0	0.0	0	0.0	41.95
31 BEST, S.	BC	5	41.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	41.35
32 TODD, B.	SASK	0	0.0	0	0.0	12	23.0	0	0.0	0	0.0	2	17.9	0	0.0	40.97
33 HANLON, B.	BC	9	24.0	23	0.0	0	0.0	0	0.0	37	0.2	0	0.0	84	0.0	24.27
34 LAFRENIER.	QUE	0	0.0	0	0.0	0	0.0	13	24.0	0	0.0	0	0.0	0	0.0	24.01
35 LADOUCEUR.	QUE	0	0.0	0	0.0	13	19.1	0	0.0	0	0.0	0	0.0	0	0.0	19.08
36 VANDEL, H.	ALT	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	18.81
37 FOURNIA, P.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	15	18.6	0	0.0	18.58
38 LUKE, P.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	4	18.2	18.22
39 VOSS, N.	BC	11	16.1	24	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	16.05
40 KLASSEN, H.	BC	0	0.0	0	0.0	0	0.0	0	0.0	3	15.9	0	0.0	0	0.0	15.90
41 WILLIAMS, R.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	8	15.9	15.85
42 GUILLEMETTE, G.	QUE	0	0.0	0	0.0	14	15.4	0	0.0	0	0.0	0	0.0	0	0.0	15.40
43 HINES, R.	BC	18	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10	14.7	14.67
44 MIDWINTER, S.	ALT	0	0.0	0	0.0	0	0.0	16	13.8	0	0.0	0	0.0	0	0.0	13.83
45 RAMSEY, K.	BC	0	0.0	14	13.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13.59
46 PALMER, D.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13	12.9	12.89
47 TULLOCK, M.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	13	12.9	12.89
48 EVENS, E.	BC	0	0.0	0	0.0	15	12.0	0	0.0	0	0.0	0	0.0	0	0.0	11.98
49 DEIS, C.	BC	0	0.0	0	0.0	0	0.0	0	0.0	5	11.8	0	0.0	0	0.0	11.79
50 HILL, R.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	16	11.1	11.11
51 POLACK, M.	ALT	0	0.0	0	0.0	0	0.0	17	10.9	0	0.0	0	0.0	0	0.0	10.87
52 ALLARD, B.	USA	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	18	9.9	9.93
53 LINBURG, D.	USA	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	18	9.9	9.93
54 MILLER, R.	ALT	0	0.0	0	0.0	0	0.0	0	0.0	6	9.7	0	0.0	0	0.0	9.74
55 FONTAINE, J.	QUE	0	0.0	0	0.0	16	8.9	0	0.0	0	0.0	0	0.0	0	0.0	8.87
56 LAYHER, D.	BC	13	8.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	8.70
57 HUNT, R.	BC	0	0.0	0	0.0	0	0.0	18	8.2	0	0.0	0	0.0	0	0.0	8.16
58 HANSON, B.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7	7.7	0	0.0	7.69
59 DESNOYER, R.	BC	0	0.0	16	7.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7.16
60 LIPSCOMB, M.	USA	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	24	6.4	6.37
61 MERKLEY, P.	ALT	0	0.0	0	0.0	0	0.0	19	5.7	0	0.0	0	0.0	0	0.0	5.73
62 FERGUSON, K	BC	14	5.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5.35
63 BEGIN, R.	BC	0	0.0	17	4.5	0	0.0	0	0.0	0	0.0	0	0.0	40	0.0	4.49
64 KERN, H.	BC	0	0.0	0	0.0	0	0.0	20	3.6	0	0.0	38	0.0	0	0.0	3.60
65 CANIRILL, G.	SASK	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	9	3.6	0	0.0	3.59
66 BERTO, B.	BC	16	0.0	18	2.3	0	0.0	24	0.0	0	0.0	0	0.0	39	0.0	2.28
67 KALTENHAU.	BC	0	0.0	0	0.0	0	0.0	21	1.8	0	0.0	0	0.0	0	0.0	1.83
68 KELLER, D.	ALT	0	0.0	0	0.0	19	1.7	0	0.0	0	0.0	0	0.0	0	0.0	1.71
69 MORWICK, B.	MAN	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	10	1.5	0	0.0	1.54
70 CHAMPAGNE, J.	QUE	0	0.0	0	0.0	24	0.0	0	0.0	0	0.0	22	1.4	0	0.0	1.38
71 SIMA, F.	BC	0	0.0	0	0.0	0	0.0	22	0.5	0	0.0	0	0.0	0	0.0	0.51
72 BARON, L.	BC	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	34	0.4	0.44
73 TROILE, E.	USA	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	34	0.4	0.44

# National Team Fund Raising

The Alberta Hang Gliding Association (AHGA) is starting (a little late) a fundraising campaign for the 1991 World Team to Brazil.

Travel to Brazil will be expensive for the team - they will need all the help that we can give them. As of August 1st Stu Cameron and J.C. Hauchecorne (who both placed in the top 20 in the US Nats) have committed to going, with several other hot Canadian pilots giving consideration (and checking with their bankers) (not to mention the 1989-90 National points standings list! Ed) to joining the team.

So let 's help them out.

A dinner and dance with a cash bar will be held in early November. Tickets will be sold and hopefully the event will be well supported by hang glider pilots, paraglider pilots, relatives, friends and neighbors. All profits will go to the team fund.

Sweat shirts will be ordered which will be advertised, via the National Newsletter, throughout Canada. All profits again will go to the Team Fund.

The AHGA would like to ask other clubs and associations in Canada to have some kind of social gathering with fundraising for the National Team as a goal.

Every dollar counts, For example, the Wednesday Club, a social club of Calgary pilots (they meet for beer once a month, on **Thursdays**?) (Now I'm definitely convinced about those Albertans Ed) have an annual beer and chilli party each spring with the profits going to the National Team Fund. It is now one of the great social events for pilots and everybody is looking forward to the one next spring (which will start the fundraising for the 1993 team).

Having a social is 'soft' fundraising. The main aim is that everybody have a good time with any profits going to the National Team. You don't have to have a large group to organize something like this. Try it, you will be surprised how much fun it is!

**LET'S SUPPORT  
THE 1991 CANADIAN  
WORLD  
TEAM**

## 1990 XC LOG

It's that time again! The XC season is almost over, so start thinking about sending a list of your XC flights in so that you are on the list for this year. If you wonder why your name is at the bottom of the list and the flights listed are not your best flights, maybe you forgot to send them in!

### **This is the way it works!**

Write down ALL YOUR XC FLIGHTS for 1990. The information required is as follows: - Month, - site of launch, - Province, - number of Km flown.

If you flew XC launching outside of Canada, please include this information as well. There is another list for flights outside of Canada. The list will have three best flights and total of all km for the year for each pilot. Other list (sent to each provincial newsletter) will have the best three flights in each province and total km in each province for the year.

The 'out of Canada' list will have the three best flights and total km outside of Canada. Plus a list for the USA

A list is also kept of all 100+ mile flights originating in Canada. 100+ mile flights originating outside of Canada will be mentioned (but no list is kept)

In other words - go through your logbook and send all your flights over 1 mile (as long as it does not end in the regular landing area). Out and return and tandem XC flights should also be included.

### **PARAGLIDERS**

Please note - send in your flights - at this time there have been three Alberta pilots who have taken the time to submit XC flights. We even have an UNOFFICIAL CANADIAN RECORD (unfortunately, nobody flew with a barograph this year) of 57.5 km to report.

Send your flights to:

**Vincene Muller  
RR #2 Cochrane  
Alberta, T0L 0W0  
phone or fax to (403) 932 6760**

**'DO IT NOW'**

.....continued from page 11

then and being careful will have you soaring up the side of the cumulus which is a unique experience.)

Hang glider pilots are welcome to drop in at the Fall Camp and experience a wave with a glider ride.

Back to our summer camp this year, how was it? A total of 102 pilots from student to expert, flying 48 gliders, thought it was pretty good, and so did about 100 other registered family members, kids and friends. Over the camp, 470 glider flights were made, and nine people climbed the 8300 foot Center Peak (the high point of the Livingstone Range) to see if Steve Weinhold's task of building the cairn on the top honoring gliding was well done. Eleven US pilots (eight from the Colorado Association) came to sample, largely as a result of reading the book about Cowley, "Stalking the Mountain Wave", and the weather was interesting.

Campers enjoyed a drought-free camp this year - no dust, no grasshoppers, no cracks in the earth, and real green grass and wildflower everywhere. Over three inches of rain in the week prior to the camp actually resulted in a soft runway on the first morning which bogged down a power plane that taxied through a bare area. The following two days saw enormous cumulonimbus development with heavy rain and hail to the north and east, but nothing arrived overhead.

Pilots suffered an unstable aim mass with fairly deep nocturnal inversions. The result was that the thermal sover 2000 feet agl were late starting, followed by fairly rapid overdevelopment on some days which shut down flying by mid-afternoon. (one day a very quickly developing cumulonimbus dropped 1/4 hail and heavy rain on the flight line for a few minutes, and one unlucky pilot was forced into a tense landing at the time with no forward visibility and deafened by the hail.) The second controlling feature was the consistent light south-east winds on the surface and westerlies

above 3000 feet agl. This produced convergence over the Livingstones with lift on both sides of the range. On several days cumulus from the west side of the range were at 12-14,000 feet while cloud bases from the airflow up out of the more moist valley on the east side formed from 8000 feet and up. On one occasion I had the experience of circling over the top of one of these lower cumulus while watching sailplanes thermal underneath!

Guy Peasley from the Cu Nim Gliding Club of Calgary was the poor dupe who had volunteered to give daily weather reports and was stuck with forecasters who never saw "upper level systems" in the satellite maps. Noon shot the messenger, but jocularity reigned at each morning's pilots meeting.

The Porcupine Hill to the east the Livingstones to the west cooked enough to keep sailplanes airborne into the early evening over the high ground once one got high - a Saskatoon pilot landed his Phoebe after 9

o'clock in the evening one day - but getting the first thousand feet off tow was often an exercise in caution and patience or one was back for a reflight. As a result, there were a lot of "cheater" 4000 foot tows this year. The Prairies were blue and very few cross-country

flights were made eastwards. Hal Werneburg, the Provincial Sporting Chairman, was perhaps fortunate in not being able to import the visiting cross-country soaring expert he had hoped for for the Senior XCC Course, as only a single day even promised the prospect of team flying at a task.

If the narrative is sounding a tad dismal by now, there was no less flying enjoyed - over \$9000 in tow tickets were bought! The camping also included barbecues, model gliders/balloons/rockets, fireworks in honor of a wedding anniversary (bride and groom had been married during the camp three years ago), and stargazing with the large telescope set up by Lee Coates. The soaring over the mountains was spec-

tacular as usual with flights down to Wawerton Park and well into the Rockies by some glass ships. Most pilots, even some of those flying rivets and cloth, were doing the damndest to get over Center Peak to see the new cairn. On August 2, Steve Shepherded eight other pilots, aged 17 to 50, in a five hour trek up the looser rock to the top; and all were deeply impressed by the view, the inspiration and the work required to erect the fine cairn to soaring, the flying of the two pilots whomade some passes low overhead, and the developing storm clouds right at eye level. After a one hour stay, the group retreated for the three hour decent.

Russ Flint of Winnipeg attempted his annual "fly-as-far-back-home-as-possible" task on the last Sunday, and was last heard from at 12,500 feet east of Taber before he got out of radio range. Although straight downwind flights are common for hang glider pilots, we don't do it that often any more because the distances possible with sailplanes make the retrieval time and cost too much. Essentially all long sailplane cross-country flights now are closed courses - usually triangles or out and returns. Soon a fine day, a sailplane pilot maybe over record distance out (for a hang glider), and working at getting back, perhaps upwind, and wondering if the day is going to last long enough to make it home. So, when a straight out is done - usually tied in with a planned trip in the same direction so crew and trailer are on the road regardless, there is a fine feeling of the freedom of going with it.

The longest such flight so far this year was 716 km from Claresholm, Alberta to Indian Head, Saskatchewan on 6 June when the pilot was on his way to the Nationals in Brandon. The record straight distance flight is 1093 km set jointly in 1984 by two Edmonton pilots, Dave Marsden and Mike Apps, who flew their sailplanes to the Winnipeg club, and the longest triangle flight in Canada is 804 km flown out of the Calgary club at Black Diamond by Hal Werneburg in 1982.

So you see, Cowley is a special place for Canadian soaring pilots. For further information, I maybe contacted at (403) 625 4563

**...one unlucky pilot was forced into a tense landing at the time with no forward visibility**

**For Sale**

Pacific Airwave **Vision MK IV 19**. Low hours. Flown only one season (1990). Excellent condition and loaded with extras: rain-bow undersurface, camera pockets, spare nose cone. Black leading edge. \$2400 Call; Henry (from Hamilton, Ont) (416) 575 7002

**Magic Kiss 154**. Just over one year old with almost no hours on it. Extras include kevlar trailing edge, extra padding, and extra nose cone. Glider is too big for me so must reluctantly sell. Absolute mint condition. More information on this glider may be had thru; Barry Bateman (604) 533 4456 between 10:00am - 03:00pm Pacific time.

**Will Wing HP 1.5** (1985) 170 sq ft. Excellent condition. Dark blue leading edge, sky blue trailing edge and upper surface. Comes with 2 spare downtubes. 150 hrs on glider. \$1600 obo.

**Cocoon harness**. Will fit person 5' 6" - 5' 10", 150-200 lbs. \$100 Call: Bob Hanlon at; home (604) 980 3207 work (604) 988 9237

**Raven 229** with new lower rigging and new style control bar and training wheels \$850.

New **Icom A-2 Airband radios** and Icom accessories available (very special prices).

**Comet C-2 165** Good condition great first double surface. With new cover bag. (40 hours air time.) \$950.00 obo

1989 **Wills Wing HP2**, With spare air foil downtubes, \$1900.

**154 Magic Kiss**, Just like new, new leading edge pockets and rigging \$2450. call Martin Henry (604) 854-5950

**Wills Wing HP 1.5** with under-drive. Flies like an HP, lands like a sport. \$800 obo. Call Dean (703) 433 8560

**NAKED LADIES** would love to have these fluorescent colors on their bodies but I have them on my **Magic KISS 154** instead. Maybe you could attract the ladies if you were to purchase this beautiful yellow, magenta and pink glider. Manufactured in Aug 1989 with only 60 tender loving hours on it. Must reluctantly sell as I have the new small Pacific Airwave K2 coming. For more information contact Barry (604) 533 4456

**Wills Wing Eurosport 167** 1989 \$1900 obo Contact: Stewart Midwinter at (403) 230 7769

**Found**

Lost by a visiting pilot on Mtn. Woodside, a European Instrument deck (Vario/Altimeter/Air-speed) any information on this missing equipment please contact Martin Henry (604) 854 5950

**Provincial**

**WESTERN CANADIAN SITE GUIDE**

If you are planning on flying in British Columbia the "Western Canadian Site Guide" published by the HGABC is a must. Contains over 75 sites, with complete information including; height, type of flying, xcpotential, maps, contact names, even locations of house thermals. The site guide comes in a stiff, loose leaf plastic binder that stands up to hang gliding abuse and allows sites to be added, deleted as required.

Only \$15 + \$2.50 p&h from:  
HGABC  
c/o Martin Henry  
3595 Old Clayburn Road  
Abbotsford  
B.C. V2S 6B7  
(604) 954 5950  
Allow 2 weeks for delivery

**HGAC**

**ADVERTISING RATES**

Classified ads are free to all HGAC members for personal ads only. Please try to keep to a max of 5 lines.

**Business rates:**  
**Classifieds:** .25 cents per word, min \$4. Photo's and special layout, \$10 per column inch.  
**Quarter page:** \$25  
**Half page:** \$40  
**Full page:** \$75

These rates are for camera ready ads. If any special layout is required call the editor for quote. Payment required in advance. Make checks payable to HGAC.

**HGAC FORMS**

The HGAC currently has approx 40 forms covering everything from a form listing the forms (!) to competition committee policies to ratings of fatalities. If you require any information about any HGAC committee and it's standards, ie badge and records claim form etc, contact:

Mia Schokker  
3595 Old Clayburn Road  
Abbotsford  
B.C. V2S 6B7  
tel (604) 854 5950

# World Records

Just recently a four world records have just been set (pending confirmation from the FAI), two woman's and two men's.

After launching off town July 1st from Hobbs, New Mexico, Kari Castle, flying a Magic Kiss XC, flew 182 miles to set a new Woman's Open Distance record and 184 miles to take the Dog Leg record.

The flight lasted 7 hrs 15 min and at one point she was down to 200 ft agl. Her maximum altitude was 12,000 ft msl. The last 50 miles were flown under overcast skies and pilot on the ground exclaimed disbelief that she could still be up flying.

Just two days later on July 3rd 1990, Larry Tudor, flying a Wills Wing HP AT 158 broke the 300 mile barrier by flying 302.65 miles to set two new world records, open distance and declared goal!

Larry launched from from Hobbs, New Mexico (3707 ft asl) off tow at 11:13 am and landed in Elkhart, Kansas at 8:30 pm after being in the air for 8.5 hrs, giving him an average ground speed of 35 mph.

His highest point of the flight was 13,500 ft but just 5 miles into the flight he was down to just 75 ft agl where he scratched for 5 agonizing minutes above the oil rigs, power lines and mesquite bushes so that he could make it to a safe LZ. He eventually managed to connect with a thermal which got him on his way again.

The previous two days saw Larry flying 225 miles to White Lake, NM and 255 miles to just east of Clayton, NM. These three successive 200 mile flights were the first on his part. <sup>LOG BOOKS</sup> His original glider was destroyed in a hard site retrieval vehicle and he had to purchase a new one at \$360 per box of 60 which equals \$6 each, or they may be purchased individually for \$7.50 each. If you are interested (as an individual or as a club) contact the individual at Hobbs, New Mexico at Elkhart, Kansas 302 (604) 228 7769 or Barry Bateman at Wills Wing HP AT 158 (604) 533 4456

**STATS**  
Date: 3rd Aug 1990  
Pilot: Larry Tudor  
Launch: Hobbs, New Mexico  
Landing: Elkhart, Kansas  
Distance: 302.65 mi  
Glider: Wills Wing HP AT 158  
Highpoint: 13,500 ft msl  
Lowpoint: 75 ft agl  
Best gain: 9,718 ft  
Records set: Open distance, Declared goal