



NATIONAL NEWSLETTER

JUNE 1992 THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA VOLUME 6 ISSUE 2

Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	22	0
→ ALBERTA	22	0
→ SASKATCHEWAN	12	10
MANITOBA	13	9
ONTARIO	17	5
QUEBEC	14	8
→ NEWFOUNDLAND	15	7

This newsletter is produced by the Hang Gliding Association of Canada and is published and distributed quarterly to its members through the Provincial Associations. The views expressed in this newsletter are not necessarily those of the Hang Gliding Association of Canada, its director or the editor. Anyone may contribute articles to this newsletter although generally two pages are set aside per Province. The Editor reserves the right to edit contributions. This Newsletter is produced on an IBM compatible computer using Microsoft Word and Aldus Pagemaker. Contributions may be sent on a 5.25" or 3.5" disk as an ASCII file or in any of the major word processing formats. Disk will be returned if accompanied with a stamped address envelope. Written and typed contributions will also be accepted. Send them to
Barry Bateman, 21593, 94a Avenue, Langley, BC. V1M 2A5. (604) 888 5658
Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior.

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PROVINCIAL ASSOCIATIONS

**Hang Gliding Association of
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 1367 West Broadway, Vancouver,
 British Columbia,

Alberta Hang Gliding Association
 Box 2001, Stn M, Calgary,
 Alberta, T2P 2M2

Saskatchewan Hang Gliding Association
 303 Main Street South, Moose Jaw,
 Saskatchewan S6H 4V8

Manitoba Hang Gliding Association
 200, Main Street, Winnipeg,
 Manitoba R3C 4M2

Ontario Hang Gliding Association
 1220 Sherpard Avenue East, Willowdale,
 Ontario M2K 2X1

L' Association Québécoise De Vol Libre
 4545 Pierre de Coubertin, C.P. 1000, Succ. M,
 Montréal H1V 3R2

Hang Gliding Association of Newfoundland
 Box 122, Churchill Falls
 Labrador A0R 1A0

PARAGLIDING INSTRUCTORS STANDARDS

- 1 Be at least 18 years old
- 2 Have a Canadian Paragliding rating
- 3 Minimum of 1 year experience and 100 high flights since obtaining rating
- 4 2 day standard first aid course (minimum)
- 5 2 day National Coaching Certification Program (NCCP) Level one Course (or equivalent)
- 6 10 day apprenticeship and recommendation from HGAC recognized paragliding instructor
- 7 Attend a 2 day HGAC sponsored instructor's seminar.

To Maintain Certification an Instructor Must:

- 1 Provide yearly student numbers to chairperson of National paragliding committee before the end of January.
- 2 Re-certify every three years
- 3 Only sell safe gliders to properly trained individuals.
- 4 Report accidents to their provincial association

Gross abuse of the position or failure to adhere to these guidelines may result in rating being revoked.

HGAC Paragliding Committee Members and their Responsibilities

Janet Moshard: 1992 Chairperson, Exam Revision
Box 1097, Whistler, BC V0N 1B0
(604) 932 7052 Fax 932 8750

Joris Moshard: Tandem Rating
(Address same as Janet Moshard)

Pierre Laplante: US and International Recognition
5344 Fabre, Montreal, Quebec H2J 3W5
(514) 523 8489

Heinz Hefti: Instructor and Pilot Ratings
113, Rue Guy, Iberville, Quebec J2X 4W5
(514) 358 32151

Sean Dougherty: Competition
7128 21st Ave NW, Calgary, Alberta T2M 1K2
(403) 288 9485

Paraglider Pilots!

Do you know who is on the HGAC/ACVL Para Gliding Committee?

Do you have something to contribute to the development of the standards that are being set right now?

Do you want to serve on the Para Gliding Committee?

If you do the HGAC/ACVL suggest that you should look up the name of a Committee member (names listed with the HGAC/ACVL directory in this issue) serving your area and get the information you need. Let the Committee know your thoughts! Don't be afraid to

GET INVOLVED!

PARAGLIDING RATING

30 high flights (over 300m vertical drop or two minutes airtime)
- Log book must be signed by HGAC recognized instructor

Minimum three different sites

Five part written test (Available in English or French)
- 100 multiple choice questions on aerodynamics, meteorology, flying skills, equipment knowledge and air regulations
- 70% passing mark (maximum of 6 errors) per section

Study material:

Hubert Aupetit "ABC of Paragliding"
or Dennis Pagen "Paragliding Flight"
or Balet/Fragnière "Le Vol Libre"
plus "Ultralight Aeroplane and Hang Glider Information Manual" TP 4310E: Available for \$5.35 from: Transport Canada, AANDHD, Ottawa, Ontario, K1A 0N8

Flight Test

- 2 out of 3 flights with different assigned tasks per flight test sheet and flying site/conditions. Precision landing in 30 meter diameter circle.

Cost \$10

- Must be a member of HGAC recognized Provincial Association
- Valid first aid recommended

N.B. If already in possession of a foreign licence of a comparable level only the written portion of the exam must be re-done to obtain a Canadian Rating.

**HGAC RECOGNIZED
PARAGLIDING SCHOOLS
and EXAMINERS**

British Columbia

Aerial Sensations Paragliding

Wayne Bertrand,
Box 2039, Station R,
Kelowna,
BC. V1X 4K5
phone (604) 765 2FLY
Fax (604) 765 8200

First Flight Paragliding

Cameron Mackenzie,
4470 Prospect Road,
North Vancouver,
BC. V7N 3L7
phone (604) 988 1111

Parawest Paragliding

Janet & Joris Moshard,
Box 1097,
Whistler,
BC. V0N 1B0
Phone (604) 932 7052
Fax 932 8750

ALBERTA

Muller Hang Gliding and Paragliding

Willi Miller,
RR #2
Cochrane,
Alberta, T0L 0W0
Phone/fax (403) 932 6760

Paragliding Canada

Alex Bahlsen,
RR #2
Cochrane,
Alberta, T0L 0W0
phone (403) 932 4603
Fax (403) 932 4656

Rocky Mountain Paragliding

Glen Derouin,
P.O. Box 2662,
Canmore,
Alberta, T0L 0M0
Phone (403) 678 4973

QUEBEC

By STEWART MIDWINTER

A writer once remarked that there are only 13 basic types of stories to be told in the entire sphere of human experience. However, the movie industry manages to bring out several dozen new movies each and every year, continually finding new window dressing for the same old wares. Hang gliding accidents are similar - there are only three main types: on take-off, in the air, and on landing. Yet each and every year pilots find new variations on the same old themes. Gathered below are some of the latest examples of local pilots' creative efforts at self-destruction. They are presented for you the reader to learn from and so avoid duplicating their efforts. Instead, you can move on to as-yet undiscovered variations.

One day last year it was too windy to fly paragliders at a site in France, so the pilot decided to practice inflations with a friend holding on to him as an anchor. Surprised by a strong gust of wind, the pilot and assistant were lifted off the ground and blown over the back of the peak. Eventually the helper couldn't hold on any more and fell 150m. The pilot, overcome by his responsibility for the accident, committed suicide some time after.

A group of paraglider pilots went flying in a narrow valley overlooking Chilliwack Lake in BC. As it was way too windy to launch at the summit, they hiked down a way, then took off and tried to penetrate across a lake to land. Three landed in the water, 30-50m off shore. One pilot wasted time trying to swim with his paraglider, and by the time he unclipped from the harness he was too weak to swim, and drowned.

A pilot with about 20 loops logged was doing more in ridge lift at a small hill near Calgary, with a newspaper photographer in attendance. He stalled upside down and fell inverted for a while, but swung around right side-up below the top of the hill (i.e. less than 300 feet from the ground).

correct?

- a) The pilot should have thrown his parachute as soon as he inverted as his altitude was so low, not waiting to try to recover;
- b) There was no danger, as the glider was built to take at least 6g positive and negative, and the pilot still had 300 feet more to recover;
- c) The photographer was impressed and printed the photo of the upside-down glider in the local paper;
- d) Looping at low altitude in strong winds with little experience is not the very best idea;
- e) There was no accident, as the pilot didn't break the glider, or injure himself;
- f) Both a) and d).

To check my answer I spoke to John Heiney, the world record holder for most consecutive loops in one flight (52), about his looping practices. John has done hundreds of loops, and has never had to deploy his parachute. John said he was very concerned about this accident and wondered about the impact to the sport and other pilots in the area had the looper hit the ground. He admitted to occasionally looping his glider at 300-foot-high Torrey Pines, but only if he has been doing many loops recently at high altitude, is feeling well, and his glider is flying properly. Oh yes, at Torrey, even though he may be at low altitude he is flying over water, not hard ground, and he is in smooth coastal air.

John believes that even if beginning loopers have an initial success, eventually they get into a rut of unsuccessful loops which does not end until they truly understand the mechanics. So all of a pilot's first 100 or more loops should be done at high altitude, where the pilot has time to attempt a recovery or deploy his parachute(s). By comparison, this pilot has about 20 loops experience.

John also believes that ballistic parachutes are not a bad idea for this type of flying, as they allow a pilot to deploy his chute even if he has fallen into the air frame and folded up the glider around himself; he notes that some aerobatics pilots fly with two parachutes.

Finally, John remarked that many stalled loops result in the glider tumbling, which

.....continued on next page

Which of the following statements is

1992 2nd Quarter Safety Report

By STEWART MIDWINTER

Another 3 months, another crop of accidents. Quite a few took place over just one weekend - the Easter long weekend. This is the first long weekend of the year, and for many pilots it is their first serious flying of the year. They are rusty and forget in some cases to leave a little wider margin for error at this time of year.

Another factor in many accidents is that the pilot was doing two or more new things at a once. A good rule of thumb is that the danger goes up with the square of the number of new factors. If you are trying a new glider at a new site, your risk is 2x2=4 times higher. If you are also flying in strong conditions which you are not used to, the risk is 8 times higher. And soon.

An intermediate pilot on a brand-new glider was soaring at Cochrane in southerly winds and tried to top-land in the big field N of the road. He made an approach eastward over the trees downwind of the field and, when he hit a large eddy while turning into the wind, continued around and hit the trees downwind, destroying his glider and nearly severing one finger (he was not wearing gloves). Many

pilots are unaware of how turbulent the air can be above this field. Pilots should approach with lots of speed and bear in mind Pagen's suggestion not to fly outside the boundaries of a tree-lined field in strong winds.

An advanced pilot was competing in the eastern US and scratched too low. He struck a dead tree while approaching the landing field and fell to the ground, suffering a collapsed lung among other injuries, and damaging his new glider.

A junior intermediate pilot was trying to thermal close to the trees at Deadman's and was dumped, hitting the trees and falling upside down to the ground hard, damaging the glider but luckily without injury. The cardinal rule for thermaling is: always leave enough room to make a 360 toward the hill in sink. An advanced pilot launching at Deadman's let a wing come up on takeoff and was turned immediately; he scraped his wingtip along the cliff face that forms the launch, but narrowly avoided crashing. Another advanced pilot competing at Deadman's tried to get first flyover then, after hitting sink,

around south-facing cliffs in a strong NW wind; continuing in heavy sink, he had to suddenly land in a clearing at the base, and not being able to open his zipper at the last moment, fell down and broke a downtube. Wheels would have saved his glider.

An advanced pilot competing at Deadman's was flushed by continuing heavy sink. Arriving over the infamous "crashpad" LZ, he could not see a windsock to indicate wind direction, so he descended into the "Toilet Bowl" LZ to make a perfect landing beside a windsock there. Several other pilots that followed him landed in the crashpad because it was convenient; one broke a \$100 downtube and another ground-looped his glider. Surprise! This paragraph is not about an accident; for a change, it's about an accident avoided, at the price of only a 15 min. walk out to get a car.

An intermediate pilot scratched below the top at Camrose and was rotored by a bump out front. He hit the hill with his wingtip and bent a downtube with his shoulder, but somehow continued flying and landed at the bottom. An advanced pilot at Camrose left his recently overhauled glider unattended and it blew over, damaging the sail and a leading edge; two weeks earlier a similar fate befell another glider of his. Another advanced pilot at Camrose tried an unusual top-landing approach and hit trees, damaging the sail on his glider.

continued from previous page....

regularly leads to structural failure. Deploying a parachute quickly and successfully from a broken glider can be difficult, as an American pilot recently reported from his hospital bed.

In another incident, eight paraglider pilots were scratching in light SE winds at Cochrane. Three were higher than the others and flying W (downwind). The lead pilot suddenly turned and flew out from the hill and the second pilot hit the first pilot's leading edge with his feet. If he had been 1 meter lower...! There were several contributing factors to this incident. Firstly, the second pilot could have reacted by quickly diving behind the lead pilot; he did not do so. Secondly, the lead pilot could have completed his turn and then have flown E, but the third pilot was right behind the second pilot, and in the way. Finally, the first could have checked the airspace more closely

before turning. In another incident, a HG pilot started a tow in a light cross-tailwind. As he lifted off the truck, the weak link failed and he drifted across the road to the downwind side, still pointed down the road. He wanted to land into the wind or across the road, but he felt an AGT marker post in the ditch was in his path, so he turned downwind and landed hard, breaking downtubes. The simple lesson here is to consider what might happen if your weak link fails on takeoff: are you prepared mentally? do you have a landing place?

A pilot was ridge-soaring at Owl's Head with an HP-1 in NW winds 60 km/h or more. After 45 minutes, he couldn't penetrate anymore, so tried to top-land in a tiny tree-lined parking lot and was rotored to the ground, fatally injuring himself. A better choice might have been to land in the trees, and a better one yet not to fly in such winds. (Did he get a forecast prior to flying?). S.M.

An intermediate pilot at Longview took off as winds were building and soon was blown back; he landed safely on top but then the glider was flipped over by the wind, breaking the downtubes.

An advanced pilot top-landed at Cochrane in the falling dark and stalled down the last 3m, breaking a downtube; wheels would have saved his glider.

An intermediate pilot with little soaring experience made a turn toward the hill at Longview and froze; he hit the hill hard (luckily with big wheels to lessen the deceleration) and broke the downtubes, keel and bent several battens, also fracturing his elbow. This is a reminder that ridge-soaring is a dangerous activity, especially for those with little knowledge.

An intermediate pilot landed in early afternoon in the malling conditions after a tow flight and nosed in heavily, dislocating

FAI Sporting Licence

The Aero Club of Canada has increased the price of the Sporting Licence to \$15.00 effective immediately. A postage and handling fee of \$1.00 has also been added making the **NEW PRICE OF A SPORTING LICENCE \$16.00**

New application forms are available from:

Vincene Muller,
HGAC Records and Statistics
Committee,
RR#2, Cochrane, Alta, T0L 0W0.
phone or fax (403) 932-6760.

The HGAC Record and Badge package is also available from Vincene Muller. Cost is \$10.00 and includes a copy of the sporting code; all documents necessary for badge and record applications; a guide to Badges and Records; current list of Canadian Official Observers; Current list of Canadian and World Records.

Tandem Instructors (informal) Clinic

July 16-17, Golden B.C.

If you are presently offering tandem flights and would like to glean and share as much information as you can from and with other tandem pilots, you are invited to attend an informal tandem clinic, chaired by Stewart Midwinter on July 16-17. The discussion will center around the experiences of the various tandem pilots present, so as to pass on any useful tips and tricks they may have found that could be of use to others offering tandem flights. There will be no charge as everyone present is expected to participate. There is also the possibility of some tandem towing taking place, but that decision will be made at the clinic.

For more information contact;
Stewart Midwinter
444, 23rd Ave NW
Calgary, T2M 1S4 Alta
tel (403) 230 7769

ACTIVITY	Fatalities/100,000
Airshow	500
Home-built aircraft	300
General aviation	145
Timberfaller/logger	129
Airline pilot	97
Motorcyclist/ rider	80
Ballooning	67
Powerline installer/repair	50
15-25 yr male driving a car	50
Fireman	49
Sailplane soaring	45
Peace Corps	42
Garbage collector	40
Truck driver	40
All terrain vehicle	36
Roofer	32
Driving a car	28
Skydiving	25
Flight attendant	23
Hang gliding	22
Real estate agent	7
Editors & reporters	4

number of deaths	4	5	6	7	8	9	10	11	12
fatality rate per 100,000	10	12	15	17	20	22	25	27	30

The above statistics were taken from the April 1992 issue of the USHGA's "Hang Gliding" magazine and reflect hang gliding fatalities in the USA in 1991. The breakdown of hang glider pilots in the USA is as follows:

USHGA Pilots	8,060
Non-USHGA Pilots	1,600
Students	18,567
Tandem Students	<u>8,693</u>
TOTAL	36,920

Participants in the HGAC/AVLC Paragliding Instructors Course, held May 2-3, 1992 in Whistler, B.C.

L-R; Alex Bahlsen, Glen Derouin, Wayne Bertrand, Joris Moshard, Janet Moshard, and Cameron MacKenzie

his shoulder. As he was several hundred meters from the windsock, it is likely the wind direction was different where he landed and he was in fact downwind. In the mally or light and variable conditions, land close to the windsock!

S.M.

**ROCKY MOUNTAIN PARAGLIDING
&
AERIAL SENSATIONS PARAGLIDING**

Are hosting an:

Advanced Paragliding Manoeuvres Course

Where: Sicamouse, BC

When: July 25, 26, 27. Cost: \$100 per day.

Which includes transport from landing to launch, floatation gear, motorboat standby, instruction of advanced manoeuvres.

Instructors will be Glenn Derouin and Wayne Bertrand, both hold HGAC and foreign instructor ratings.

Participants must have current provincial and HGAC memberships, logbook and a reserve parachute.

We suggest participants be at an intermediate to advanced level of flying and are capable of doing steep ramp launches.

If you are interested in attending a \$25.00 deposit is required before July 7th to reserve a spot in the course along with the following information:

Name: Age:
Address: Glider type:
Number of flights: Hours Logged:
Number of years flying:

Send to:
Aerial Sensations
c/o Wayne Bertrand
Box 2039, Postal Stn R
Kelowna, BC V1X 4K5
Ph: (604) 765 2FLY
or (403) 678 4973

CHECKLIST

- | | |
|---|--|
| 1 Pendulum action | 9 Front horseshoe |
| 2 Wingovers | 10 Front stall |
| 3 Steep spirals | 11 Pre-stall feel |
| 4 Ears with 1 outside A-line | 12 Fill stall |
| 5 Ears with 2 outside A-lines | 13 Rear riser stall |
| 6 B-line stall | 14 Pre-negative feel |
| | 15 Negative spin (stall recovery) |
| EXERCISES OVER WATER | 16 Negative spin (opposite brake recovery) |
| 7 50% collapse (fast correction) | 17 Reserve deployment |
| 8 80% collapse (correction after 180° turn) | |

DEALER REQUIRED

ATELIER DE LA GLISSE INC (CANADA)

For almost four years, we have been the importers of A.D.C. products, which is one of the best brands on the market. In our continuing search for excellence, we now have the pleasure to tell all of Canada that we are now importers for "NOVA", the paraglider that has been acclaimed "sail of the

year". We also carry the "FLYTEC" range of various.

If you are already in the hang gliding or paragliding business and want you and your customers to 'fly higher and further' on our products, just give us a call or send a fax to:

MICHEL MONTMINY or BENOIT TREMBLAY
Atelier de la Glisse
224 Saguenay, St-Fulgence, P.Q., Canada. G0V 1S0
tel: (418) 674 9276 or fax: (418) 674 9451

**CRITERIUM
INTERNATIONAL
DE PARAPENTE DE
LA RENUNION**

Oct 27 - Nov 1, 1992

The Reunion Paragliding and Hang Gliding Association have announced that the third International Paragliding Championships of Reunion Island will take place October 27 to November 1, 1992.

- Meet Director will be Alain Barthere.
- The World's best pilot have been invited
- 40,000 FF worth of prizes will be offered.
- Entry fee is 500 FF which includes transportation to launch and retrieval.
- Licence or rating from pilots country of residence is required.
- Safe equipment and a radio are required for the contest.

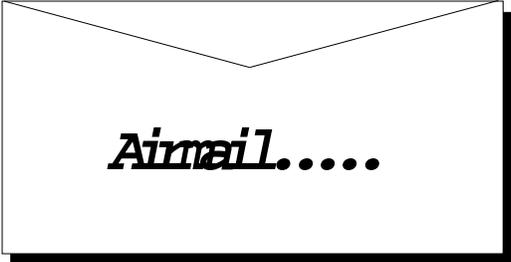
45 pilots will be accepted for the competition. These pilots will be divided into 3 groups.

- The top 30 pilots will be ranked according to official competitions or
- Pilots National Competition Ranking or
- Registration Date (The organizer will make the final decision)

Two qualifying grounds will be available to the pilots who don't appear on the top 30 list and will be organized the week before the official contest. The top 10 from the qualifier will advance to the competition.

The contest rules followed will be those of the FFVL. A special airfare for 15 days is available departing from France.

For more information contact:
Vincene Muller,
HGAC Record & Statistics,
RR#2, Cochrane Alta TOL OWO
ph and fax: (403) 932-6760



Airmail.....

Communication breakdown

I guess you might call this a letter to the editor. It concerns an event which happened at the last AGM of the HGAC. The event was the election of officers, and my representation of John French as a ratings Officer. I feel that I did not do a fair job on John's behalf, but the circumstances behind this could have easily happened to anyone.

What happened at this here AGM was that John French was depicted as being ready to step down as Rating Officer, so Rick Miller graciously (?) offered his services for the position. Unfortunately John wasn't ready to retire, and that was the position I was ready to represent at the AGM. But statements were made at the meetings to the contrary, and I wasn't prepared for these. Upon hearing these remarks I thought I had mis-interpreted John in our telephone conversation of the week before, so I kind of went along with the

statements. All this led to a general consensus that John was ready to call it quits, which he wasn't.

I now wish to make a public apology to John, for such poor representation. Secondly I wish to make a recommendation. Sometimes when parties get together for short periods of time, especially by phone, the wrong

ideas or opinions get transmitted. This can lead to misrepresentation, as was the case here.

My suggestion, is that, in the future any person wishing to seek a position on the board of officers should place his/her intent in letter form, a form that can be placed before the meeting by a representing person. Conversely, anyone wishing to remain in a position, or step down from services should do so in letter form. This may seem funny in that the HGAC sometimes, in fact most of the time, has problems drawing volunteers, but the suggestions should prevent future mis-communication.

This is a good example of how communications can sometimes go awry, so let's see if we can prevent future breakdowns. Sorry John, and all the best Rick, thanksto both for making their services available in the betterment of Hang Gliding in Canada.

*Chris Walters, President
Hang Gliding Association of Newfoundland.*

Editor creates "East-West tensions"! Apology Required

It seems that I have managed to create some creative literary writing, but unfortunately, not in the form of an article. In the last issue I reproduced the article "Glider Talk" that I found in the Nfld "Atlantic Inflight" magazine and due to not thoroughly checking the magazine, attributed the author to being Al Faulkner from Nfld. It would appear that I was wrong and therefore sparked some 'creative correspondence' (?) back and forth across the country as the author was in fact Dan Fabian from Vancouver, BC.

My Apologies must go to you both. To

Dan for wrongly attributing his article to someone else, and to Al who suddenly found himself the victim of Dan's creative letter writing through no fault of his own. Both Al and Dan are, or have been editors of various hang gliding newsletters and no intent was meant to belittle their accomplishments.

Now, if only I could get them to direct their creative writing to me in the form of an article!

Barry Bateman, Ed.

Ahhhh Chute!

Recently in the Vancouver area there has been some controversy over the requirements of backup chutes for paragliders. Here are some thoughts submitted by Randy Haney, who lives and works in Europe, where paragliding is very popular. Ed.

Regarding the recent discussions on backup parachutes for paragliders, they should, in my opinion, be mandatory. Also, I believe most pilots are simply too ignorant because of their inexperience or better, haven't the education to really know how important they are. Flying paragliders above all seems too easy for most people and in fact it often is. Controlling a paraglider which has been collapsed by unseen turbulence is another story. Rather than law - which is often ignored out of pure spite if nothing else, I think the answer could be in education. After all, I don't know of one top paraglider pilot there in Europe who flies without a backup chute regardless, and I know a lot of them. When I think back to what I thought was OK (just because I didn't know any better) when I began to fly it makes me wonder how I am still alive today. I've had some hard knocks, and even used my parachute once under a broken glider not to mention numerous other times when I was really happy to have it. In over 2000 hours I've seen some pretty good reasons why never to fly without one. So I guess in short, I still think it's just a matter of education because without that how does anybody know you are not just trying to make them agree to your whims or - "Kiss Ass"!

Randy Haney

1992 CANADIAN NATIONALS

July 18-25, 1992
Mt Seven, Golden, BC

There will be three award categories;
Lightweight, Middleweight, and
Heavyweight. Entry Fee \$30

Co-Meet Directors will be Ron
Bennett, Calgary, (403) 239 7378 and
J.C. Hauchecorne, Vancouver, BC
(604) 521 1559



The Hang Gliding Association
of British Columbia

ALPEN OPEN INTERNATIONALS '92

By RANDY HANEY

(Randy, Canada's #1 pilot, currently resides in Austria where he works for FLY Fa. Villinger, the European Wills Wing factory and representative. This is an account of one of the many competitions that Randy has participated in, and hopefully more reports will follow as the competition season progresses. Ed)

What began as more of a local competition some years ago, because of good organization, task and weather (not to mention a reasonable entry fee and prize to tenth place) has now become very popular well attended international event in Austria. Gnadenerwald (for those who are not familiar) is located just 10 km east of Innsbruck on the north side of the valley. Directly behind launch is a typical Austrian style Hut - restaurant for snacks and drinks before start and in the landing area there was also a day and night beer garden for the spectators and.... Because of its close vicinity special clearance had been granted from the Innsbruck airport which allowed tasks to be called that took us directly by the city offering some fantastic views along the way.

Day 1 Conditions were good enough to call a 114 km task to the west direction of St Anton, with the turnpoint at Uztal and with 2 positional photo's along the way to insure that we remained on the north side of the valley and not flying in the Inns control zone. Working against a variable headwind after rounding the corner after Inns was a little slow, but those who pressed on found good lift after the gap of Telfs and made the turnpoint. No big secrets on this day, pilots were flying at all altitudes and still getting results so it was pretty good. Ruppert Plattner ended up as the fastest pilot of the day with 3:55:00 - almost 30 minutes faster than the next pilot. Six pilots completed the task in all, R. Plattner, Michael Endl, Manfred Ruhmer, Karl Reichegger, Ermino Bricoli and Randy Haney getting times within only a few

minutes of each other. Many other pilots were spread out in 10 km of fields before the goal at Gnadenerwald where late in the day the lift was light and the east valley headwind had begun. Most notable on this day was Robert Swaiger who flying his Pro Design Challenger flew also to the turnpoint and returned - landing within 15 km of goal!

Day 2. Robert Swaiger again, showed us it was a reasonable day launching early to attempt the same course as day one - with barograph. For us it was a four turnpoint 112 km task, Innsbruck ski lift, Achensee Bottom station, then across the Inn-tal into Zillertal turning at the intersection of Zell am Ziller then back to Achensee for the final control point before breaking to goal. Before start we were treated to some expensive entertainment as a pilot forgot to hook into his glider. Quick to react he released the glider as he went off the end of the ramp and luckily fell harmlessly into the bushes directly below. Unfortunately for his flying machine things were not so good, as it stalled, dove and generally zoomed around for 2 or 3 minutes before self destructing on impact far below, Wow!

Getting back to the course, the difficult part seemed to be in getting up again after crossing into the Zillertal, where lift down low was weak, broken and drifting. This was not to be expected by most pilots whose experienced stronger conditions in the Inn-tal where there was a thermal for everybody. Even so, once getting the first lift in Zillertal many pilots made it to 3500 meters (11,500 ft). Fantastic! From this altitude one could see clearly into the German flat lands which then lay inverted, and even across into Italy where the cloud base was existing much lower. 13 pilots made it into goal this day, Randy Haney being the fastest and also very happy taking the 2000 schillings day money, with Karl Reichegger close behind. Notable next was Willi Vonblon, a good and new and also young up and coming pilot from Foralburg,

Austria. Stefano Bricoli streaked in less than a minute after Willi with 9 other pilots following. Interesting enough of the 13 total in goal, 5 were Italians! A few tired pilots added to the entertainment in the landing area by thundering in and taking out a few control frames.

Day 3. 110 km with two turnpoints. Strong conditions - an Owens Valley day. Climbs were very strong in the first hours but after rounding the corner after Innsbruck so was the wind - and all associated turbulence. Alex Busca, one of the best Italian pilots I've ever seen was flying his K4 high near Telfs when exiting a thermal his glider tucked under him. Alex lost the base tube almost immediately and the glider tumbled further. After some revolutions the glider broke and began to spin. Being a cool type Alex surveyed things pretty well before deciding to throw his chute as he was pretty high. Unfortunately upon throwing the chute it was directly consumed by the spinning glider and never did open. At approximately 2000 meters (6500 ft) Alex spun into the trees on the side of the mountain, got up and walked away - carrying his broken glider and bent up harness with him! Wow! For the rest of the pilot things went on and after Telfs the going was good until Achensee when things got mixed up by slight overdevelopment and valley cross winds. Many pilots went down here just short of the second turnpoint in valley winds. At this point I had the misfortune of dead batteries on my vario. Lucky for me Drew Cooper and Karl Reichegger were always nearby and allowed me the reference I needed to finish the task. Karl won the day with Randy Haney second and Fritz Scodl third while Ermino was again close by being one of the 4 Italian to make goal from a total of ten finishers. Manfred Ruhmer flew to within 100 meters of goal just a few meters to low to get over the trees before goal. Ruppert Plattner being a few meters higher than Ruhmer just cleared the trees and squeaked into the landing area making a spectacular but perfect downwind landing in front of the beer garden.

Day 4. Early in the morning while I was at the Wills Wing shop in Hall, in walked Alex Busca. Alex was keen to fly again but needed some equipment to do it. (His glider broken, harness bent and 'chute ripped!) I was impressed! Within about one hour I was able to organize things for Alex, giving him my 163 Super Sport and one of my own self designed and built harness' safter packing a sleek new metamorfosi 'chute just in case.

The forecast was for conditions to be not as good as the previous days - with northwesterly winds and possibilities of overdevelopment. For these reasons the task

called was shorter with no turnpoint at Telfes and return to Gnadenwald for a total of 67.2 km. Until the corner of the range by Innsbruck things were really easy, after that the headwind was stronger and more than half of the pilots went down within 5 km of the turnpoint covering the fields with Dacron near Telfes. Being patient and taking some slow climbs before the turnpoint allowed 24 pilots to get their photo's. 14 of these finished the task, one of them being Alex Busca, who on the Super Sport, seemed to have no trouble whatsoever keeping the pace and finished 6th for the day - his best placing ever in the Alpen Open! Bravo Alex! Ruppert Plattner had the fastest time for the day, second was Randy Haney, followed by Karl Reichegger who was just 50 seconds behind. Next to come were Manfred Ruhmer and Ermino Bricoli finishing high like everybody else, as there was much un-normal lift directly over the valley on the final glide to goal where often you could expect sink and a headwind instead.

Day 5. Because it looked like overdevelopment early in the day the official task was called off and in its place they made a 3000 schilling prize for spot landing in front of the beer garden. Unlike many competitions where everybody just wants to go home on the last day, the atmosphere was still really alive and more than 70% of the pilots stayed to fly for the spot and watch the many interesting attempts of pilot trying to get their feet in a pool of water which was the target. In addition to that, both Randy Haney and Ruppert Plattner performed aerobic routines, turning their gliders upside down over the landing area, complete with the batons attached and trailing smoke marking the manoeuvres. Finally Peter Muller flew a so called great aerobic routine with his "Saltu" sailplane and impressed everybody by making a spectacular landing directly in front of the crowd, Fantastic! In the end there was a three way tie for the spot landing with Markus Gullen, Wolfgang Kothgasse, and Randy Haney who had all splashed down in the water bull's-eye with variable force.

Who won the meet? Karl Reichegger and Randy Haney were often seen flying near to each other throughout the meet. In fact there was a constant battle going on as they raced each other throughout the whole competition with only a few minutes or just seconds separating them on all days. In the end, after 4 days, over 13 hours of flying and 410 km in distance the scores for Haney and Reichegger were both 3769 points - a tie for first place!!! It was really amazing! Ruppert Plattner took third flying hot and fast making up time after missing goal on day 2.

At the closing ceremonies it was nice to see 10

Spectra Towline

By STEWART MIDWINTER

Roger Nelson has contracted an Ontario manufacturer to make him 30,000 feet of 2.3mm (.09") dia coated, braided, 700 lb test Spectra towline, and is offering it for sale for .11¢/ft. The tow rope will weigh only 5 lbs for 3,000 ft.

The present 1/4" tow rope used on many systems creates about 100 lbs of drag for 3,000 ft. Adding this to the 25-30 lbs of drag your glider normally produces reduces your L/D ratio from 10:1 to 2.3:1 on tow and gives you a poor climb rate, which is why you need high tension at the top of the tow. Also, the heavy weight of the rope adds about 25 lbs to the weight

your glider carries on tow, increasing the stall speed.

Reducing the line diameter, and weight vastly improves matters. The 2.3mm line should create about 38.6 lbs of drag (65% less than the 1/4" line), and reduces your L/D ratio from 10:1 to 4.2:1, almost twice as good as with the larger rope. And since 3,000 ft of the thinner rope weighs only 5 lbs, your stall speed will not be affected. Your climb rate would be much greater with less line tension, which would increase safety.

If you would like more information, contact Roger Nelson,
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people being presented with trophies and \$\$\$ prize money, as opposed to just the first three places. So it ended, with Fun and Flare after 4 solid days of good competition flying, good organization and entertainment. With results like that we should see the Alpen Open getting even more popular in '93, see you there!

Many thanks from us all to, Waxi & Sabine Siess, Rudi & Margot Knorr, Markus Villinger and Gerwolf Heinrichs for organizing and running such a great meet. Not to be forgotten either is Fritz who served great food and drink in his beer garden throughout the meet making the atmosphere in the landing zone 100% brighter every day.

Final Results:

1	Randy Haney	3769
1	Karl Reichegger	3769
3	Ruppert Plattner	3623
4	Manfred Ruhmer	3370
5	Ermino Bricoli	3316
5	Ernst Gostner	3316
7	Markus Wieser	3114
8	Rudolf Dornauer	3054
9	Drew Cooper	3005
10	Michael Endl	2971

Horseshoes on tow?

Recently Martin Henry installed a new paragliding type towline recovery system on his tow system, but the first time he tried it, it fell unopened to the ground, and the line stretched across, a canal, a dyke, a fence, a stand of trees and a swamp!

In desperation, he asked the driver to hit the rewind motor anyway: the 'chute popped open, and pulled the line into the air, clearing all the obstacles and flew back to the truck!

And then there was his wife Mia, who whilst towing recently down in Chelan Washington, was so intent on getting as much height from the tow as possible that she managed to pull the entire 5,000 ft of Spectra towline of the drum!

She managed to release the line without any problem but it did take a while for the driver to find it in the field, and when he did he had to stretch it out before he could rewind it, and that's about a mile of towline. He was not impressed.



The Alberta Hang Glider Association

CALIFORNIA AIRTIME

(Rick, Lois, and Dave 's Adventure Down South)

BY DAVE MITCHELL

Our trip started early Saturday morning March 21st. The sun was just rising as we took off on runway 16 from Edmonton Municipal, bound for San Francisco via Calgary International. At Calgary, as we finished taxiing out to the runway for takeoff aboard a 727, I watched the flaps go in and out four times. I said to Rick and Lois "we've got problems", after which the captain announced that the plane had a malfunctioning micro-switch, and that we would have to return to the terminal. On our return to the terminal, the crew turned the wing deicing system on full blast for a few minutes. Because of the cool temperatures and the fact the plane had just been started for its first flight of the day, the switch had frozen! Before we arrived back at the terminal, the captain announced that the switch was now working, so we taxied back to the runway and took off without anybody coming out to check the flaps. Whew! The plane flew and we lived.

We had great aerial scenery for almost the entire trip between Calgary and San Francisco, starting with the Rockies, then the southern Columbia Valley as we passed directly over Cranbrook, onto Spokane, and finally into central California. The flight ended with a tour of San Francisco Bay. We approached from the north over the ocean, passing to the west of the Golden Gate bridge, then over San Francisco, and across the bay to Oakland. We then followed the contour of the bay all the way to San Francisco International.

After getting our luggage and rental van in quick order, we raced off south on Hwy 101, for the 90 miles between the airport and Salinas. Rick was driving about 80 mph on a 55 mph posted road! Once we checked into our motel, Rick and I drove the 15 miles west to Marina, in search of Marina Beach State Park, home of "Western Hang Gliders" and the State controlled flying site. When we arrived we could see a pair of gliders soaring

the sand dunes, which ranged in height from a few feet to 100 ft asl. One of the pilots we later found out was 72 years old, and a real character. We both felt the need for gliders now!, but would not be able to get any from the Pacific Airwave factory until the next day.

Sunday the 22nd dawned sunny, but pre-frontal with a big low pressure system just off shore. The wind was southeast, which meant the west facing beach was off for the day. After walking around the Pac-Air factory getting a pre-tour view of the shop from sailmaker Sue Christie, we gave up on flying for the day. Rick, Lois, and I loaded up the van and headed south down Hwy 1 which runs up and down the coast. We saw some fantastic houses and coastal scenery, especially by a community called Big Sur. It is hard to hear that a range of mountains meets the sea, making for lots of high coastal cliffs. We made it to about 15 miles north of the Big Sur flying site when we were returned back by torrential rain, the low was now overhead! It rained hard all afternoon and most of the night.

Monday the 23rd again dawned sunny so we were up early, finished with breakfast and headed over to Pacific Airwave for 8:00 am, which is when they open for business. We hoped to see the factory in action for a couple of hours, then scoop up a pair of new factory demo gliders and catch some post frontal westerlies down at the beach. Well, the westerlies were too light to be soarable, so we hung out at the shop until after lunch. Rick and I really got to know the staff and the layout and functions at Pac-Air. I helped Dana, the guy who does almost all the airframe assembly and sail mounting. We took the sails off of two gliders, changed a broken keel, and resailed another glider. (This knowledge was a great help, as Rick found out later back in Edmonton). We had both taken sails off of our own gliders, and had them down at Pac-Air with us. Rick's had a new trileam leading edge and the trailing edge fixed and I had a

modification which added two outboard battens, and two small patches put on my Kiss sail. In all, I took off 4 sails from 3 glider models, and resailed 3 gliders. In total, I worked on 6 different glider models during the week (K2-145, K2-155, K3, Vision Pulse 10m, Vision Pulse 11m, and a double Vision). Rick kept mostly to "hands off the gliders" kind of work, but was still able to pick up a lot of information and helpful hints. While we were resailing our gliders, Rick was having trouble refitting his sail. So, I took it off, and started again, and was able to slide it back on like a pro.

After being back from lunch for a while, we noticed that the wind was light west outside, so we phoned the beach to get a report. It was not yet soarable, but seemed to be slowly picking up and several gliders were set up waiting. We did not need to hear anymore, so we loaded up a new K3 for Rick and a K2-145 for myself and took off for the beach, leaving Lois abandoned at a shopping mall. At least Toni, one of the office staff, said she would be able to pick Lois up when she phoned after finishing shopping.

Arriving at Marina Beach, we went into Western Hang Gliders shop and signed in on the site registry. We then had to buy a divers knife, having already borrowed one from Toni. Signing in and flying with a divers knife are state park regulations. (Hook knives do not meet this requirement because if you land in the surf where the waves are breaking, the glider will be flattened on you like someone stepping on a Styrofoam cup and you might need to cut your way up through the sail before the waves can drag you out to sea). Over the years, two pilots have drowned at Marina Beach. The biggest waves we saw during our time there were 10 to 12 ft high as they were breaking in the shallows. The wind never did get strong enough to get up high enough in front of the ramp to cross the gap where all the sand dunes start and run

for 9 miles. The launch ramp (40 asl) sits on a dune about 100 ft long, so you have to make passes on it to get high enough to cross the 300 ft gap where there are no dunes. We each did 4 flights from the ramp, with Rick's best being 4 passes on the dune and 2 for myself, before we sunk out and had to land. The air was very smooth and buoyant, even in the gap, for the light wind we had. There are only two ways to land on the beach. One is to land 90° across. The other is to fly into the wind toward the water, slow to a mush mode, then push the glider pass stall until it stops, or you will be in the water every time. It is different to what we are used to, to say the least. We packed up our gliders while watching a Pacific coast sunset, and hate in every grain of sand on the beach. It is horrible for breaking down when the glider is covered in mist from the surf and the humidity of the evening. The sand practically leaps off the beach to get onto and into every part of the glider.

Lois gave us a bit of a ribbing when we arrived back at the motel. Firstly, we had left her at the mall in the afternoon, and then we were at least an hour late getting back from the beach. Well, the wind had begun to pick up an hour before sunset, so we had to stay to see if it would become soarable. What else is new?

Tuesday the 24th dawned sunny again, but the forecast was not sounding good. The next low pressure system was just off shore, and quickly moving inland. After breakfast, we again arrived at the Airwave factory around 8:00 am. We were looking forward to meeting Ken Brown who was expected back from Mexico. Ken had 5 days of missed work, which he took care of in 3-4 hours, by which time the weather was looking much better. It took very little persuasion to get him out of the shop with flying in mind. We loaded 5 gliders onto a factory four wheel drive truck, and headed out. Our idea was to head north to another state flying site (Ed Levin Park) which is 40 miles southeast of San Francisco. A quick phone call while at the gas station shot that idea down. The road to launch is dirt for it's 600 vertical feet, and had been closed by the parks department due to heavy rains. Much to our relief Ken said "no problem!". We would go to a site called 'Lake Anderson' which was even closer.

We set out and arrived at a wide open grass launch and top landing area with a great view of a small valley. There were 2 reservoirs in view, Cayote to the south and Lake Anderson to the north. Farther out in front of this valley is a much wider valley, similar to the Columbia Valley, but the mountains were not as high. Ken mentioned an interesting fact about the valley at the base of the hill which we were about to fly off; it was created by a

fault line. The wind was about 45° across when we arrived, but was blowing straight in by the time we had set up our gliders. Setting up is one thing Ken is very good at, he could easily set up 3 gliders to our 1. Ken took off first as Rick and I looked on to see what to expect out front. Ridge life was light but there. After spending a few minutes at 50 to 100 ft over, Ken found a light thermal and started to work his way up. This was enough for Rick, so he hooked into the K3 he had flown the day before. There was a good cycle waiting out front, which quickly took him to about 400 ft over. We only had one vehicle on top, so our plan was to keep one person on the ground in case somebody sank out. This worked out well, as Ken was test flying brand new gliders before delivery to dealers, as per HMA regulations. It did not take him long to put a Vision Pulse 10m through it's spaces, then he came down to give me a chance to fly. Rick was still well above as I took off with the K2-145 I had flown the day before. I got a little above for a few minutes, then the wind sock on launch started to droop, and I began to sink below launch. It was about then I began to think of the small sloping emergency field I might soon be landing in if I sank out. I was about 200 ft below launch before my vario began to sing it's little song. I had found a mellow, easy to work thermal, good for about 300-400 fpm. I never went below ridge height again, and ended my flight with a top landing a little over an hour later.

While Rick and I were flying, Ken was setting up a Vision Pulse 11m. Soon a vehicle arrived carrying 2 gliders on top, thus allowing all three of us to fly together. Ken did his test flight routine on the 11m, then once again went down to land. This time Ken started to set up a Double Vision, but before he could finish, Rick got put below launch by a big sink hole. The wind sock was lightly flapping, but pointing in the opposite direction. I lost at least 500 ft but was able to stay above launch. Rick scratched like crazy for probably 8 minutes, slowly sinking out and finally setting up and landing in the demanding emergency field 800 ft below launch. He bonked the landing a little bit, but did nothing to the glider except a few grass stains on a new white leading edge. I was glad I did not have to follow him in, but he did a good job of putting it down where he did.

After watching this, and seeing that both Rick and the glider were OK, Ken took off with the Double Vision. Although built as a tandem glider it seemed to handle fine with only Ken's weight. Thermal strength had been increasing as my flight went on and Ken and I flew a few thermals together that were good for about 800-1000 fpm. I seemed to have a bit of an advantage over him, as he had no vario, and

the thermals were small for the 215 sq ft glider he was flying. Towards the end of my flight, I spent about 5 minutes flying with a hawk. We worked our way north, flying several thermals together at the same level before it stopped turning and glided off to the north. Shortly afterward the wind dropped off quite quickly and started to cross from slightly over the back. We had been watching Rick break down from the air and by the time he was finished, Ken and I were getting pretty low, as the thermals now seemed to be dying off. Ken went down and landed, and I followed him in.

After a little flying talk, Ken and I started taking gliders apart, and I went down to pick up Rick. Once Rick and I returned to the top, Ken said he was going to drive a car most of the way down to a different landing zone. He would then walk cross country to where we had left his rental car, which had to be returned to San Jose. The car Ken drove down belonged to Jim, an instructor who lives at Morgan Hill. He had arrived while I was airborne. Leaving us to the gliders and the truck, Ken said "goodbye, have fun, and I hope you get to fly some more". All the Pac-Air people were this good. Rick and I did not fly again, but we stayed and watched Jim and Colin fly down. Jim was way below launch, then found a real light thermal and took it to about 800 ft over. Colin was Jim's student and was just learning to thermal. He also did a good job of staying up in very light lift. Before we left, a C130 Hercules passed directly over launch, at well under 1000 ft over; good thing there were no gliders in the air at the time. Rick and I celebrated finally getting to soar by joining Jim and Colin for a beer in Morgan Hill. We then raced back to Salinas to find Lois and go for supper. Rick was devastated but not too surprised to find that Lois had used up a good portion of his credit card limit while shopping all day.

Wednesday 25th, our last full day in Salinas, once again dawned sunny and warm, but with southeast winds. Rick and I only had one thing on our minds. We wanted to soar the dunes at Marina Beach in a major way. Rick and I were back at Pac-Air at 8:00 am and Lois was going to go back to the mall to see what she could do with the rest of the credit cards limit. I spent the morning at the shop helping out a bit with parts and glider construction. Rick spent this time doing some serious number crunching with Ken Brown. Then we went out for lunch with Toni and Derek. While returning to the shop, we noticed that the wind had switched, against what the weather forecast was calling for, to a light west. Ken could not join us today, but suggested we take a pair of new Vision Pulse's to the beach, a 10m for myself

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and an 11m for Rick.

The wind was so arable, but a little on the light side when we arrived. We wasted no time in getting signed in on the site registry. I had been a bit disappointed at being given an entry level glider to fly, but that was to change quickly once we were at the beach. The Pulse is a double surface glider, but it has many less battens to stuff than the K2 and K3. This allowed us to get set up quickly. The Pulses were a good choice for one other important reason. The wind was quite light and these were big gliders compared to the K series. The 10m is 165 sq ft and the 11m is almost 190 sq ft. We both agreed after landing these gliders were great fun to fly. They are very light weight, about 52 and 58 lbs with instant response handling. This glider blows away my Gemini 164 that I started out with. I really enjoyed the Gemini, but this glider is lighter, faster, and easier to land, to top it off. After flying the Pulse 10m for only a few seconds, I felt comfortable flying very close to the dunes in the smooth ocean air.

Rick launched first, got up over the ramp in a few seconds, then made passes on the ramp dune for a few minutes, working his way up to about 40 ft over. He then shot the gap south of the ramp easily, but sunk out on a section of dunes that are less than 10 ft high, where they met the high water line. I followed, and had the same results as Rick.

There are two shallow relaunch areas a little south of where we landed, so we carried up and launched again. This time we both got up above the dunes easily. We spent just over an hour riding the incredible ocean air, with waves breaking almost below us, and only a few pelicans and a few hundred seagulls to share it with. We travelled about 2 1/2 miles down the dunes, to where there was a large gap of very small dunes. The wind was slowly getting lighter, or we would have crossed this gap, as the dunes keep going for another 7 miles south. On our return trip, as we neared the glider shop and ramp, we were both getting low. Rick definitely did not have enough altitude to make it all the way back. With an extra 5 or 10 ft, I might have been able to get over a small section where the dunes are only a few feet from the ocean. I would have had to fly over the water at less than 10 ft, so I turned around and landed about 20 ft from where Rick was standing in front of the Pulse 11m. We were two very happy pilots after finally getting a chance to soar the beach. Now we could go home!

After dropping off the gliders, we hooked up with Lois for supper once again. The next

1992 REGION ONE CHAMPIONSHIPS

BY DAVIS STRAUB

It's coming soon to Chelan. June 20-22 (Saturday through Monday). The ever popular test of pilot versus dust devils. The regional contest that is unlike the nationals. The 1992 Regional Championships.

First off, expect 30 to 40 pilots. Second, we've had good luck with this time frame and have had unstable conditions to our previous regionals. Third, the tasks will be triangles, or out and return to the junkyard landing field at the base of Chelan Butte. Fourth, this year we are using an aerial start gate, a tarp on top of Chelan Butte.

Chelan is the place for hot cross country flying over open flat land that provides plenty of safe landing areas. You won't need oxygen and the conditions are much milder than say Colorado, New Mexico, or the Owens Valley. Expect many dust devils to mark your route. There will be lots of other pilots gagging out on the course to help you cover ground in a hurry.

Chelan is a resort town with a big beautiful wam lake, that is beckoning you pilot home as you complete those triangles. With this format you won't have long retrieves. As the driving task is greatly reduced, your significant other will be enjoying their time at

the beach. Chelan has lots of good food and accommodations. We will be camping out at the airport at no cost during the meet.

Lional Space, our timekeeper, will be helping me run the computer at the end of the day so that you will be getting your up to the minute results.

How 'bout, the fact that you can't tow up if you want at any time, as long as you photograph the tarp from the west side? Bring your camera, we will supply the film, 35mm, and do the developing. You will need to photograph the turn points as well as the tarp.

The cost is \$30 to all pilots. You need to be rated at least Hang III with XC, and Turbulence signoffs. Your glider does not have to be certified as the Regionals are not USHGA sanctioned (no need, Regionals can't have WTSS points, cost Canadian pilots more if wedid).

Pilots meeting 9:30am Saturday, June 20th on top of the Butte. Rain weekend is the following weekend. Two days are a valid round.

morning, under sunny skies, we pointed the van north headed for San Francisco International. All three of us were happy that we had accomplished what we had hoped to do. For Rick and I, this was to get some good flights in, especially at the dunes, and to get some business done at Pac-Air. For Lois, this meant to shop until she dropped. She must have done a great job, as we returned with much more weight than we had taken down. The Air Canada clerk told us that we could not check in "11 pieces of luggage" without paying extra (!) but she let us carry on more than our fair share, thus avoiding the extra charges.

East of Oakland, for as far as you could see in any direction, was a collection of fantastic looking c'u's. 200 or more miles did not look like a problem at all, except for the limited landing fields in some locations. We had no problem with Canada Customs on our return through Calgary, although Rick had to fork out some more money to get all of the goods that Lois had bought back into the country.

The final leg of our trip was the short flight between Calgary and Edmonton. As we approached Edmonton we passed directly

over the International airport where I work. We then flew over Mill Wood's and easily spotted Rick and Lois' house and a minute or so later we passed just west of it, and spotted the house I live in. Then, a hard left hand turn, and over to Kingway Garden Mall so low, for a few seconds you think you'll be landing on the roof. And then it was over.

If you are ever passing by close to Salinas, you have got to meet the people at Pacific Airwave. They really made the trip for me. We never did get to meet Jean-Michel Bernasconi, as he was out of town. Hopefully we'll see him next time. Thanks go to; Toni, Ken, Dana, Derek, Mike, Gus, John, Sue, Briggs, Natalie, Cheryl, and the rest of the Pac-Air crew!

ABOUT THE ROCKY MOUNTAIN HANG GLIDING LEAGUE

(and how it assisted me to progress in confidence)

BY KAREN KELLER

It had been 10 years since I had flown, but during the "Fly West Camps" in Golden, B.C. last year, I knew I just had to fly again.

In September I took lessons through "Fly West" and in October I joined "The League". The League was formed so that more experienced pilots could help lower level pilots develop their skills in a safe and fun manner. This was what I was looking for.

My big advantage was that my husband, Doug, a pilot of 16 years was there to coach me. But as I got to know the other pilots, I realized that everyone had knowledge that they were willing to share.

After three days on the training hill we headed to "Longview" for my first high flight (550'). On one of Rod Porteous's Sabers and my radiotaped on, I launched, Doug coaching me from the top and Rod taking over for my landing from the bottom. I didn't make it to the landing area on this or my next 2 flights.

On our next trip out to Longview Doug helped with the launch and is again on radio. Ken Shackleton and Richard Gibson had just arrived and seeing me on launch they headed straight for the landing area. Ken took over midway on his radio and I finally make it to the LZ. Hugs for Ken & Richard at the bottom - 4 flights today.

In November my Gemini arrived from San Francisco and we were off to Longview again. I was really nervous but everyone was on launch with advise and encouragement. I made it to the landing area with 80 feet! In January we were at Longview again and I tried my first soaring flight, and chickened out. Two passes and a 7 minute flight. Not great but the League pilots insist I'm doing great and tell me not to give up.

After a couple of non soarable days we decided to take the tow truck out. After watching lots of good tows, Glenn Dagenais spent some time explaining all about towing to me and took me for a 1200' instructional tow on the League Tandem Glider. A great way to learn about towing and flying.

The following Saturday we took the tow truck

out again. Rod test flew my Gemini on tow, but conditions were too ratty. The more advanced pilots flew and about 5:00 pm it suddenly mellowed out. It was now time for those pilots waiting to get their first tows. Craig Heffernan was off first and had a really good tow. Rob Sivell was next and another great first tow. Then it was my turn. Was I nervous? Not really. Rod was driving, Doug was releasing, and Craig was videoing. I just put my trust in them and relaxed (?). "Go to cruise", "accelerate", "and Release", and I'm gone - straight up and it's perfect. A 1500' tow. The truck raced back to the landing area and Rod radioed me in for my approach.

Everything's going great and then Doug told me he was working out of town for 3 weeks. I was devastated. There goes my flying partner. The weekend came and it seemed like all the League pilots called to go flying, and I realized I wasn't on my own. After 2 weeks of bad weather, it looked so arable at the NW site. Jeff Runciman called and we headed out - it was so arable. We slammed my glider together and hooked up Doug's radio and vox unit and walked up to launch just as it died. I went anyway, got 50' over and 5 passes, thanksto Jeff on the radio keeping me in close to the ridge. I sure learned a lot that day.

The next day Ken and Richard and I went to Longview, meeting Geoff Schneider and Mitch Nixon out there. We set up and this time I'm blown out. Ken and Richard went and it soon mellowed out. Geoff helped me off and launched behind me. Ken coached me on the radio and the other pilots really watched out for me (or maybe for themselves). The wind soon switched and died and we all headed out to the landing area. My first soaring flight - 28 minutes. Another great day.

It's May now, Doug's back and I've got two hours now. The League pilots have become good friends and have earned my trust and respect. The League is a place to belong to and learn from and it works. You always have someone to go flying with. I hope this story encourages more of these type of clubs to form where all levels of pilots can fit in together to promote safe and fun flying.

INSTRUCTION STANDARDS COMMITTEE

As the newly appointed Chairman of the Instruction Standards Committee, I wanted to communicate my objectives to all members of the HGAC, and solicit views from anyone and everyone who might wish to participate in the process of revising our instruction standards. As you may already know, the existing standards have been in effect since 1988 board of Directors meeting in Toronto. However, you may also have noticed that they are not working all that well. We have been able to certify a number of new instructors, but there is little consistency in the process, so many certifications are incomplete and expirations are out-pacing new certifications. I believe this is due to the complexity of the current system.

The solution then, is to simplify the process. I have already done a fair amount of preliminary work towards this end, which includes a recommendation to re-structure our certification to include a provision for tandem and towing endorsements at both the Instructor and Senior Instructor levels. The proposed changes would also see the Instructor Certification Program (60 hours) reduced to a two day seminar. Each level of certification would require the recommendation of a Senior Instructor, but validation and record keeping would be the responsibility of the Instruction Standards Committee, the HGAC Board of directors and the National Ratings Officer (NRO would issue rating cards with the appropriate endorsements and maintain records of expire dates).

These proposals are being sent to the Senior Instructors across the country along with an invitation to sit on the committee, but again, everyone is welcome to participate and any contributions or opinions you may have will be appreciated. Also anyone actively instructing is encouraged to send any materials or tools they are currently using for Instruction purposes or to seminars (Instructors, Tandem, Towing).

You can reach me at:

Ron Bennett, Chairman
HGAC Instructors Standards Committee
339 Hawkhill Place, NW, Calgary,
Alberta. T3G 3H7
tel (403) 239 7378 or fax (403) 221 6950

CRAIK QUEST, '92

By DOUG KELLER

Quest (kwest) n. 1. An expedition or adventure undertaken in order to perform some prescribed feat, as in medieval romance. 2. Slang. A journey by HangGlider consisting of a series of consecutive cross country flights, usually done in a group.

As of May 1992 a new word has been added to the list of HangGliding jargon. Questing is the flatland version of sky camping. It has the same sense of excitement and adventure but the logistics are a lot easier. Any pilot with access to a tow system and some spare time can experience this new twist to cross country flying.

The Craik Quest was conceived by Rod Porteous on the drive home after the 1991 Saskatchewan Open Tow Meet in Craik, Saskatchewan. Instead of doing the eight hour drive the Friday night before the 1992 Meet Rod thought it would be fun to start from Beiseker, Alberta the weekend before the Meet and fly to Craik instead of drive. He was right.

After getting a lot of enthusiastic response from local pilots, Rod decided to run the Quest as a competition. By February there were 10 pilots committed to going and another 5 or 6 that had expressed interest. Unfortunately, by the time the Quest was to start only 4 pilots were still committed, Rod Porteous, Jeff Runciman, James Lintot & me. We were lucky to have Robin Fernandes as our driver.

Saturday morning, May 9, Rod, Jeff, James and Robin showed up at my house and we loaded up the truck and headed for Beiseker. We stopped at the Esso station for the pilots meeting just in case someone decided to come at the last minute. As expected no one was there so we continued to the tow site two miles northeast of the intersection of Highways 21 & 9.

It had rained all day and part of the night before but the forecast was for clearing skies by morning with clouds and showers developing in the afternoon. It wasn't ideal weather but we knew it could be good if the timing was right. We got to the site a little later than we hoped and by the time we were setting up at 11:30 the Cu's were already building.

James hadn't towed and Robin hadn't driven

before so Rod and I had to do a little coaching before we could get in the air. Rod was on the back with James for his first tow and I was in the front teaching Robin to drive. James' first tow went well and we got Jeff off next. They both worked a few bubbles but didn't get up. By this time it was starting to O.D. and I couldn't wait any longer so I suited up and got off the truck. I released into a thermal and went to cloud base and was on my way. The drift was to the east northeast and our goal was Hanna. I was on a track just north of Drumheller and things were going pretty well even though I was getting a lot of rain and snow pellets on the way. I was in contact with the other guys by radio and things weren't going as well for them. It was O.D. 'd by then and no one else got up. Pretty soon I was surrounded by verga with almost 100% cloud cover. I was getting low but managed to scratch along between 5000' - 6000' for the last 15 Km. Before landing just south of Delia I radioed my position to the rest of the guys who were breaking down in the rain. I managed to break down before the rain got to me but I got wet while waiting for pickup. Distance for Day 1 was 60.5 Km.

We decided to stay in Hanna for the night and found an excellent tow road on the way there just 6 Km east of where I landed. Day 2 was very similar to Day 1 with early Cu' sand over development expected by afternoon. We started earlier and I got up and away before 12:30. Everyone else got burned again but while I was in the air they met Phyllis McDonald, Lanny's smother, who writes for the Hannan paper. They did an excellent PR job and Phyllis did a story on the Quest for the paper. My flight was similar to the previous day except I spent a lot of time on the leading edge of some major development with a huge blue hole in front of me. I didn't get low this time but I could see some huge cells closing in on the hole from the North and the South. I saw Youngstown ahead of me still in the sunshine and decided to fly out to the sunshine and land there while it was still safe. Another big benefit it was having a place to hide out from the rain, which started just after I carried my gear across the road to the Petro-Canada station. Distance for Day 2 was 75.8 Km.

Once we got to a motel James got some bad news from his family and had to head home that night so the Quest was now down to just three pilots and our driver. After the rain

stopped we went out to tow road hunting and found a good one northwest of town. It had a fence on one side but was definitely useable.

The next morning we stopped at the local hardware store to see if we could find something that would help with the tow rope and the fence. There wasn't anything obvious but we did the McGyver thing with a paint roller and an extension handle that worked pretty well. When we got to the tow road it was overcast with the wind blowing straight down the road from the North. We could see a hole coming towards us from the North so we quickly set up. Rod got up first and left low, climbing slowly. He let us know on the radio that he had landed East of Youngstown. I got up barely, and drifted with it knowing it was my only chance. After gaining 1000' I lost it and squeaked into the same field as Rod. Just as we finished breaking down it started to rain with some hail mixed in for a while. By the time the truck got there we were both soaking wet. The rain continued for most of the day but the forecast was improving. Distance for Day 3 was 9 Km.

Tuesday morning was clear and we got out early. I was on the truck for the first tow before 11:00. I got to cloud base but it was only 6300' so I didn't leave thinking cloud base would be higher later in the day which would make it easier. I landed at the truck and Jeff decided he was going to go for it. He was climbing and talking to Rod and me asking how high he should go. He was under a cloud but we could see blue behind him so we told him to keep climbing until he was at cloud base. With a little encouragement it wasn't long before Jeff was off on his first cross country flight. After a couple of tows for Rod and another one for me we were both still on the ground thinking maybe Jeff would be the only one to get away. It gave me the incentive I needed to get up on my next tow. By this time cloud base had risen to about 8100' and the upper flow was more Westerly than on the ground so it wasn't too hard to follow Highway 9. We were hoping to make it into Saskatchewan because we were getting a little behind schedule. This wasn't to be today however. Jeff landed just short of Cereal for a distance of 31.9 Km and I landed north of Lanfine on the highway at 42.8 Km. Rod tried a few more times but couldn't get it. Wednesday the pressure was on. We had only 3 days left and were still not across the border. We found an excellent tow road south of

where I landed the day before and about 7Km west of Oyen. Conditions were difficult. The wind was from the west at 20 to 30 km/h and the few Cu's that were around were small and wispy. Jeff got off first and drifted away climbing slowly but lost it pretty quickly and landed just east of Oyen. I towed 3 times and Rod towed twice but we didn't get up. It was getting late so we decided we would tow one more time and if we didn't get up we would have to drive across the border. Major bummer. I had my last tow at 3:45 and it was pretty much the same as the last three. I got back to the landing area a little higher but didn't get any bumps still I was about 400' AGL. I knew this was my last chance so I was pretty determined. I started turning and was drifting away pretty quickly not gaining but at least maintaining. I got down to 340' AGL before I started climbing consistently. Finally found a little bullet core and cranked it over climbing to 9000'. The drift was straight down the highway and it wasn't long before I was taking pictures of Alsaskas I crossed the border. I was smiling now. Once across the border the highway heads north and the drift was taking me away from it. After topping out in a thermal I started heading crosswind towards the highway but wasn't going to make it. I got a save at 5000' off some hilly terrain and soon I could see Kindersley. I drifted along between 5000' and 6000' for a long way and flew right over the town at about 5000'. It

was 6:00PM and I didn't get up again but managed to float along in the buoyant air for another 15Km landing just west of Beadle for a distance of 116.3Km. Jeff's distance was 8Km and Rod got away on his last tow and made 5Km.

We set up Thursday under a clear sky with a northwest wind about 20 to 30 Km/h. We could see a wall of Cu's approaching from the north and we had hopes of a big day. West still had a long way to go but a hundred miles would put us in a good position to finish on Friday. Jeff got up and away on his first tow but the radioed he was landing fairly quickly. The same thing happened to Rod. We weren't sure exactly where they landed but the plan was if I got up I could radio their position to Robin and he could go and tow them up where they landed. I got up on my second tow but lost it after gaining 1000'. I could see that Rod had landed with Jeff and it looked like I would be joining them so I gave Robin their position. I lucked into a thermal over their field and thought I had my ticket to cloud base. I was having problems talking to them and when I checked my antenna cable connection at my 'biner I saw that it had pulled apart. I got out my telescoping antenna and managed to plug it into the radio but during all that dicking around I lost the thermal. At least I could tell them where I was going to land and maybe get another tow. I cruised downwind and landed

south of McMorron 25.5Km from launch. Rod and Jeff made it 7.5Km and got towed again when Robin found them. Rod got another 3Km and by the time they got to me it was too late so we called it a day.

We didn't have to decide whether to fly or drive on Friday because it was completely overcast and the wind was southeast at about 30Km/h so we loaded up the truck and headed for Craik. When we got there there was an area of broken cloud with lots of dust devils. We decided to fly and when we were setting up we saw five dust devils at one time in the field beside us. By the time we were ready it had clouded over somewhat but there was still lots of lift. Rod got up and headed to town. Jeff and I landed at the truck and picked up Rod to officially end the 92 Quest.

We had to face the fact that the Quest was over and we didn't make it to our goal but we had a great time on the way. We met a lot of great people, had some good to great flying, learned a lot and we towed and someone got away every day. For me it was one of the best experiences in my 16 years of flying and I can't wait for Quest '93.

Notice to all Pilots, Hang Gliding or Paragliding

If you are interested in attempting Canadian Records or obtaining Delta Silver or Gold (hang gliding); Eagle Silver or gold (paragliding) you need the following before this season starts:

- Membership in a Provincial Association which is a member of the Hang Gliding Association of Canada
- FAI Sporting Licence Cost \$15 + \$1 postage & handling
- Barograph

Application Forms for a Sporting Licence are available from:

Vincene Muller
HGAC Records and Statistics
Box 4063, Postal Stn. C
Calgary, Alta, T2T 5M9

If you want information on Records and Badges you can also get the Record/Badge

Information Package from Vincene Muller. This includes:

- Sporting Licence Application Form
- Official Observer Form
- FAI Sporting Code
- HGAC Guide to Records and Badges

This package of information cost \$10.00 (add \$1 for postage and handling)

Make cheque or money order out to:
The Hang Gliding Association of Canada

If you have any questions, write Vincene Muller or phone or fax (403) 932-6760.

Remember :

To apply for a World Record or represent Canada at a World Championship it is necessary to have an FAI Sporting Licence issued by our National Aero Club.

From; Vincene Muller
FAI , Records & Badges

A record attempt is not valid unless the Aero Club has issued the licence before the attempt!

To apply for badges a sporting licence is not necessary. (However it would be a shame to make a record flight with a barograph and not have paid for the sporting licence!)

Remember pilots, in 1989 the FAI in Paris added several new record categories to Class 0 - Hang Gliding, several categories are still vacant, including **all** *Canadian Female Records* and *Canadian Tandem Records*. In Paragliding there are very few record categories that have been awarded. Many European pilots have claimed records but they have not had completed paperwork and their record claims have been disallowed.

DON'T LET THIS HAPPEN TO YOU!



Saskatchewan Hang Gliding Association

WINTER FLYING IN SASKATCHEWAN

By CARROLL PELLETIER

Ya, right! Let's talk about winter just when it's starting to warm up and the flying season is getting underway. Well for some diehard pilots, the flying season has never ended. Last year, in particular, was fairly mild with lots of soarable winds. We weren't without our fair share of snow, though, as you can see from the photo's. In fact the odd winter afternoon was spent shoveling it until we finally got to launch to find that the wind had crossed 90 degrees or had died altogether. But, when we did manage to luck out and get a day that was soarable, it made all the other days seem trivial.

Last winter was more or less the first winter which I decided to undertake the adventure of bundling up in ski-doo suits, snow boots, balaclava's, and ski goggles to brave the arctic temperatures and find out what the term "crazy" meant. At least that's what some of our "beach" pilots thought I was. But I wasn't alone. Greg Moore, and Vivian Hooper had also bared the brunt of a runny nose and frozen toes. One of our more enjoyable flying sites is Valport which is really only flown in winter because if you are unfortunate to sink out, you'll be doing laps in Long Lake! On the day pictured, the wind was 40-60 degrees cross, blowing 30 km/h up the 200 ft ridge, if you want to call it a ridge, and Greg and I managed to each log an hour's air time.

Above; Digging out the truck on the road to launch.
Below; Gliders soaring Valport with the frozen lake below. Photo's by Vivian Hooper

Temperature: -10°C; wind chill, -24°C; but a cup of hot chocolate and a granola bar put a good end to a great flight.

One of my more memorable winter flights was at Skyout. A 250 ft high ridge facing southeast, just 20 miles north of Regina in the Qu'Appelle Valley. It was another one of them C.O.L.D. days with a 60 km/h breeze. After getting bored with my 20 minutes, 200 above flight, I was preparing for a top landing when my variostarted beeping a steady 200 fpm up. This continued for the next 10 minutes until I found myself at 2000 ft above launch. I spent the next 20 minutes enjoying life and gazing down at the white valley below. But, all good things must come to an end. And end it did.

I now have a whole new perspective on the term "Winter Flying". It's easy. It's fun. And it doesn't have to be cold. Just dress for it. Believe me, it's worth it.

PS. Thanks Vivian, for the photo's!

The Hang Gliding Association of Canada's National Newsletter

How's that for a mouthfull? Responce to my request for suggestions for a new name for this Newsletter has been growing. I've recieved not only suggestions for a name but also for general magazine layouts, Great.

Remember, we are looking for a "**Canadian**" name which needs to be **bi-lingual** and reflects both **paragliding** and **hang gliding**. Send your ideas to me before 31st Dec 1992 at

Barry Bateman, HGAC Editor,
21593, 94a Avenue
Langley, BC, V1M 2A5
(604) 888 5658

2nd Annual Western Canadian Championship

August 1-3, 1992

Mount Seven, Golden, BC

Entry Fee: \$20; \$25 late entry after July 15th

For more information contact:

Stewart Midwinter,
444, 23rd Ave NW, Calgary, Alberta, T2M 1S4
Res; (403) 230 7769, Office; (403) 290 7251, fax; (403) 261 3919
Wir sprechen Deutsch; Nous parlons Français; Hablamos español.

Last years meet featured 3 days of xc flying (2 days open distance, 1 day race to goal). Best results: distance upto 110 km, altitudes upto 4300 masl (14,000 ft), durations upto 6 hours, 3 FAI World Records, several National records.

Site has perfect takeoff site which is 1400m (4600ft) above the large landing field (3:1 glider ratio). You may use aircraft VHF radios (meet directors will monitor 123.4MHz) or FM if licensed. 4wd vehicle required or rides can be

arranged at the site. Alternatively you can charter a helicopter to the top (about \$40 per ride).

Good accommodation available locally, or camping.

Competitors should have experience in mountain flying and turbulence (thermals can be upto 5m/s 1000 fpm, or more), and have a reserve parachute and liability insurance (this can also be purchased at the meet).

CRAIK, The way I See It

Craik Meet, Sask, May 16-18

By CARROLL PELLETIER

The 1992 Craik open tow meet was a good time again this year. We had a turn-out of interesting pilots (21 in total) from Alberta, Saskatchewan, and Manitoba. It was a little difficult at times, getting everyone in the air with only three operating tow systems, but it was a good time just the same.

To give you a quick rundown of the weather conditions and the task we encountered, Day 1 was a write-off. Overcast with rain. It did, however, give us a chance to test our experimental system (and experimental it was) without the pressures of a competition. The thermometer that night dipped to a screaming -2°C and believe me, my little nylon tent just didn't cut it. My thanks to Jeff, who managed to keep us all warm by setting

himself and the entire campsite on fire!

Day 2: We had awoken to sunny skies and strong winds. Good right? Wrong! The task was called and Wynyard it was, 82 miles or so. By the time we had got to the tow site (5 miles from town) and were set up, the wind had all but died and the upper flow had shut down any convection that there might have been. At least until about 2 or 3 o'clock when a few pilots did manage to squeeze some 40+ mile flights. It was a grueling day (31/2 hours to do 40 miles) but it ended with a fantastic steak BBQ in the campgrounds. Our compliments to the chef(s). Oh, by the way, sunburns for everyone. The day warmed up to about 30°C and was blue, blue, blue.

Day 3: Another cooker of a day, but this time with a little bit of wind. The task was Stalwart Beach. 22 miles and the time to beat was 45 minutes, right Doug. It was one of those days where the envelope of activity was about an hour and a half long. If you were in the air before or after this you were S.O.L., except Mark the Magician and his infamous VG Comet. By the way Mark, just where was goal?

When all was said and done, the Rocky Mountain League finished as first place team, and Mike Reibling of the Regina team finished in individual first place. Me, I didn't win but what can I say? It was a good time.

Next year?.... Same time, same place.

From Around the Country

From our Alberta corespondent (Their identity is being withheld so that the gossip may flow more freely!) we have the following report;

The Wetaskiwin pilots have been towing regularly all spring however the best flights so far are by Kelly Mason (Canadian Women's Team member) with flights of 50 and 60 miles so far, leaving the 'boys' in the

Three Calgary pilots 'quested' to Craik for the meet. We hear 'looper' Mike Riebling won the meet.

Great flying at Cochrane over the May long weekend. Many hours of soaring by 'sharks' and 'jellyfish'.

The Northern Lights Hang Gliding Club in Edmonton were once again invited to

participate in the N a m a o Airshow. Each day they were part of the show with a 20 min time slot to get up A N D d o w n . Saturday was quite windy and t h e ultralights

The performers lined up in front of the gliders and the Snowbirds.

dust (and to driver retrieval!). To make matters worse, Sean Dougherty spent the May long weekend in Wetaskiwin and had the longest flight of the day on Sunday (28km) on his paraglider.

who were to follow the hang gliders 'wimped' out and the time slot was extended to 40 minutes. Visions of two flight seach flashed, however a military Hercules giving a group of VIP's a sight seeing tour of Edmonton and landed in the middle of the performance, so

The Cold Lake Hang Gliding and Paragliding Clubs spent a weekend with the Northern Lights Club in Edmonton learning the finer points of towing on Adam Hunt's new trailer winch. This new club from the air force base at Cold Lake has six members now but are expecting numbers to increase with the closure of the bases in Germany and the pilots from the Baden Club who will be transferred to Cold Lake. Their first club outing was a 'flying' trip to Cochrane to attend Rob Kells Chute Packing Seminar. Club member, Chris Hayman (a helicopter pilot who is also a parachute rigger) spent the weekend learning the ins and outs of repacking hang gliding/paragliding reserve chutes.

Roger Nelson drove to Saskatchewan for the tow meet in May. 'Hot' Roger on his 'hot HP-AT145 zoomed 30 miles to goal in 32 minutes, **BUT**, missed the goal, (he was sooo fast that he arrived at goal before the timers) and ended up 7 miles **PAST** goal! No, 'hot' Roger did not win the meet!

that cut down the extra time. Only Dave Mitchell managed a second flight (and he was smiling!)

Pilots flying in the display had to have at least 100 hours logged. Four club members, Georges Thibault, Dave Mitchell, Rick Miller and Jeff Marler were joined by the 'ringers' from the South, Chris and Willi Muller. Support crew were Gus Larson, Rob and Miles Debenham and Vincene Muller. Two tow rigs were used with three pilots per truck. All tows went smoothly and averaged around 2000' per tow (using 11,000 feet of runway). All 11 flights over the two days ended with perfect '10' (as measured on Ken Shackleton's scale) landings on the grass, between the Snowbirds and the Ukrainian Migs in front of a sellout crowd of 250,000.

The demonstration was organized by AHGA VP Georges Thibault. In the main hanger, the club had a static display manned by Ken Harapnuik. At times six or seven pilots were needed to answer questions from the public. It was estimated that 300-400 people per hour passed by the booth. Dave and Jeff had flown with video cameras and in-flight video was shown at the booth after the demonstrations.

Peter Bowle-Evans reports good flying from lower launch, Mt. Seven, Golden - the roads are very wet and muddy right now

Matt Duford of Calgary has had some good flying off Mt. Swansea.

Ex-Albertan, James Swansburg now living on the beach in Wasa, BC, has logged excellent flying and some out and returns in the last few

Aerial shot by Willi Muller. The white [plane is the Antonov, a Russian cargo plane and the largest in the world.

weeks. Ron Docherty, Steve Ritchie and Bob MacKenzie of Calgary have all been out flying. Wasa sometimes joined by Simon Maybury (a 'Limey' of no fixed address).

Meanwhile in Lumby, BC we hear that Darryl Ross who moved from Kimberley, BC is 'skying' out the locals. To make matters worse, Howard Vandall passed through at Easter and joined Darryl. The 'Sky God' from Calgary is hoping to move to the Lumby area in the next few years.

From the WEDNESDAY CLUB NEWS (Alta) It looks like the trend for smaller gliders is well underway in Calgary. Richard Quillet, 186 lbs has just sold his HP-AT158 and ordered a 145. Howard Vandell, 175 lbs traded his brand new Super Sport 153 for a go-fast HP-AT145, Stewart Midwinter traded his HP-AT158 for a 145, and Ross Hay, 155 has also bought a HP-AT145!

Looks like the pilots flying in the Owens in this year's pre-worlds are preparing for some serious stuff as most of them now have full oxygen systems. With the altitude they'll be flying at (18,000 ft) they would be foolish to fly without it.

During the Savona, BC competition this Easter, the pilots were treated to the site of several thousand cranes passing overhead on their migration north. It's quite a site seeing thousands of them climbing in on a thermal. It gives one an excellent insight into how a thermal wanders and drifts around as it rises.

One other interesting thing of note is that Canada Post has released hang glider stamps. They are on the pre-stamped International airmail letters which you can buy in packages of five.

It now looks like Richard Roussin, HG and PG pilot from Montreal, Quebec is going to become a regular visitor in the Calgary area as he is now piloting one of Air Canada's airbuses there on a regular basis. Looks like he will be getting the best of flying in the east and west!

Reports have been coming in from Alberta of some long flight staking place there. On Thursday 28th May, Doug Litzenberger released on tow from Hobbema, near Camrose and landed 7:20 hrs later at 8:15 pm in the town of Plenty (!!!), for a distance of 332.5 km (206.6 mi). Well done Doug. Unfortunately he needed another 2 km to better Willi Muller's Canadian record of 206 miles which was set in 1989, by the required 2%. Nonetheless, it's still the longest, albeit not officially.

Also on the 28th, Ross Hunter flew 93 miles and the day before Steve Preboy flew 125 miles. As mentioned earlier, Kelly Mason, has had 50 and 60 mile flights so far this season. Speaking of women, do you realise that there is not one official Canadian Womens record!! So, if you want to go down in the Canadian history books, just strap on a barograph, have your flight observed, fly a couple or three miles, gain a few hundred feet, or fly a couple of miles out and back, and grab yourself a record. Needs some help, call Vincene Muller (tel# under directors list).

Meanwhile in SASKATCHEWAN, Craig Lawrence has been

keeping the Prairies in the running with an excellent 125 mile flight, you can be sure he had no mountain thermal on that flight!

Haven't received the **MANITOBA "Flatland Flyer"** recently (am I still on the mailing list? Ed), but they are not alone as I haven't seen the **ONTARIO "Wings over Ontario"** or the **"Sur Vol" from QUEBEC**. (Could you check to make sure I'm on your list. Ed)

Reading the March **"Atlantic Inflight" from Newfoundland**, I see that Al Faulkner is going to compile a "Guidelines for Towing" manual, (It's public news now Al, so there's no backing out now! Ed.) which will be based upon his own experiences and what he has read and learnt. If any of you have any input I'm sure Al would be more than

.....continued on page 23

Barry Bateman looking at the inversion in the Fraser Valley.

Ken Shackleton from Calgary, Alberta has a great logbook idea: he grades each landing on a scale from 1 (2 broken down tubes + additional damage) to 10 (perfect): this is an easy way to track progress in your flying/landing! Here is his scale: clip it out and paste it in your logbook. Score the landing as it happened and don't adjust for excuses, as in "it would have been a 10, but a gust of wind turned me and demolished my glider, so I'll mark down a 10".

<u>Landing Quality Scores</u>	
10	Perfect no-stepper
9	Had to run a few steps
8	Lightly touched a wing but held up base tube
7	Lightly touched base tube but held up the nose
6	Lightly nosed in
5	Nosed in harder but no damage
4	Bent a single down tube but it was repairable
3	Had to replace 1 down tube
2	Had to replace 2 down tubes
1	Had to replace 2 down tubes + additional parts
0	Glider damage + personal injury

Man's Oldest Dream, REALISED.

By GEOFF SCHNIEDER

(This article was originally written as a university paper and I have decided to publish it here as, not only does it make interesting reading, but it may also be useful to you if you are looking for something to hand out to the public, explaining what it's like to hang glide). Ed.

Since the beginning of time, mankind has looked up at the eagles envious of their ease and grace of flight. With the development of high strength aluminum tubing, steel wires, and space age materials such as dacron, kevlar and mylar this dream has become a reality. Modern hang gliding is a mixture of these ingredients that when properly prepared, form our wings. If you add to this recipe a few electronic gadgets which tell us if we are going up or down, our altitude, and how fast we are going we can truly soar like the eagles and experience their world as they do.

With the increase in quality of instruction and equipment available today, pilots are flying further, higher, faster and more gracefully every year. In Calgary alone, there are two companies that offer instruction, sales and service for almost all makes of gliders.

Today's hang gliders weigh between fifty and eighty pounds and can reach speeds up to ninety miles an hour in a steep dive, however normal flying speed is around twenty to thirty miles an hour. Pilots are suspended like a pendulum which allows them to control the glider. If your weight is shifted forward you gain speed. Shifting your weight back will cause you to lose speed. To turn, simply shift your weight in the direction you want to go.

Even though there is much more public awareness of the sport, whenever hang gliding is mentioned people still say, "Isn't that dangerous?" The answer to that is, No! I would prefer to call hang gliding a high risk, because if you are not paying attention to what you are doing you could get hurt. However, not paying attention while driving a car will almost certainly cause you more harm. I feel that everyone eats sometime, including myself, have been afraid of heights. I have a hard time standing on the roof of a small building and

looking over the edge because I feel I could fall off the building and looking over the edge at the ground below, but flying high over the ground securely attached to my glider doesn't bother me at all. Maybe, because I know I could fall off the building, but I know I could never fall from my hang glider and if something did go wrong while I was flying all I would have to do is deploy my parachute to ensure a soft landing. If this is stopping you from trying this exciting sport, don't let it.

There are now many different ways of launching a hang glider. They can be launched off steep slopes, such as mountain faces or large hills. There are also a few companies that have developed special tow systems to enable hang gliders to be launched from a variety of vehicles. To launch from most tow vehicles all you need is approximately two miles of road without fences or power lines along the edges. These roads are easy to find just past the city limits, and off you go, up, up, and away. This means that no matter where you live you can fly. Within three hours of Calgary there are at least five places to fly and four of these are less than one hour away.

Prior to every launch pilots go through a detailed list which they have been forced to memorize through repetition. This list includes things like checking the weather conditions, to see if it is safe to fly, inspecting the glider to make sure that it is set up properly and free from any serious damage, checking the hang strap to make sure they are secure, scrutinizing your parachute to ensure proper operations should you need it, and making sure that you have everything in your harness that you will need during your flight and after you land. Only after all these things have been thoroughly inspected is it safe to consider launching. Now you can get on your harness and move your glider into position for launch. You then hook in and lock the carabineer, do a hang check to ensure nothing is tangled and that you are properly in your harness, check the wind direction and speed, wings level, proper angle of attack, BALANCE, POWER, SPEED, and you're off.

The sensation of being carried upwards towards the clouds by rising air, called a

thermal, as you lie comfortably in your harness is incredible. The feeling of the wind blowing gently in your face, the smell of fresh air and the spectacular view, as you spiral confidently up towards the clouds is something most people would enjoy experiencing. There is nothing like flying over a mountain and being able to see masses of mountains in all directions. To be able to fly over herds of mountain goats, elk, deer or even humans without being noticed, unless you call down to them. To soar with an eagle thousands of feet above the earth and see it looking inquisitively at you as if it's thinking "I wonder if it can fly as well as I can? or I wonder how much that bird eats? Is this mountain range big enough for both of us? Then it breaks eye contact, rolls over on its back, and disappears below you, but before it leaves it lets out a majestic cry that is only fit for the king of the birds, the eagle. You are alone again in your new found world, high above the ground when you spot your destination. You begin to set up your approach for landing, and regretfully say goodbye to the skies that have been your companion once again. Now you glide effortlessly over the ground waiting for your glider to give you the signal to flare. No, not quite yet, just a little bit further. NOW! you push out sharply and you're on the ground, another perfect landing and flight to add to your logbook.

It's no wonder more people are learning to hang glide every day. The gliders are easy to fly and land, and you can fly almost anywhere now that modern methods of launching a hang glider have been developed. One can silently explore areas that most people have never seen and it can be done without damaging the environment in any way. The sheer exhilaration of a high speed dive, followed by a wingover is intoxicating to say the least. The addiction that one feels towards flying after only one flight is overwhelmingly powerful. It is truly hard to believe, that everyone hasn't tried this sport, just look at what you are missing.

3rd ANNUAL BLACKCOMB PARAGLIDING MEET

hosted by; Parawest Paragliding

This year we had 31 participants; 17 Canada, 9 USA, 2 Switzerland, 1 Germany, 1 Japan, and 1 Hong Kong. Truly an International meet! 29 of those entered were men and 2 were women. However both women were in the top 10!!! The standings are based on two flights by each pilot:

Flight 1; estimated time with a target landing,

Flight 2; touch and go with a target landing.

Results are as follows;

NAME	FROM	SCORE	PARAGLIDER
1 Lionel Strauffer	Buchillon, CH	85*	P2
2 Mike Eberle	Ellensburg, Wa. USA	75	Wills Wing
3 Scott Nicholson	Vancouver, BC. CAN	60	Ailes de K Genair
5 Bill Mendenhall	Seattle, Wa. USA	50	Excalibur
4 Christian Milach	Seattle, Wa. USA	45	Ailes de K Flyair
6 Richard Auer	Whistler, BC. CAN	40	
6 Trish Sadan	Whistler, BC. CAN	40	
6 Mike Sadan	Whistler, BC. CAN	40	
7 Tom Duguid	Whistler, BC. CAN	35	
7 Donna Jane Miller	Whistler, BC. CAN	35	
7 Mike Miller	Whistler, BC. CAN	35	

* (out of a possible 100 pts)

The winner received a pair of **ELAN MBX skis**, second place received a **CAMEL BAK drinking system** and third place received a **WILSON tennis racket**. **Best Costume** went to Trish Sadan.

Top right; Two of the contestants vying for the "Best Costume" prize at the 3rd annual Blackcomb paragliding Meet. Right; Cameron MacKenzie at Blackcomb with "Rainbow Mtn" in the background.

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pleased to hear from you. May be with towing going on in such diverse places like Ontario, Manitoba and Saskatchewan, and Nfld, we could come up with a manual that is useful and beneficial to all HGAC members, wherever they live.

Back here on the 'wet coast' the "**Bullsheet**", newsletter of the **Vancouver and Fraser**

Valley HGAC, manage to stir some of its members to life when an "outside" club, the BC Paragliding Association, attended a local Van-Fraser club meeting, seeking to become members so they could fly Mt Woodside. (It sort of reminded me what it would be like if a woman entered one of those "English 'old boy' clubs", much coughing, spluttering, bulging eyeballs and falling off chairs, What!, What!) The Van-Fraser club has a ruling that backup

'chutes are required at Mt Woodside, and the paraglider pilots felt that they weren't practical for them. Needless to say there was much "discussion" with no 'give' from either side. This resulted in two paragliding directors being nominated to the BOD at the following meeting, one from the HGAC and the other from the BCPA. Stay tuned!
Barry Bateman, Editor.



Hang Gliding Association of Newfoundland

The YAW INDICATOR

Something to think about before you buy one

BY AL FAULKNER

I recently read about a yaw indicator being made available for hanggliders. I can only speculate as I have never actually seen one or had a suitable explanation given to me on the subject, because of course I live out here in "the land that God gave to Cain". Well I tell you it got me hot under the collar.

At the very least I find this deployment to be a sad commentary on what people will do to gather an advantage in a contest (or otherwise) environment. At it's worst I see this as an invitation for someone to breach Canadian law, introducing a major infringement on the safety and security of all air travellers, who are under the assumption that no one is so crazy as to fly in such an unsafe manner.

Essentially a yaw indicator is a device that tells a pilot they are yawing (clever eh). This of course tells you that you are banked and therefore supposedly you can defeat the #1 killer for people that enter cloud. In any aircraft it takes the average non-instrument rated pilot approximately 45 seconds to enter a spin/spiral/etc., generally over stressing the airframe from excessive G's or causing an earthbound excursion of major proportions.

Back in my fixed wing instructing days, we used to take applicants for a night endorsement up to demonstrate this to them, by having them close their eyes, (to simulate flight in cloud with instruments) and have them simply maintain straight and level flight in normal cruise.

You see, a person flying along in sunshine,

lollipops and rainbows, constantly sees the horizon and constantly makes adjustments, using visual reference to the ground, horizon etc., to keep the blue side up and the brown down. Your ears are generally (in a powered aircraft) only tuned into engine noise and in the case of a hang glider you are somewhat

turbulence creates roll/yaw. Now, said aircraft is turning/banked. Now we all know that if a bank is not accompanied by a bit of pushout, then you enter a descent accompanied by an airspeed increase. So ears don't fail me now. What's that, an increase in wind noise. Ow geez, I must be speeding up,

so to stop speeding up I remember my old instructor, saying "pushout! stupid", so pushout signal is flashed to trusty biops.

Now everyone knows that in a modern hang glider you have to make a move to unbank it, because it's not roll positively stable. Most gliders will not roll level or stop rolling, without input (neutral or negative roll stability).

Ever noticed that the wings have an anhedral? (Wing tips droop, lower than the keel in level flight). This makes the hang glider negatively roll stable.

They will tend to continue rolling if no input is put into the glider. To understand this, picture the aircraft in a bank, where the lower wing is actually vertical (as viewed from behind). The upper wing (in the case of an anhedral) will still be somewhat horizontal and thus producing lift, thus it will want to continue rolling the aircraft.

Also the wings are swept (wing tips are aft of the nose). This has the same effect as dihedral. To understand this my students we must picture the aircraft with dihedral in a bank, such that the upper wing is vertical (again, as viewed from behind). We will then see that

Cathye!, Are you sure you don't hear something coming?
Al Faulkner at Churchill Falls airport, Nfld.

attuned to wind noise. Essentially your ears are tuned out, being delegated to a periphery sense. Your sense of smell and taste are generally tuned out and the sense that God gave to geese is also tuned out in certain pilots. Your eyes are **King**, because they give you airspeed, ground speed, attitude, heading, altitude, glide slope and yaw. Now when you enter cloud all this is gone. Surprise, surprise, where am I going to, bye... Your eyes are relegated to hoping and praying that they will get a visual reference to get some clues. So your brain goes into overdrive and switches sensory priorities. Turn on the ears. Next a small lift imbalance, say created by

the lower wing is still somewhat horizontal, thus still somewhat producing lift. Sweeping the wings also does other things such as cause 'dutch roll' or 'wing walking', where a yaw is created which becomes a roll and when countered it produces a yaw and roll in the opposite direction. Of course the thing about a dutch roll is that it increases in amplitude with each oscillation. Another thing that sweeping wings causes is to delay the onset of the enormous drag rise, associated with approaching the speed of sound.

All seriousness aside, the anhedral, sweep and other features, compete to make your glider do as it do. Obviously this lesson in aerodynamics is very cursory and don't go quote in me, for God's sake.

The only other clue that your brain has to go on is the reactions of your inner ear (eustachian tube). These little suckers are downright notorious, for the ability to mess up, particularly when the owner is going faster than his tiny little rotters will take him, due to the effects of inertia, vibration etc. . Guess what causes car sickness? Generally the aforementioned inertia and vibes will cause the liquid in the eustachian tube to slosh around and send all kinds of wild and crazy info to the brain. Vertigo which essentially is a disorientation caused by conflicting sensory perceptions, steps in when a person is in a cloud. You have no visual reference, your only perception is that when you are suspended in your harness that must be what vertical is, so when a wing comes up unexpectedly, by the time your brain computes, you are settled in a turn, so your body now perceives that vertical, is a line straight out from your chinny chin chin. Your inner ear senses you are upright so when the message comes into the brain that you are accelerating, vertigo sets in, 'cause it don't compute. Geepers, creepers, what you do to them peepers.

So now your turning and accelerating, so you push out to slow down and the rest is a sad song. Your turn tightens, you push out, stall and spin or you get wise and do nothing and spiral, possibly reducing your glider to a mass of rubble.

This is where your sense of smell comes in. You can smell danger so strong that you can taste it, however you can't do anything about it. Like Daedalus before you, you have flown too close to the sun and your wings have melted.

If you wish to experience this feeling first hand, some day when you are way up high and out of harms way, close your eyes for ten seconds, then try twenty, then thirty and right

up to a minute. Really close em so you can't get any visual clues. Don't count if you can sense shadows from your sail, overhead. In cloud you see nothing but solid nothing.

Sometimes between layers of clouds if they are sloped, you can get a strange illusion, where your eyes see the slope of the cloud and figure that it is what level is. I heard a story about two military jets passing through cloud layers, who upon seeing a light aircraft flying along, decided to have some fun. They rolled over inverted and then passed close by the light planes so the pilot could see them. Oh no! are they upright or am I?

So, if you have a yaw indicator ahaa!!! Your eyes are now back to work (albeit using artificial, unreal data). Your eyes now know which way level is, your bar position gives pitch and air speed is provided by ears.

Another very insidious thing happens when you take a person with no instrument training and practise and put them on instruments. They continuously fight with the "seat of the pants" "gut feeling" and the instrument indications, causing vertigo, airsickness and panic etc. . This is especially true if the person is tired or over excited or the display is a bit

The benign air surrounding them can quickly turn into a sea of boiling, frothing, anger of the Gods, kind of stuff. This is due to various and sundry activities going on within, such as the evaporation and/or mixing, created by frontal movement, as two different air masses collide and create the cloud. Just listen to an aviation VHF frequency during a busy time of day, around an airport, when clouds are present. Chances are you'll hear different aircraft calling in, to say that they are looking for permission to deviate around clouds.

On numerous occasions, when flying above cumulus, I've watched them boil and build. Years ago, when I was young and foolish with a brand new license I perched upon a rain shower while on final for landing. Rather than skirt around it, I figured that it didn't look too bad, I'll just skin through this opening. Mistake! I thought God himself had reached down and smacked me upon the head! I was treated to what seemed like an eternity of violent turbulence and enough static that the radio crackled continuously.

How do you know that you're not flying into some unforeseen vertical development embedded in the cloud? How do you know that your not headed into some cumulo granite (a mountain peak). How do you know that the cloud isn't building in the direction you're headed. How do you know that your battery or gyro isn't going to roll over and play dead? Maybe a wire breaks. Do you get two so you have a backup?

Now, how's this dangerous, I mean, 'cause I'm just a little ole fellatry into get some air time, right, eh!!!

Well would you walk out onto the Trans Canada Hwy with your eyes and ears taped over? Well that's in effect what you're doing when

you fly in a cloud, because aircraft on instrument flight (IFR) are gumbooting it through the clouds and they have no way of seeing a little dacron and tinkite. Neither does ATC's radar. You are in effect endangering

.....continued on next page

Al Faulkner on launch at Hughe's Brook, Nfld.

confusing. Some instruments show a needle which leans over in the direction of the turn, which can be confusing if your mind looks at it and decides that it is actually seeing a representation of vertical.

Clouds are notorious for building and boiling.

Quit Stalling Eh!

By AL FAULKNER

Various magazine articles have been based on the idea that no paraglider pilots education is complete until the pilot has done fall stalls, big ears, etc. The reasoning is that you won't know how to get out of these weird unusual situations unless you get this basic training. I look at these statements with a leery eye.

I can certainly understand drilling it into a student what to do in certain situations, however I draw the line at doing some extreme maneuvers.

The idea of course is that if you teach a person how to recover from a deep stall then they are safer but what about the primary airframe. From everything that I've read and can visualize, it takes a beating.

In a hang glider a stall is a fairly benign maneuver, that if not carried out from an aerobic attitude is of little stress value to the airframe and is fun to practise once in a while to keep you sharp. In a paraglider it is a different matter altogether. During recovery a person could easily over stress

the glider by waiting too long to recover, thus allowing the rate of descent to increase, which could allow it to exceed the design inflation maximum speed. Also the lines can become entangled owing to an asymmetric deflation or whatever.

If a person learns these manoeuvres with an eye to perfecting them, sooner or later, I sum it up that they will over stress their lines, as over stress can be cumulative.

Ever notice that quite often these training sessions are done over a lake, with a retrieval boat available...

I have noticed during the brief time that I have been flying paragliders that the accident reports indicate an alarmingly high number of fatal and non-fatal accidents involving pilots doing these manoeuvres, structural failure or improper reinflation occurring for whatever reason.

My personal opinion is that if it ain't broke don't fix it. If conditions are that rowdy pack it up and go home.

As with any sport in it's infancy, paragliding will be subjected to a continuous litany of "experts" who "learned the hard way how to fly properly". Unfortunately their opinions are taken as gospel, without a lot of serious thought or research into the subject.

Official confirmation has just been received from the FAI of Kari Castle's Open Distance record set last year in the Owens valley.

The official Feminine World Open Distance record is now listed as 335.76km on a Wills Wing HP-AT 145

The ICEMAN

You have probably come across an article that has originated in Newfoundland that refers to a pilot called "Iceman". To enlighten those of you who have wondered about the story of the name, **now it can be told!**

Apparently "**Iceman**", alias **John French**, our past HGAC ratings director, was flying from a coastal site in winter, which had a restricted landing area and required an approach parallel to the shore. Well, basically, John blew it and found himself gliding out to sea, only these seas consisted of ice flows. As he found himself heading over the last one of any consequence, he flared and settled down gently upon it.

He then proceeded to break his glider down and wait, hoping the flow would not drift too far, while his flying buddies found a boat so that he could be retrieved.

The accompanying photo of John on his fateful flight, with the "X" marking his landing spot, says it all.

Barry Bateman.

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the lives of numerous people, not to mention your own skin. You are also making it tough on the rest of us who have to explain to the public that "not all hang glider pilots fly into clouds".

My unqualified suggestion is that if you see someone with one of these lethal gizmos, is that you give them a meal of hot tongue and cold shoulder!!!

Boy, am I ever glad that I'm not an opinionated type of guy.

1992 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
Jan 6-16	Aust	FORBES FLATLANDS Tow launch Hang/paragliding competition. NSW, Australia. Entry A\$150. Contact: Len Paton, Boganol, Henry Lawson Way, Forbes, NSW 2871. Tel; (068) 537220
Jan 17-31	NZ	NEW ZEALAND HG CHAMPIONSHIPS Wellington. Site: 2850' Mt Climie, in the Timutaka range. Race to goal/ opendistance. Contact: P.O. Box 13-238, Johnsonville, Wellington, New Zealand
Jan 18-26	Aust	AUSTRALIAN OPEN HG CHAMPIONSHIPS Tumut, NSW. Ten sites, triangle and out and return. Contact; Ian Jarman, HGRA, P.O. Box 558, Tumut, NSW, 2720
Mar 28-29, April 11-12	BC	VFVHGC XC MEET Mt Woodside, Agassiz. Entry fee ? Possible camera turnpoints. Contact J.C. Hauchecorne (604) 521 1559 (Raindays April 11-12)
April 17-19	BC	SAVONA XC MEET Savona, Entry fee ? XC racing. (May also double as B.C. Championship) Contact; Jim Bamford at (604) 373 2614
April 11-18	USA	EAST COAST CHAMPIONSHIP Sequatchchie Valley, Tennessee. 450 WTSS points. Limited space. Contact; Sequatchchie Valley Soaring Supplies (615) 949 2301
April 23- May 3	MEX	INTERNATIONAL MEXICAN OPEN Guanajuato, Mexico. Entry fee us\$130 includes; transportation, film, 2 parties, prizemoney. HG&PG, M&F Contact; Aero Dinamica, Reforma 30 Piso 3, Col, Cenrto G.P. 06040, Mexico D.F. Tel (525) 379 2140 FAX (525) 370 6243
April 24- May 7	INDIA	WORLD PARAGLIDING MASTERS Billing, Himachal Pradesh, India. Deadline March 1st. 70 pilots maximum. \$10,000 in prizemoney. Entry fee \$1200 includes; air fare (from Paris, London, Rome, Geneva, N.Y., Tokyo) transportation, food, lodging, entry fee, etc. Contact; Vincent Brisard, 3 Rue Trebutte, 38000 Grenoble, France. Tel (33) 76 21 11 45; FAX (33) 76 96 92 33
April 25-26	BC	THE NOT SO GREAT RACE Lumby. XC racing. Entry fee \$25 Camping available. Contact; Randy Wilford (604) 547 6190
April 25-26	BC	3rd ANNUAL BLACKCOMBE PARAGLIDING MEET Whistler, BC. Hosted by Parawest Open to all licenced pilots, 19 yrs or older. Contact Janet or Joris Moshard (604) 932 7052
May 16-18	BC	CLUB CUP (Tentative site; Keremeos) Sponsered by VFVHGC (Not confirmed)
May 16-18	Alta	ALBERTA CHAMPIONSHIPS Camrose, Alberta. (Trentative) Entry fee ? Contact ?
May 27- June 11	Nor	8th EUROPEAN HG CHAMPIONSHIPS . VÅGÅ, Norway. Preliminary entries by March 1st, final entries before April 15th. Contact; Norwegian Aero Club, HG-EM1992, P.O. Box 3869, Ullevål Hageby, N-0805, Oslo 8, Norway
June 6-13	USA	SANDIA CLASSIC Albuquerque New Mexico. 450 WTSS. Entry fee ? Contact; Mike Gregg (505) 822 8586
June 13-14	Alta	20TH ANNUAL COCHRANE MEET Cochrane, Alta. (Longest running meet in north America) Entry fee (?) Hang/ Paragliding. All levels. XC & spot landings. Contact Willi Muller (403) 932 6760
June 22- JULY 7	USA	CROSS COUNTRY CLASSIC INTERNATIONAL (PRE-WORLDS) Owens Valley, California. Entry fee us\$495 no later than April 15 '92. Contact; Tom Kreyche, Cross Country Classic, P.O. Box 873, Mtn View, Ca 94042 (415) 965 8608 FAX (415) 965 1361 (There may be restrictions on team size and number of competitors. Contact J.C. Hauchecorne for further information/reservation at (604) 521 1559)
July 5-12	USA	MANUFACTURERS LEAGUE MEET Dinosaur, Colorado. 450 WTSS points. Hang II-V Entry fee; us\$250. Contact; Nick Kennedy, P.O. Box 1026, Telluride, Colorado 81435 Tel (303) 728 3905
July 7-12	Wash	CHELAN CROSS COUNTRY CLASSIC Washington, USA. Contact ? (Cloud Base Country Club, Wash)
July 18-25	BC	GOLDEN CLASSIC (CANADIAN NATIONALS) 3 levels of competition Entry fee \$30 Contact; Ron Bennet (403) 239 7378 home; (403) 221 6882 work.
Aug 1-3	BC	WESTERN CANADIAN CHAMPIONSHIP Golden. Sponsered by Rocky Mountain Hang Gliding League. Entry fee \$30. Contact; Ken Schackleton (403) 295 1575
Aug 1-3	BC	SALTSPRINGFLY IN Salt spring island. Entry fee (?) Contact Victoria HGC, c/o Les Sainsbury, (604) 727 3819 (Don't forget to reserve a spot on the ferries)
Aug 1-3	BC	WESTERN CANADIAN PARAGLIDING CHAMPIONSHIPS Golden, BC Entry fee ? Contact; Stewart Midwinter (403) 261 3919
Aug 3-9	CH	VERBIER LUCKY STRIKE OPEN (PARAGLIDING PRE WORLDS) For more infomation contact J.C. Hauchecorne (604) 521 1559
Aug 8-9	BC	GROUSE MOUNTAIN FLY-IN Vancouver BC. (Raindays, Aug 15-16) No entry fee !!! Free party Contact Steve Best (604) 985 8521
Aug 22-23	BC	VEDDER MOUNTAIN FLY-IN Sardis, BC. Contact J.C. Hauchecorne (604) 521 1559
Aug ?	Wash	CAN-AM Black Mnt, Maple Falls, Washington. (Not confirmed) Sponsered by the Cloudbase Country Club at Entry fee (?) Level III, IIII, IV.
Sept 5-12	USA	US NATIONALS Telluride, Colorado. Entry fee us\$295 Contact; Nick Kennedy, (030) 728 3905
Sept 5-7	BC	CACHE CREEK TEAM MEET Cache Creek/Clinton/Savona, \$25 Entry fee XC-racing/opendistance. Probably based out of Cache Creek. Contact Barry Bateman at (604) 888 5658

Results from the Saskatchewan Open Tow Meet

1	Mike Reibling	6	Glen Dagenais
2	Doug Keller	7	Mark Taylor
3	Craig Lawrence	8	Barry Morwick
4	Rod Porteous	9	Ron Bennett
5	Larry Lawrence	10	Rodger Nelson

Results from the Savona Easter Meet (BC Provincials)

1	Lional Space	6	Mike Harrington
2	Rick Hines	7	Steve Best
3	John Mc Clintock	8	JC Hauchecorne
4	Mark Tullock	9	Willi Muller
5	Dan Keen	10	Chris Muller

For Sale

MagicKiss 154. Flour Pink and magenta. Extraundersurface battens added (a' la K2) therefore no yawing tendencies. Glider is in "as new" condition. Flown by a lady pilot on Sunday's. Moving up (down?) to a smaller glider. Offers around \$2000. Contact; Mia Schokker (604) 854 5950

Wills Wing HP 2
Excellent condition. Quit flying. \$1500 obo. Contact; Ken Ramsay (604) 980 2729

Sensor 510 Good shape for a great price. Has speedbar, VG, and heavy sailcloth. \$600 obo. Leave message at (604) 383 6962 (Victoria BC) Motivated vendor!

Paraglider: Trilair 2470-100kg. Advanced pilots only. 100 flights. Call Janet Moshard at; (604) 932 7052

Paraglider: Nova 49/92 Advanced pilot only. 5 flights. \$3600 without harness. Also **towing system**, used for 7 days. Call René at (514) 527 4433

Stolen

Wills Wing Skyhawk 168 #9258
Dark blue leading edge and double surface (Skyhawk have a little bit of double surface)
This glider was stolen from the Sicomous launch (B.C.) on Sunday August 4th 1991 from Dan Heighes of Calgary. The glider was stolen without the basket, so has only the two down tubes. The glider was in the usual Wills Wing bag. Anyone spotting this glider please contact the RCMP and/or Vincene Muller (403) 932 2759

FOR SALE

Camelbak drinking system - hands free hydration while flying \$37.50
"Understanding the sky" by Dennis Pagan \$25
New! **Skywatch "FUN"** ane-

meter Swiss precision only \$80
Sigma Minitex 110 reserve parachutes \$595
Contact: **Parawest Paragliding**, Box 1097, Whistler, BC (604) 932 7052

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, xc potential, 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

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.

LOG BOOKS

The HGAC now has the new "hard cover" logbooks. These are dark blue with gold embossed logo and name on the front cover. Lots of room for all your information, yet small in size. Contact your nearest HGAC director for your nearest supply.

600 POINT SCORING

The HGAC now has available the **600 point scoring** system on computer disk. It's extremely easy to use with pull down windows and help screens! If you have an IBM compatible computer and would like a copy, contact HGAC Competition director JC Hauchecorne or Barry Bateman. (tel #'s inside front cover)

HGAC FORMS

The HGAC currently has approx 40 forms covering everything from a form listing the forms (!) to competition committee policies to rating to 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

The Return of the AMERICAN CUP

The American Cup, the first International hang gliding Team competition which originated as a challenge between the Americans and the British in 1978 is to be re-awakened after a 6 year break.

The 'Cup', which has been won by Britain ('78, '79, '82), the USA ('80), and Australia ('86) presently resides on Bill Moyes' mantle piece, in Australia, after their victory at the last Am Cup, which was hosted by the way, in Canada at Mt Swansea, Invermere, BC.

Australia plans to host the competition from Feb 5-14, 1993, and should they win, put it up for challenge again, in Australia, on alternate years to the FAI World Championship. If another nation wins then they become host for the next America Cup. The top five participating countries will have automatic entry to the meet with the remaining three places going to the top nations in the previous FAI Worlds.

For this coming meet the competing nations are expected to be, Australia, USA, Canada, and Britain plus the four other highest placed nations from the Brazil 1991 FAI World Championship; Brazil, Switzerland, France and Japan, with the first reserve being Germany.

The venue is Tumut, NSW which is halfway between Canberra and Wagga-Wagga, is generally dry with max daily temps of about 25-35°C with cloud base between 6,000-12,000 ft asl. If sponsorship cannot be found then the entry fee will be Aus\$3,000 per team.

If you are interested in being on the team or require further details contact the following before July 30th, 1992;

J.C. Hauchecorne
HGAC Competition director
res; (604) 521 1559 or 1 800 283 8530