



NATIONAL NEWSLETTER

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THE OFFICIAL PUBLICATION OF THE HANG GLIDING ASSOCIATION OF CANADA

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Provinces who contributed this month;	# of times Province HAS contributed;	# of times they HAVE NOT contributed;
→ HGABC	24	0
→ ALBERTA	24	0
SASKATCHEWAN	12	12
MANITOBA	14	10
→ ONTARIO	18	6
→ QUEBEC	15	9
→ NEWFOUNDLAND	15	9

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 directors 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
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On November 12th, 1992, The following Aeronautical Information Circular was released.;

Hang Glider Exemption ANO V, No. 24

Pursuant to subsection 5.9(2) of the Aeronautics Act, this constitutes an exemption to paragraph 6(b) of Air Navigation Order, Series V, No. 24, the Hang Glider and Ultra-light Aeroplane Operation Order, and authorizes the operation of Hang Gliders in Class "D" airspaces subject to the following provisions.

Pilot Qualifications

The Pilot shall:

- Have reached his sixteenth birthday;
- be in possession of a Licence Validation Certificate, Category 1, 3 or 4; and
- have obtained not less than 60% in a Transport Canada written examination on the Air Regulations, Air Navigation Orders, Air Traffic Procedures, Flight Instruments, Navigation, Flight Operations and Human Factors pertaining to hang glider operations in "D" airspace.

Hang Glider Equipment

The hang glider shall be equipped with a functioning magnetic compass and an altimeter and the pilot shall be familiar with the proper use of instruments.

Flight Operations

- The flight shall be intended as a cross-country flight.
- The hang glider shall be operated in day Visual Flight Rules weather conditions only.
- The pilot shall advise the nearest Flight Service Station of the time of departure and the planned duration of the flight in Class "D" airspace.

This authorization remains in effect until one of the above conditions is breached, or until cancelled by a person authorized to do so.

David Wightman
 Assistant Deputy Minister, Aviation



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HGAC

President's Report

The Exemption

Well we did it, with lots of hard work by very dedicated members of the HGAC/ACVL we have overcome the government regulations that have for so long clipped our wings.

Some hang glider pilots have ignored these regulations, for years they have by the "fine" letter of the law, flown in contravention of these laws. Laws that were created by the government in ignorance and/or indifference of our needs for this precious thing they called Class "D" airspace.

Because of the "Exemption" we are now allowed to enter class "D" airspace. For those who truly do not appreciate the importance of this "Exemption", take out a VFR Navigational chart and look at the areas you fly. If you're not able to understand the chart then get someone to explain it to you. Class "D" airspace effects nearly every flying site in Canada, there are very few exceptions.

The "Exemption" is not a gift, it must be attained by the individual that intends to use it. To use the "Exemption" you must meet "all" the criteria laid out by Transport Canada.

Pilots must take the time to know and understand all aspects of the "Exemption" before entering Class "D" airspace. Transport Canada Aviation, have produced a Study and Reference Guide known as **Air Law and Procedures - Class "D" Airspace (Hang Glider) TP 11408E**. All the necessary reference material are listed in this guide.

Let me also make perfectly clear, this "Exemption" applies to all Hang Glider "type" aircraft and the pilots who fly them. Being a member of the HGAC/ACVL has no relevance, *this policy applies to all!* If you know of pilots who will be effected by this issue (member or not) make sure they know about it. Ignorance is no excuse, their actions could effect your freedoms.

We have worked far too hard for this, for the sake of those who have spent the last six years bashing our heads on the stonewall of government bureaucracy I would like to close by quoting from the "Exemption"

"The authorization remains in effect until one of the above conditions is breached, or until cancelled by a person authorized to do so."

Get the picture?
Martin Henry
HGAC/ACVL President

HGAC/ACVL National Membership

As discussed at the 1992 Calgary AGM plans are proceeding ahead to initiate the National membership program.

This program has many benefits that will help both members and the supporting provincial organizations. New to the HGAC/ACVL will be a part time office to deal with administration and member services. Other improvements include a streamlined ratings system, a national newsletter produced and distributed by the HGAC/ACVL and a central member information service.

One of the primary objectives to this program is to reduce the work load of our HGAC/ACVL and provincial volunteers, combine provincial services and develop a more professionally run organization.

Details of the HGAC/ACVL Administrator's position, an integral part of the National Membership Program (as advertised in the National Newsletter earlier this year) are pending, with information to be released to the provincial associations by December 20th.

Negotiations with Provincial directors regarding the 1993 membership fees are being made to standardize the membership dues between provinces. Estimates of the full membership program range from \$65 to \$75 (including provincial membership).

The 1993 Annual General Meeting

The HGAC/ACVL AGM, at the time of the National Newsletter dead-line, was in the planning stages with Winnipeg, Toronto or London in the running. Dates being considered are weekends near the end of February up until mid-march.

This year's Soaring Association of Canada and Aero Club of Canada AGM's are scheduled to be in London. Travel costs to London have been a concern, as connector flight makes travel to the area expensive.

The Final decision on the '93 AGM will be made by January 1st 1993, Provincial directors are asked to keep in contact with the HGAC President.

1993 AGM Proposals

Subjects being brought up for discussions and voting for this year's AGM include:

- New names for the National Association,
- The Free Flight Association of Canada (FFAC/ACVL)
- The Hang Gliding and Paragliding Association of Canada (HPAC/ACVL) Both changes involve the English names only.
- Adaptation of the FAI Safe-Prorating program, Paragliding

.continued on next page

HGAC/AVL Directors Reports & Updates

1992 4th Quarter Safety Report

By STEWART MIDWINTER

Another 3 months, another crop of accidents. A PG instructor flew off a Fraser Valley site one day even though it was quite windy in the valley. Approaching a small tree-ringed field, he experienced a major collapse in turbulence and fell to the ground, breaking his arm. Not a good example to set for his students.

A novice PG pilot at Canmore on one of his first high flights was circling too close to the hill and hit it, injuring his hand and heel. A novice HG pilot on his 3rd high flight at Golden turned close to launch in what he thought was lift and missed the hill by only a wingspan, and then kept circling in the vicinity for several more minutes. Novice pilots would be safer following the old saw "always leave enough room to stall toward the hill".

I received a letter from the Yamaska club, concerned about an accident there. A Toronto-area instructor brought a student to the site, did not contact the local club (which own the TO site and lease the LZ) for advice or authorisation, and sent off a 100-lb. pilot on an Atlas 16 in strong winds; the student promptly blew into the trees, broke a knee, and had to wait 5 hours to be rescued. This doesn't sound very responsible!

A tandem pilot experienced a weak link failure 200-300' aloft on tow over a section of wheat field. Deciding there was insufficient time to get the passenger upright for a foot-landing, he tried a wheel landing in the crop, but when the basket kissed the kernel the kite keeled over; the pilot broke the keel with his head and was knocked out for a minute. A

better choice would have been a foot-landing in the wheat, or a wheel-landing on the asphalt road. Best of all would have been not to tow on that road, remembering that Murphy's Law required that the weak link fail on the only section of road where a wheel landing was impossible. Another contributing factor was borrowed weak-link material which turned out to be weaker than expected.

A PG pilot was spiralling at high speed a new higher-performance model at Golden; the inside wing folded when he quickly let up the inside brake line and he entered a negative spin. He tried to counter-steer, then attempted a stall, but the glider entered strong surges and then his risers started to twist up, so he decided to throw his 'chute while still 300m AGL; it successfully deployed and saved him from grief even though he basically let it fall out of his hands. Only problem was, the bridle was short enough that the lower end of the shroud lines wrapped around his ankle and he landed on his back! (on a tiny grassy patch between railway tracks and a river). Here is a good example of why also PG pilots need backup 'chutes and good helmets. Don't forget to take a second tow in up and really toss the deployment bag away from you: if it opens below you, you could be enveloped in a large nylon body bag. Also, if you experience a riser twist, grab the risers below the twist and pull apart, you'll live!

A paraglider pilot took off from Powderface Ridge in gusty west winds (he did not notice the pilot ahead of him experience several major collapses); just after takeoff, he experienced a major wing fold and spun back into the hill, knocking himself out for 10 minutes. Another pilot top-landed to make sure he was okay. West winds in the Alberta foothills can be gusty & turbulent. See also comment below.

A PG pilot on a competition model did a very steep turn near the hillside while soaring and experienced a major fold of the inside wing; he then fell to the ground but was uninjured.

All of the recent PG accidents with higher aspect-ratio models show the large difference between an 'A' ACPUL rating for asymmetrical wing fold and a 'B' rating. The 'A' rating is given when the glider turns less than 90 degrees after a 50% fold, while a 'B' rating allows a turn of up to 360 degrees before the

glider recovers; a 'C' rating is given for even worse performance. At least one advanced PG is delivered from the factory with the brake line slack; if a fold occurs in the typically turbulent air just after takeoff, the pilot will not have had time to take several wraps of line so as to be able to immediately and strongly counter-steer the glider while pumping out the fold (one 100% pump is better than 5 x 50% pumps). Pilots should consider tightening their brake lines (since with many models the glider is shipped with loose lines and it is up to the pilot to adjust them as necessary); if a longer line is desired for x-c flying, make up a brake loop extender which can be added to the existing shorter line when needed. 'Drachenflieger' magazine also recently pointed out the need for each pilot to learn the range of brake-line travel for their glider (preferably over water) and adjust as necessary, also the need to alter the lines whenever a new harness is used.

Here's a story about a serious accident that almost happened. An advanced pilot and Canadian HG team member hit heavy sink at Canmore and was barely able to glide downwind to a golf course. Arriving over the fairway, he was turned radically by the tree-rotor and was just able to level his wing before it touched the ground. But now he was 1m off the ground and downwind in a 25-30 km/h wind. Oh, oh! Thinking of a lot of aluminum and maybe some plaster, he stayed prone and flared with a ground speed of 55-60 km/h, preparing to let go and ball up. But then he heard the "zzzzzzinnngggg!" of his Hall Bros. wheel touching the grass and he rolled to a gentle stop. Cheap insurance that paid off!

An HG pilot flew the Athabasca Tower site near Hinton in strong winds. Hitting heavy sink while at the downwind end of the ridge, and fearing he might not make the landing field, he decided to turn downwind from the summit in hopes of reaching the airport. Instead, he found heavy sink and landed in the lee of the mountain on the highway, severely breaking his ankle. As in several of the accidents above, there were several smaller errors made which, although individually nothing serious, together added up to produce a mishap.

A reminder about the HGAC Safe Pilot award, given to pilots who have made at least 100 flights without any injury or damage whatsoever (not even a broken down tube or single canopy line)! If you qualify, apply to the HGAC before next January.

continued from previous page.....

and Hang Gliding.

- Modification of the HGAC/ACVL ratings system and ratings procedures.
- Instructor Committee Report and recommendations.
- National Membership Program. (Outline and introduction)

Martin Henry
HGAC/ACVL President

HGAC/AVLCDirectors Reports & Updates

Past-President's News

by Stewart Midwinter

Tandem Instructor Rating

In July, a group of more than a dozen tandem pilots and interested observers gathered in Golden for the first tandem instructors' fly-in. The purpose of the meeting was to discuss tandem flying techniques, to propose a new standard to the HGAC / ACVL for a tandem (hanglider) instructor rating, and to have fun flying tandem (which we did, both on Martin Henry's tow vehicle at the Golden airport, and off Mt. Seven!). The background for all this is that our governing regulation, ANOV, No. 24, states that tandem flying in a hanglider is only legal for the purposes of instruction, so there is a need for only one level of tandem pilot at this time.

The basic elements of the proposal prepared by the group are as follows:

Hanggliding candidates shall have a Level IV rating with a minimum of 100 hours logged. The pilot shall be current, i.e. have logged a minimum of 50 hours or 50 flights in the preceding 12 months. Candidates shall complete a tandem instructors' weekend course covering the theory of tandem flight, how to screen and deal with passengers, etc. Candidates shall also normally complete a minimum of 10 flights with a senior tandem instructor or other rated pilot prior to carrying any students and shall obtain a letter of recommendation from a senior tandem instructor. Pilots shall also have a valid first aid certificate. A small number of pilots from across the country will be recommended for grandfathering as senior tandem pilots (they will be able to organise courses for other pilots).

The above standards are being submitted to the HGAC AGM for consideration as the new HGAC standard.

On September 26-27, several Western Canadian tandem paragliding instructors organised a course in Kelowna also following the same general standards for paraglider pilots.

On October 3-4, I organised a tandem instructor certification course in Calgary designed to meet the new standard. Attendees at the course were: Borge Host, Serge Lamarche,

myself, Peter Warnes, Glen Dagenais; the course was led by Mark Tulloch of Victoria.

Class 'D' Airspace Access Approved

Six years is a long time to wait, but at last Canadian pilots have legal access to Class 'D' airspace! Up to this date, virtually all cross-country flights in Canada have been illegal, since hanggliders were not allowed to fly in controlled airspace, and low-level airways (Class 'D' airspace) are controlled (if only for IFR traffic). But now the HGAC has been granted an exemption to the regulation, providing certain conditions are met:

- 1) Pilots must be at least 16 years old (lucky you, Chris);
- 2) Pilots must carry a functioning compass and altimeter;
- 3) Pilots must have a Class 1, 3, or 4 medical certificate (Class 4, printed in TP4310, the Hang Glider & Ultralight Information Manual, is a self-declaration of medical fitness to fly);
- 4) Pilots must score at least 60% on a new DoTair regulation exam; study & reference guides are available from your regional DoT office (ask for TP11408). This exam will replace the air regulations sections of the HGAC Level III and IV HG exams and of the paragliding exam.
- 5) Flight in Class 'D' is only authorised for cross-country flights, not just going up and down in one place;
- 6) Pilots must contact the local Flight Service Station (by aircraft radio on 126.7 MHz, or by telephone) and advise prior to flight of the intended departure time and duration in Class D airspace;
- 7) The authorisation can be revoked at any time if any pilots do not adhere to the terms of the exemption, or at the discretion of Transport Canada.

The complete wording of the exemption order is contained in TP11408, as well as in Aeronautical Information Circular 6/92 in the latest update of the AIP Canada.

Canadian pilots have the winter months to study up and write the test. Early reports by pilots indicate the exam is very similar to the HGAC Level IV airspace exam, except that some questions have several partly-right answers or several wrong answers, one of which is the most correct or least wrong. A good study plan is to read the Hang Glider &

Ultralight Information Manual, TP4310, and do the sample questions in the back, possibly read parts of the book 'From the Ground Up', and if desired re-write the HGAC Level IV airspace exam.

The work to obtain this authorisation has been six years in the making, has filled an entire cabinet drawer of mine with correspondence and necessitated at least half a dozen trips to Transport Canada in Ottawa. Many people contributed to the success of this effort, including Barry Bateman & Geoff Alexander, who spent a week in Ottawa at a Sport Aviation task force meeting getting the ball rolling in 1986, Jean Letourneau, former AVLQ president who provided much support and information during the discouraging early years, Richard Roussin, who revised the HGAC/AVLC Air Regulations exam and also the entire Level IV exam, Martin Henry, who became involved recently as HGAC president, and several others who helped along the way.

We should also acknowledge the support of Dean Broadfoot and his group at Air Navigation Standards & Policies, who have worked with the HGAC ever since the creation of the original ANOV, No. 24. Dean recently survived a heart attack and returned to the office to see this initiative through before his retirement next year.

Personally, I am very pleased to finally have a legal avenue for x-c flying in Canada. But others are even happier, like Richard Roussin, who makes a living flying an Airbus for Air Canada and could never fly x-c for risk of losing his job. But some of you may ask, "What's so great about this, now I have to write a government exam and I never had to before. All the HGAC has done is take a big step toward government licensing!". Well, yes, there is now some government involvement, although I like to think of it as having Transport Canada do our air regulation exam for us, and for free! And even if you've been flying x-c for years, you were likely doing it illegally. We've just been lucky that in most of the country Transport Canada wasn't enforcing the regulation (although they did hire a helicopter to follow a hang glider downwind off Mt. Yamaska in Québec and charged him when he landed!).

If you have any questions about the new procedures, call me at (403) 230-7769, or Martin Henry at (604) 854-5950, ou appelez

HGAC/AVLCDirectors Reports & Updates

Richard Roussinau (514) 772-5767 pour service en français.

Paragliding Issues

Next year, the paragliding world championship will be in Verbier, Switzerland, in August. If you are interested in attending and are qualified, contact Sean Dougherty in Calgary, the PG committee competition chair, at (403) 284-4273.

The current paragliding rating provides a detailed test of a pilot's theoretical knowledge. But for paraglider pilots, whose gliders' airfoils are subject to a wide variety of deformations and collapses, especially in the advanced models, a concrete and practical understanding of how to recover from such upsets is mandatory for continued survival, as a reading of the latest safety report will attest.

I am suggesting that paraglider pilots across the country give consideration to the need for additional, advanced, ratings, including flight tests. In order to perform these flight tests safely, pilots would want to take an advanced manoeuvres course, like the one offered by Canmore's Glen Derouin at Simamous last year. Should demonstration of advanced manoeuvres in a flight test be part of the current rating (which requires only 30 highlights in addition to a written exam), or part of a new second-level rating? Suggestions should be sent to Janet Moschard, Paragliding Committee Chair, before the HGAC AGM.

One last point relates to the question of glider ratings. Most pilots know that gliders rated under the French/Swiss AFNOR standard (formerly known as the ACPUL standard) which have all 'A's in the various tests are the best for beginners or intermediate test of fly due

to the mellow reaction of folds or stalls, etc. But many pilots buy gliders with one or more 'B' or 'C' ratings without perhaps realising the implications. Pilots should strongly consider not flying any glider with any 'B' or 'C' rating unless they have taken an advanced manoeuvres course. In France, there is a movement underway where certain schools and dealers have publicly committed not to sell advanced-rated gliders to unqualified pilots. Would such an initiative be a good idea in Canada?

Name Change

Last year a motion was presented at the HGAC AGM to alter the name of the association to reflect the fact that it is also responsible for paragliding as well as hang gliding. Since HGAC doesn't exactly roll off the tongue, another name was suggested: the Free Flight Federation of Canada - this is the same as the french name, Association Canadienne de Vol Libre. While the motion passed, in a close vote, there were some concerns voiced regarding such things as the logo - would we have to change it? - so the motion was tabled until the next AGM. If you have alternative names, or opinions, bring them forward to the AGM. Below, see a suggested logo which retains much of the flavour of the original well-liked version.

One other area where ideas are needed is what changes will be needed to ensure that both aspects of the sport (HG & PG) obtain proper representation within the association. Earlier this week, Joe Clark faxed me to suggest that we consider a formula that, to approve HGAC motions should require 50% of the pilots in seven provinces plus a majority of pilots in each language and both paraglider and hang glider pilots. Seriously, though, it makes sense that hang glider pilots should not, for instance, dictate the content of the paragliding rating, nor PG pilots push through a motion requiring all hang glider pilots to use safety wheels; however, both sides should have to agree on matters of mutual interest, like the insurance program, or airspace, etc. So far our meetings have generally followed this idea, but how should it be formalised? Again, your ideas are needed for the AGM (Martin Henry will announce when and where it will be held).

Paragliding Committee Update

SUBMITTED BY JANET MOSCHARD

The following topics are recurrently under consideration:

RATINGS: - Review the International PARA PRO rating system developed by the FAI (an excellent initiative) and how our current National system could more closely parallel it.

- Consider the pros and cons of adopting a tiered or stepped ratings system to replace our current one-timerating.

EXAM: Cameron MacKenzie has completed a proposal to revise the airreg section of the paragliding exam in response to concerns regarding unimportant questions and a large failure rate on that section of the exam. It also takes into account preparation for the new Class D Airspace exam.

TANDEM: A proposal for national tandem instructor standards will be submitted at the next AGM.

COMPETITION: Qualifications for a possible Canadian Team entry in the 1993 Paragliding World Championships in Verbier, Switzerland are: FAI Eagle Silver Badge or 2 flights over 30 km and rating from country of residence or Para-Pro rating.

For comments/questions on any of these subjects, feel free to contact the appropriate committee member. (See list on page 2)



XC LIST

Don't forget to get those XC flights into Vincene so that they can be entered into the National XC list. Deadline is Dec 31st 1992. Send **ANY** XC flight (as long as it was further than the regular LZ). It doesn't matter whether it was in a competition or free flying or in Canada, the USA or overseas. Send (or phone/fax) to:

Vicene Muller
RR #2 Cochrane
Alberta T0L 0W0

The Transport Canada HAGAR Exam

or

(*Mommy there's a Monster under my bed!*)



It was a dark and stormy night... actually it's always like that on the West Coast, but to tell the truth, it wasn't night, it was day. Well so much for effect, at least there were dark storm clouds brewing as I drove into downtown Vancouver to write the infamous... **Transport Canada (TC) HAGAR Class "D" Airspace (Hang Glider) Air Law and Procedures Exam.**

HAGAR the terrible that 's what I've heard. Rumors were rampant, this was going to be tough. Sure Transport Canada was going to let me fly in Class "D" airspace, that is if I could pass get pass "HAGAR" the Evil one.

From what I had heard, you would have to be a Aerodynamic engineer, working as a pilot for a International airline, and had completed four years Harvard Law to get through this exam (or that is to say; never, never, never, **NEVER!**).

I entered the TC building to encounter my first challenge, to find my way through this sea of doors, to find that place where my fate awaited.

Ah yes, there it is the information desk. At the desk sat a man who could have been the gate keeper for hell itself, I knew his answer to my query was not to be challenged, "Second floor, room 240". I could almost smell the indifference in his advice, it seemed to say, "didn't you check the building directory...., you stupid wit!".

I made my way through the maze, and at my destination, "room 240", I took a deep breath and walked in the door. It was quiet, too quiet. I was greeted by my advisor of "The dark side", the Transport Canada secretary.... Exams department.

With smiles that seem to say "come in, sit down, get comfortable, (then in a sinister tone) so black you couldn't see day light)... we've been expecting you!.... (Well of course they had been expecting me, I called that morning. Let's cut this stacky crime novel stuff and get down to business!)

HAGAR the horrible didn't live up to its rumored reputation, kind of like Batman 2, all hype, and no substance. After jumping through various hoops in the

paper chain, I found myself sitting down in the examination room answering questions that had a somewhat Dejavu feeling to them.

I will not say that I blew the exam away with a perfect score (only 80% in fact) but I will say the exam was substantially less difficult than I was led to believe. The questions were relative to Hang Gliding but in a general sort of way. In fact the exam with a few exceptions is a copy of the HGAC/ACVL level 3 and 4 Airspace exam.

One area the HAGAR exam falls seriously short is not including basic map reading. Maps are a pilot's primary source of information regarding controlled airspace. Being able to read aviation maps is the best way to determine where controlled airspace exists. I feel TC should correct this oversight and add to the exam basic map interpretation. Here are some comments and advice for pilots wishing to prepare for the HAGAR exam;

- Get a copy of TC's "Study and Reference Guide", not all the reference material indicated in this guide will be required.
- I found with a copy of "From the Ground Up" and TC's "Ultra Light and Hang Glider Information Manual, TP 4310E" you should have most of the information you will need. Having a copy of TC's "Aeronautical Information Publication (A.I.P.)" is also a good source of information.
- Use the HGAC Level 3 and/or 4 Airspace exam and the study guides available from HGAC/ACVL as a way to prepare for the HAGAR exam as it appears to be the source used by TC.
- Before you head on down to the TC offices, give them a call. If you are the first person to request the exam be prepared to be treated like a visitor from the planet Mars! TC personal don't like changes and the HAGAR exam constitutes change. Give them as much information as you can, remind them (in a not too condescending a manner) that the HAGAR exam is referred to in the TC Study Guide TP 11408E.
- Make sure to ask about, and bring with you, all the personal information they

require for the writing of the exam. Some offices will want a birth certificate and medical certificate before they let you write, others will process a medical declaration (a Class 4) prior to the test and only require a drivers licence for I.D.. Until this exam has been around for a few years it will take some time for the TC people to get into a routine.

- Your first writing of this exam is free, re-writes are \$5.00.
- If you are unable to get to a Transport Canada office, then contact your closest flight training school, arrangements can be made to have a copy of the HAGAR exam issued there when the TC Examiner is in town issuing flight exams for the schools powered students.
- Finally, completion of the HAGAR exam does not constitute total compliance with Exemption! All of the Exemption guidelines must be met, (see your Study Guide for all the details!).

To conclude, I won't say the HAGAR exam is easy, but with proper study you shouldn't have too much trouble getting through it. Another point to make is, the information you will gain from the HAGAR exam will be a benefit to you as a pilot and improve your understanding of the airways that we must share with other users.

HAGAR the terrible ain't no monster under the bed, but just in case, do a little studying, practice a little patience and head off to your local TC office.

(P.S. don't forget to take your lucky rabbits foot and any four leaf clovers you find kicking around!)

Good Luck!

Martin Henry HGAC/ACVL President.

Airmail.....

OOPS!!!

In my haste to write my article last quarter about the Western Canadians, I neglected to thank all of the people that made the event possible.

First and foremost, I would like to thank all the pilots who attended and made the event the success that it was. I would also like to thank the following individuals whose time and effort made my job as meet director much easier.

Task committee; George Borradaile
Ron Bennett
Jeff Runciman
Trophies; Richard Lecoupe
Registration; Karen Keller
Launch Timer; Rick Freeman
Landing Timer; Jackie Freeman
Dan Hittle
T-Shirts; Doug Keller
Scoring; Doug Keller
Geof Schneider

Ken Shackleton
Meet Director.

(I also erred when I incorrectly attributed 1st place to Mike Daily when it should have been Mike Haily. My apologies to you both. Ed.)

Motion Sickness?

Try Ginger

I think it is worth while to mention the use of ginger as a solution to motion sickness. There have been several studies done - at least one demonstrating it to be at least as effective as Dramamine, but with no side effects.

I believe the studies used powdered ginger dissolved in tea, but I use off-the-shelf candied ginger. For me, it works even in the air after I start to feel a bit queasy, but it is best taken 15-30 minutes before takeoff.

Will Maze
Houston, Texas
(Taken from a U.S.A. aviation magazine)

Safety reports too long?

Dear Barry
Stewart Midwinter's safety reports are taking up too much space in this newsletter! (especially considering the relatively small numbers of pilots involved in para/hang gliding in this country). As some sage once said, "paragliding is dangerously easy to learn". And just when you think you're getting to know it all, the sport is also notorious for bringing you back down to earth - literally! The risk of

serious injury or death does exist, and some accidents can happen to any of us, but damage could be reduced somewhat by;

- 1) Making windsocks (or kites) out of those notoriously tricky old high performance paragliders (with German level 3/3E rating - or morating at all) instead of selling them to a friend, even if he/she is a skydiver or airline pilot.
- 2) In strong winds or dubious conditions, leave your paraglider in the bag and go fly the kite mentioned in 1) above.

Janet Moschard

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

INTERNATIONAL HANG GLIDING COMMISSION
COMMISSION INTERNATIONALE DE VOL LIBRE

To all FAI members

Kolbotn, 26. september 1992

Dear Sirs,

INTRODUCING THE IPPI CARD

As the sport of hang gliding and paragliding matures, more and more pilots are travelling outside their own countries to fly. This is leading to an increase in situations where pilots or students are either mistakenly allowed to fly when circumstances are above their ability level, or are refused flight privileges because satisfactory proof of capability cannot be provided. For the enhancement of flight safety and growth of the sport, CIVL/FAI have introduced the International Pilot Proficiency Identification Card, to ensure clear evidence of pilot proficiency.

The purpose of the International Pilot Proficiency Identification (IPPI) Card is to provide a standard of reference by which all national rating programs can be compared. The use of this card will allow flying site managers, instructors and all others responsible for hang gliding and/or paragliding flight operations to easily verify pilot experience level prior to approval of flight activities.

It is important that the card is issued by your national issuing authority of hang gliding and/or paragliding licences. This authority should also do the comparison between the national rating system and the SAFE PRO (for hang gliding) or PARA PRO (for paragliding) ratings system. It is also important that the International Pilot Proficiency Identification Card correctly reflects the pilot's capability. If there is any doubt about how the national rating and SAFE PRO / PARA PRO rating match, the lower, more conservative rating should be issued.

Please, will you help with the rapid introduction of this initiative by sending the following to all clubs, flying site managers, instructors and any others responsible for hang gliding and paragliding operations in your country:

- "Pilot information package"
 - A Xerox copy of the IPPI card
 - Information about how your national system compares with the SAFE PRO and PARA PRO ratings used on the card.
- Your cooperation will greatly enhance flight safety for both your own pilots and visiting foreign pilots in your country.

We sincerely hope you will help us promote this card and hence enhance flight safety

Sincerely yours
For CIVL/FAI

Christian Døhlin
President



"BI-WINGUAL"?

BY JANET & JORIS MOSCHARD

Well, not quite yet... but thanks to the illustrious editor of this publication, two hardcore paraglider pilots did take the initial step, in putting aside our so-called "jellyfish" for a day and adding some battens to our wings.

The day began the night before... We stopped by Martin and Mia's stop to pick up the training wheels, a stop which included dinner and videos of some impressive hang gliding aerobatics and a literal crash course in the importance of "angle of attack".

Early the next morning the search for the training hill began. Not so easy to find that east-facing bump in the supposedly flat Fraser Valley! We finally sighted a hang glider with a brown van underneath, Barry was beside it, pacing anxiously, no doubt half thinking that we had "wimped out". He did a quick visual check (perhaps leftover from his paragliding lessons) and conceded that our footwear was ideal, albeit a little too colorful (like the rest of our attire!).

The wind was blowing slightly across the hills as we proceeded to set up and identify the vital parts of the Super Scorpion that we'd be sharing. Harnessed and helmeted, the running started. Martin had warned us that there would be some running involved, and that we wouldn't be tiptoeing off the slope! But a nice 5 mph (we'll never convert Barry to metric!) allowed us to cheat a little. And borrowed gloves helped grasp the elusive down-tubes and change that hand

position as soon as the wing started to fly. Not so easy to balance those 70 pounds of equipment and keep the nose in the right position for takeoff!

After a couple of hours or so of gasping up and down the gentle incline, Barry launched a wind dummy from a little higher up in a consistent crosswind. Witnessed only by several cows, Joris followed him, smiling but scared! Janet succeeded in getting light, and turning slowly to the right, was saved by the wheels! This weight shift to tum business was not quite second nature, (now you know why I was pulling the toggles sideways instead of up and down when I took paragliding lessons! Ed) and the pull in/push out speed control requires some getting used to. The "semi-prone" position felt a little unnatural, and the virtues of a full face helmet were obvious! The Super Scorpion's 8:1 glider ratio wasn't that much different from our current paragliders, which are in the neighborhood of 7:1. But skimming the ground on day one, we obviously didn't get to test the superior speed of this new way of flying!

The difference between flying paragliders and hang gliders? As Joris summed it up, "Le delta, tu voles, Le parapente, tu flottes". Translation please.... "Well, it's like the difference between piloting an inner tube and a rowboat!?! Figure that one out...."

Above: Janet catches her breath between flights. Right: Joris getting airborne and correcting for the crosswind.

**Hang Gliding & Paragliding Meet
Governador Valadares, Brazil**

Paragliding March 13-29 Hang gliding March 20-27

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Open to all pilots with XC experience

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Contact: Mr Haroldo Castro Neves

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Phone: (033) 271 1333 Fax: (033) 271 6769

And the verdict? Monsieur is hooked, Madame is skeptically considering the future implications of hiring a driver (or buying a motorcycle for retrieval), as well as signing up at the local gym to build up those arm muscles.....

But we both discovered the secret of why hang glider pilots consume such vast quantities of beer - you sure must have to sweat a lot before you leave that training hill!

P.S. Mercibeaucoup, Barry! We'll be back.....

(Don't miss "Part 2" when, in the spring, we take them from the 100ft training hill to our next site on the training program, 3,000ft Vedder mountain.....)Ed.

HELP !

I would like to know of any persons out there who would like to be involved with setting up a Towing Committee.

A project that has been initiated thus far, is writing up a standardized manual, that covers items such as safety, theory, methods and beginners guide, etc. This manual would encompass things that are not specific to a site and not specific to a particular mode of operation, as there are various setups and no two are exactly alike.

I feel that the time has arrived to have towing accepted in the complete sense, for instance, so that you will be insured while under tow.

Copies of any towing manuals now in circulation, will certainly be appreciated. I have up to this point received one manual, from the "Cold Lake Condors". If anyone is interested, please contact me and we'll get the ball rolling.

Alan Faulkner
Box 122, Churchill Falls
Newfoundland, Canada. A0R 1A0
Home (709) 925 3997
Fax (709) 925 3536



The Alberta Hang Glider Association

200 Miles at Last

By DOUG LITZENBERGER

DATE: May 28th 1992
TAKE-OFF: 15 Miles east of Hobbema Alberta.
LANDING: 5 miles south of Plenty, Saskatchewan.
DISTANCE: 207 miles (333km)
ALTITUDE GAIN: 8000ft
LAUNCH: Platform Tow (Laser Launcher)
GLIDER: Magic KISS 154

THE FLIGHT.....

May 28th, dawned clear in the small Alberta City of Wetaskiwin. The day before exhibited classic XC conditions: long cloud streets of flat bottomed cu's without overdevelopment. Unfortunately work commitments kept me out of the air. This was not the case with Steve Preboy. He stopped by my jobsite that morning to tell me that he flew 125 miles to Veteran, Alta. the day before. He wanted me to sign his barograph and tow him up today. I agreed to tow him, and after thinking it over (for almost 10 minutes) I decided that work could wait and went flying for the day.

My sister, Lynda Smith, happened to be visiting from Las Vegas. Last year she had learned to drive the tow car so when I asked her if she would like to come out and drive for us she enthusiastically agreed.

We got out to the tow site at 11:00am. Steve was already setting up. Shortly thereafter, Ross Hunter and Steve Holman showed up looking for a tow. Ross joked about having to use the Alberta Area Code when we phoned for retrieval. We all laughed at this.

Conditions were steadily improving. The clouds to the east started to look really good. Those above and to the west were not so promising: some clumps of strato-cu's to the west while it was mostly clear above us. The wind was increasing from the west gusting from 10-25 mph.

Steve got the first tow and sunk out after wrestling with a knarly thermal blown apart by the wind. I was not impressed and offered to let Steve tow again even though I was ready

to go. He was also not impressed and declined.

At 12:55pm, I towed to about 1200ft agl and released into lift. I lost it and set up my landing when I hit lift again at 500ft agl. I jumped on it and headed out. The lift didn't develop as I had hoped. I was up and down and in and out for the next 20 minutes. I finally hit decent lift to 8000ft MSL. Losing that and quickly dropping really frustrated me. The clouds looked so good and I just couldn't get high.

Well, I didn't land and yes, I found another thermal. This took me to 9000ft MSL and shortly thereafter to 11,000ft MSL. There things really got going. For the next 3 1/2 hours I flew the clouds averaging 8-9000ft MSL. There were lots of downwind glides in lightsink regularly punctuated by consistent thermals.

This pattern was interrupted at 5:00pm when I noticed that a large area of shadow was forming directly in my path. Detouring was impractical because of the size of the shadow produced by the huge cloud that I was flying under at the time. Pulling the bar and racing to get ahead of the shade, I made it but with a lot less altitude than I had been accustomed to: 4000ft MSL, approximately 2400ft agl. Another thermal was waiting in a summer fallowed field to take me back to cloud base.

Conditions seemed to change at this point. The lift decreased slightly to 200-300fpm from the 400-500fpm that I had encountered in the first part of the flight. But it also became smoother and more consistent. The drift tow-

ever was still very fast so that even in turning flight, I made good progress over the ground. Cloud base started to drop and I started to dig in

I had encountered few towns or villages nor did I recognize any distinguishable landmarks during the first 5 hours. My flight path took me parallel and roughly equidistant from highways #12 and #13 which put me in grain farming land. My altitude usually made any ground features indistinguishable even if I was looking for them instead of the clouds. I did make sure I didn't cross Hwy #13 which would have put me near the Wainwright Military restricted area. Also I've seen this area from the air, and would have recognized it in any case.

After the first "low" save, I repeated the pattern of the previous thermal except cloud base dropped 1000ft. This put me over a town I think was called Bodo. There at 7:00pm I wondered around until I spotted a dust devil (third of the day but the only one I could use). That put me over the border into Saskatchewan.

Conditions really started to settle down and I stuck to any lift I could find. Fortunately I found a very light but consistent thermal. I thought that the final glide would come at any minute but I kept turning and the lift kept maintaining. I noticed I still had decent drift so I just relaxed and enjoyed the smooth buoyant air.

Shortly after 8:00pm my thermal (zero sink) seemed to be dissipating so I started to glide out. The air was glassy smooth all the way to the ground. Landing at 8:17pm near a farm house, I started hooting and hollering which quickly brought the farmer and his Grandsons. One of the Grandsons had seen me circle the farm and land. He didn't know what to make of me. The Grandfather, Dan Olson, must have thought I was really weird until he heard my story and then he thought I was just wierd.

WINTER (SUMMER) FLYING

(A Suggestion for your Winter Vacation)

By GLENN DEROUIN

December is upon us again, time to head south like the birds. This year like last, I am heading down to New Zealand where I teach and do tandems in Wanaka on the South Island. New Zealand for those who have never been there is like a miniature Canada, although, usually warmer! The South Island is the main placeto enjoy good flying between Dec-March.

For a population of only 3 million it has more paragliding pilots than we do in Canada. They are usually kept well informed of new gear and trends, as a lot of Kiwi 'stravel to Europe to work and play in our northern summer. They have some well established schools and tandem sites as well as some great coastal soaring on both the north and south islands. Last year I met Peter McLaren there who set

the New Zealand paragliding distance record of 64 km while in Queenstown.

So if you just can't wait to fly, or hate the thought of snow! I'll be down here in N.Z. this winter, so stop in and say hi, I'll be glad to show you around. You can find me at:

**Wanaka Paragliding School
Wanaka, New Zealand.**

(PS: I am certified to issue Canadian, USA, or New Zealand ratings while you're here).

Blue Skies,
Glenn Derouin
Rocky Mtn Paragliding.

The Olsons were very kind and hospitable. For the next two hours they fed me and asked questions. I told them about my flight and hang gliding in general. They told me my approximate position and I roughly calculated my distance at 215 miles.

Steve had signed my barograph, I had my sporting licence and a landing witness, so I thought I had the Canadian record. However, better calculations showed the flight was 207 miles, close to the old record but not enough for a new one. Even though I was disappointed about the record, I was really happy about the flight. It was my personal best open distance flight, one of the two best flights in Canada, and one leg of my FAI delta gold badge. It also showed the solid XC potential of Alberta and Saskatchewan. Eight hour XC flights have been made as well as XC flights with 45 mph average ground speed. Put them

together and you get a World record. Perhaps not probable but it is possible.

Steve, Ross and Ken pulled up in Steve's van about 11:00 pm to pick me up. I quickly gathered my gear, thanked the Olsons and we headed out. I found out that Steve took off after me but landed after 30 miles, probably due to the long flight the day before and the later retrieval. Ross did better, flying to Coronation for a 95 miles, best ever straight line distance flight. Ken made Rosalind and his best ever open distance flight of 35 miles. These flights made it clear that I was lucky to have had such good conditions throughout the whole flight.

We were faced with a more pressing problem; out of gas in a rural Saskatchewan at 11:30 pm. After searching in Kerrobert, including a wasted trip to the local RCMP detachment,

PILOT DECISION MAKING

Thursday night 7pm
at the COCHRANE flying site

Transport Canada will hold a workshop for interested hang glider and paraglider pilots and will take place at the Cochrane flying site. Topics for discussion include (but are not limited to):

- Air Regulations & hang/paragliding.
- The controlled Airspace exemption.
- Pilot Decision Making.

The workshop will be conducted by Jamie Roth, Flight Training Standards, Calgary Office, Transport Canada.

Contact:

Vincene Muller,
phone/fax (403) 932 6760

Ken saved the day. He had some relatives that farm in the area; he called them and they kindly sold us enough gas to get all the way home. I was sore vved about the flight, and feeling guilty about dragging these guys on the long retrieval that I drove most of the way back.

It was a terrific flight. I liked the way my newly acquired glider, a Magic Kiss 154 performed and handled. Adjusting to changing conditions has always been one of my problems. On this flight, although I didn't max the day by any means, I felt I did well making fewer mistakes than usual. Like all great flights everything seemed to fall into place. But there's better days and better flights out there and I hope you and I are out there to enjoy them.

Be there... besquare.

NEWS FROM ALBERTA

By VINCENE MULLER

After discussion with Rick Miller, HGAC Rating Chairman, the AHGA decided to run an informational seminar on hanggliding and paragliding ratings. These seminars were held in both Edmonton and Calgary and were open to all hangglider and paraglider pilots whether or not they were members of the AHGA. It was felt that the AHGA should take a leadership role in promoting Canadian/HGAC ratings and offer the seminars to all pilots. However, to write rating exams in Alberta, it is necessary to be a member of the AHGA. Joining the AHGA in 1993 was recommended to non-members attending the seminars. It is hoped to boost membership in 1993 and also assist pilots with their exams.

Other 'leadership' activities planned by the AHGA over the winter months include a tandem instructors clinic/hanggliding; and

an introduction to towing for hangglider and paraglider pilots. The AHGA Annual Xmas Party was held on November 21, 1992. Santa was in attendance as usual.

The Cochrane Club has the following activities planned for the winter months:

Jan 21, 1993; A workshop by Jamie Roth, Flight Training Standards, Transport Canada, topics for discussion include Air Regulations for hanggliding/paragliding, the controlled airspace exemption and Pilot Decision Making.

In February, 1993, a First Aid Course run by Rob Bryden (EMT/STAARS) highlight hanggliding/paragliding injuries. CPR included.

An ATOL towing course will be run by Will Muller for hangglider/paraglider pilots using Ghost Lake for towing.

A Chute Packing Seminar will be held in the Spring.

TANDEM CLINIC

By JANET MOSCHARD

The Paragliding Tandem Instructors Clinic, held in Kelowna, BC on Sept 26-27 was well hosted by Wayne and Rebecca Bertrand, and well attended by those currently providing tandem instruction in BC:

- Wayne Bertrand, Kelowna
- Murney Luchka, Red Mountain
- Cam MacKenzie, Peter MacLaren, Grouse Mtn
- Janet & Joris Moschard, Blackcombe Mtn
(Glen Derouin, Canmore, Alta also offers tandem instruction, but was unable to attend owing to prior commitments).

Relatively strong winds on the Saturday made even solo flying challenging, but on Sunday a variety of tandem flights were made from Blue Grouse, (Kelowna) and King Eddy, (Vernon) with paragliders from manufacturers Custom Sail and Ailes de K. A discussion of guidelines for future National standards will be put on paper before the next AGM. A tandem "fly-in" is planned for Red Mtn, BC, the last weekend in January.

In the meantime, if you have any suggestions/questions regarding tandem flight, contact:
Janet Moschard, Box 1097,
Whistler, BC. V0N 1B0
tel (604) 932 7052

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Reserve chutes, varios, and accessories also.

Call now, avoid the rush (not!)

Ask for Glenn or Derek

We'll be happy to chat about paragliding and or products.

Europe Anyone?

Fancy flying a 100 miler and collecting a check for £1500 (\$3000)? A well known Pyreneans school, Archiplume, has offered this cash prize to the first person to fly over 100 miles open distance in the Pyrennees. (A mountain range between France and Spain encompassing the tiny State of Andorra)

This is a "once only" prize and has to date, not been claimed. Surely it can't be that difficult, so if you're in the area, give it a try.

Second is an annual prize of £500 (\$1000) and a marbled trophy for the flight which contributes the most publicity and knowledge of flying in the area. Bit tougher this one; it was won this year by Vinas Dot who flew a 70 mile circuit of the Cotiella Massif in 8hr: 30min.

(Taken from Skywings, the BHPA magazine)

Owens Valley World Cup '92

By GLEN DEROUIN

Being that it was October and the flying season in Canada was coming to a close, I decided to head south. I rented a car in L.A. and made a b-line through the smog for Bishop, California. It's quite a good sized town, not what I had originally expected. Finding the airport was easy as that was where the World Cup and the U.S. Nationals were being staged.

9:00 am and pilots were coming out of the woodwork. By 10:00 am shuttles were being arranged to go up to Gunther's launch. The weather forecast was spinned on the board and competitors smiled around to find out wind directions and speed. It seemed to be a good mixed group of pilots from many countries and backgrounds.

I had arrived in Bishop on Oct 4th part way through the competition after three tasks had already been completed and I managed to find a

devil, his wing drifted backwards then went negative. Out came his reserve at about 70 ft of the deck landing him in the scrub bushes, luckily! No more than two minutes later, out in front of me another guy had a series of collapses and hit the ground solidly, dust flying on impact. The paramedic took him away as I launched with caution.

I ended up making goal that day, but it was an eye opener, up to 1600 fpm up and real trashy. The next couple of days continued about the same way. Inversions came in so you could not get above 11,000 ft making it dangerous as you had to scratch for lift and contour fly the terrain. Some of the tasks were cancelled as we were flying, the winds picked up and made things very interesting! Too many pilots had been hurt already. By the end of the competition I had a chance to talk to some of the best pilots in the world, looked over some of the new gear and fly with the best. The organization was fairly good, it was a hot, dry dusty place, but a week to remember.

Was the World Cup a success? Well with one death, and four or five others in the hospital, I really don't know!

The American Paragliding Association (APA) fun fly-in was also held in the last week, the Flynn launch was much lower and basically it was a place to enjoy flights, learn to thermals and test out demo paragliders.

About 30-40 beginners and intermediate pilots flew and some thermaled thousands of feet off the launch. I ran into Mike and Irish here, the only other Canadians down there for the event. Maybe in the next

ride up to launch for \$5 in a 4x4. I was impressed by the beauty of the area, so dry and dead looking and no trees.

Task was called and the window opened at 1:00 pm. It was a race to goal 35 miles north. Two good thermals came through and they were off. About twenty pilots launching in each one. I was busy getting my gear together and taking pictures, amazed at how many pilots there were in each gaggle. Just as I was about to launch a pilot flew into a dust

Above left: Taking off from the Flynn launch during the APA Fly-in. Above: The "Mountain Queen". During the meet she set a record when she carried 42 pilots up the mountain in one trip.

Left: Looking south down the Whites in the Owens Valley.

couple of years Canadians will show up in force at these meets.

A Lesson learnt in GROUND HANDLING (the hardway!)

By ROB K. STEFANIUK

I am including this detailed description from my (the pilots) viewpoint of the accident because I believe that this occurrence was more of a "ground-handling" accident based on bad judgement than a "flying accident".

Flying partner for the day, Jim and I met at the Dried Meat Lake site near Camrose about 9:30 am. Winds were calm, though forecast to be from the South to South-east. It was clear and sunny and destined to be one of the hottest days of the summer. We set up and began to make some "sled-run" type flights to practise our control inputs since we were both low-time pilots. As the morning wore on, the sun started stirring up some mild thermals in the canyon valley and a light breeze was blowing straight up the hill and varying between near calm to about 10 mph. . . . ideal flying conditions and we managed to get some really nice flights between sweating back across the valley floor and up the side of the hill! (Watch out for those little cactus plants!).

Near noon the wind started to pick up considerably and was being measured with a simple meter as varying from near calm, at intervals, to a steady blow of about 15 mph during which some gust would occasionally push the meter to near 25 mph. These measurements were taken at the very edge of the hill as the wind came up the side. Wind velocities on the valley floor at these times were generally quite light and varied mostly between south to east. These conditions were enough to keep us on the ground, waiting for the wind to let up a bit before launching. We had found that the wind velocity up the hill was continuously cycling up and down about every 10 minutes and that there was a period when the wind calmed down for a few minutes so that we could easily hook-in and launch in mild conditions with the wind blowing almost straight up the hill.

Since Jim had planned to be back at home by 2:00 pm, we were going to make our last flight of the day (isn't that typical?...) then pack up. Jim offered to give me a wire assist from my last flight but I declined, not feeling up to a launch in a wind strong enough for me (135 lbs on a 160 sq ft) to soar in. Instead, I gave him a wire-assisted launch (I had done

this for him on his previous couple of flights since he had a bit more experience than I did and felt comfortable launching this way), and said that I'd just wait for a lull in the wind which I'd use to hook-in and launch.

I helped launch Jim into a very nice flight then went back to where my glider was sheltered (back from the hill's sedge, near the trees) and put on my helmet and gloves and waited for the wind to abate. When it did, I quickly moved my glider close to launch, hooked in and moved to the edge of the hill. I paused for a moment to study the streamers down the hill before launching but then the wind started to rise again and was now making me feel uneasy about launching unassisted. I decided to abort my launch and quickly moved about thirty feet back from the edge of the hill. The wind was strong enough now that I had to hold the nose wires down with one hand while I reached around with my right hand to undo the carabineer. The carabineer was snug and, being aluminum, I was having a difficult time trying to undo it.

It was at just this inopportune moment that an uncharacteristically strong gust of wind from the east lifted my wing tip and I could no longer hold the glider down and I had not yet been able to undo the carabineer! The right wing tip was now touching the ground and the wind was skidding the glider, with me still attached, trying vainly to pull down the lifting side, for about 100 ft along the edge of the hill.

At some point the right wing tip dug into the dry, grass covered, hard packed ground and the glider started to tip up to a more vertical position. It seemed, then, to get lift from the upslope wind (now near the edge of the hill) and the glider lifted up into the air in the equivalent of a very steep right-banked turn and rose to about (from my frightened perspective) 35-40 feet above the ground. The glider then began to turn downwind (north) and for a brief moment I could see some buildings in the yard of the farmer who owns the land. The wings had now become nearly level and the glider pitched nose down (nearly perpendicular!), evidently in a severe stall. The ground was coming up awfully fast and all I could manage to think was, "this is gonna

HURT!", so I pushed out on the down tubes as hard as I could to put as much of the glider between me and the ground as I could, trying to stay in between the tubes.

The impact was very squarely on the nose of the glider and I crashed, bodily, through the control frame of the glider, bending the left down tube into a right angle and the base tube into a slight curve. The impact point was near the trees and, with a little help from the wind, the glider was pushed over, upsidedown. I was a little amazed that I didn't have any obvious, severe injuries so I finally got the carabineer unhooked and walked to the edge of the hill to let Jim know that I was basically unharmed. He was at the bottom of the valley by the time of my accident and I thought he may have witnessed the event or at least heard my vocal protest with Mother Nature as I was being tossed around. Apparently he did hear me and acknowledged my wave that I was OK but came up in a few minutes to investigate. cursory examination of my injuries indicated that I would, indeed, live and we continued to pack up our gliders and I went off to the Camrose Hospital to have my orthopedic misfortune properly attended to.

X-ray showed the first metatarsal bone of the left foot (connects the big toe to the ankle) to be broken in a shallow splinter through the base of the joint at the ankle and would require a cast to immobilize the area for healing.

The glider has since been repaired with all new fittings and hardware, new keel, right leading edge, left down tube, base tube, right tip rib, rear flying wires and cross-bartering wires. The sail appears to have escaped damage.

My "landing gear" seems to be on the road to recovery and should be ready to resume more launches and landings in a few months.

My lesson from this would be to keep my wings quartered, or, better yet, folded while any part of the wind exceeds my capabilities or confidence level.

I can't wait to get back at it!

(I have seen similar situations to this occur in the past, when, with a little bit of under-

A Lesson Not So Well Learned!

By CHRIS ENGLAND

Part of my responsibilities as the safety officer for the O.H.G.A. includes the not so enviable task of looking into the cause of, and the consequential prevention of, accidents involving our members. It is in this light that I, in great sadness, have to report my findings in the fatal accident of Anthony William Popp.

Tony was killed on the thirteenth day of June 1992 while Hang Gliding with Ken Elton Kinzie from a sight near the town of Meaford called Kimberlie, on his Wills Wing Eurosport 167. The conditions of the day were as follows: Winds - straight in at 10 to 30 mph. Average wind 20 mph. Gust factor 10 mph over 1 minute. Sky conditions ¹/10 to ³/10 cloud cover at 3600 ftagl. Thermal conditions - 200 fpm to 1000 fpm, sink up to max 600 fpm. Temperature at take-off area 29°C.

It can be seen already that the conditions of the day were not in themselves the direct

cause of the fatality even though they were in no doubt quite strong. As I allow events to unfold it will become quite evident that nothing less than gross human error was the cause of this highly avoidable tragedy.

In an attempt to make this as simple as possible I will explain the events leading up to and including the crash in a point form.

- 1: Tony had a reputation of reckless flying.
- 2: Tony had experienced crashes before due to bad judgement and had gotten away with only damaged gliders and hurt pride.
- 3: From the video footage taken by Tony of the previous pilot, Ken, we can see that improper cliff launch techniques were being employed - They are:
 - a - No wire assist.
 - b - A running launch starting from well behind the cliff edge.
 - c - No evidence of even any observer to help in the event of an accident.
 - d - The most experienced pilot took off

first leaving the least experienced pilot to watch for an hour and self launch in the above stated conditions.

- 4: In the video we can see Tony check his loop then pick up the glider and shuffle towards the cliff edge but stops about 6-10 ft from the edge where he mentions that he will wait for a lower cycle.

It is about this time that the camcorder battery dies leaving us with what would have been very valuable information as to the aerodynamics involved in the crash. From eyewitnesses at a great distance it appears that the glider pitched up slightly at launch then started a left hand spiral dive or perhaps a spin of at least one entire turn about 30 ft out from the cliff wall, striking the ground in an extreme nose down attitude left wing first. The parts of the glider that were damaged were the following; a) 3 broken battens LH wing; b) keel broken at hang point and 3.5 inches from the end; c) LH wingspar broken 4 ft from the end; d) tear in mylar corresponding to break in leading edge; e) king post bent 90 deg and; f) numerous bent battens through the entire glider.

The important issue in this case is not what actually happened in the clinical sense but how it could have been avoided. Given that we can all see the obvious things mentioned earlier and the fact that it ultimately comes down to the pilot himself, I hope that we all take just one extra second to ponder the valuable lesson earned in the blood of our forefathers of aviation. At any point during the time leading up to Tony's launch attempt a little bell should have rung in his head indicating all the wrong things were here and maybe another day would have been better.

In closing I challenge each and everyone who cares about people and flying to say something to someone who appears to be missing that obvious safety precaution and point it out to them.

Tony will live in our minds forever as the ever cheerful face at our meetings and at our flying sites.

Chris England
Risk Management and Paragliding.
O.H.G.A.

How to avoid being blown over

I have seen similar situations to this occur in the past, when, with a little bit of insight, it may have been avoided.

If you ever find yourself, clipped or not, with new wing starting to lift, there are two things that must be done **immediately and simultaneously** if you are to avoid being blown over. You must **rotate the nose into the direction of the lifting wing (ie: into wind) and at the same time keep the nose at or below a neutral angle of attack.** (Having the nose way too low is far better than having it just a little too high!) **A quick reaction to the wing lifting is also of the utmost importance.** The higher the wing gets the less chance you have of recovering it.

If you think about it, you have approx 80 sq/ft of sail, protruding up to 16 ft away from you, and I can assure you that once it starts to go, trying to pull it down while standing in the control frame ain't gonna work. Don't try and fight the wind, let it help you. The wing is lifting because lift is being generated under one wing while the other is in a wind shadow. By rotating

the glider you are getting both wings into the wind and therefore equalizing the lift imbalance. Obviously, once you succeed in getting the nose into wind it's not going to help you if you have a very high angle of attack, hence, the need to keep the nose down at the same time you are rotating the glider into the wind.

Also, if this situation occurs to another pilot while you are standing on launch you can assist them by grabbing their front wires and pulling the nose around directly into the wind, while not forgetting to keep the nose down at the same time. I've even managed to save some pilots/gliders from being blown over when I was standing behind them by grabbing the back of the keel and shoving it up (to lower the angle of attack) while rotating the rear of keel downwind (to get the nose into wind).

Obviously there will be times when this course of action is not a viable option but it works 90% of the time and it's saved my glider/self on more than one occasion.

Barry Bateman.

From Across the Country

Due to the economic slump it seems that "BC Parks and Recreation", the government body that funds sports in BC, are going to tighten their purse strings and hang gliding is one of the sports slated to be cut. In fact they (Parks & Rec) were not even sure why we have been receiving funding in the first place! Looks like Darryl Staples, newly elected HGABC Pres is going to have his hands full (or empty, depending on your point of view). It would seem that the HGAC/ACVL taking over membership and administration may have come about at just the right moment.

Meanwhile, a young paraglider pilot had a bizarre experience in Golden, B.C. last summer. After topping out at 10,600' in a thermal, the pilot headed out to the front range at the Spillimacheen gap. He hit massive sink (around 1:1 glide) and ended up zigzagging around trees near the creek trying to get to a landing area. However it was not possible and he was forced to 'settle' at the top of a 60' tree. He climbed down the tree (which hung out over a steep slope overlooking a creek bed) and hiked out to the highway. He was met by his retrieval crew and they then planned on rescuing the paraglider. Stopping at the metro polis of Spillimacheen - the gas station, the team found two local sipping beer. They said they had the necessary chainsaw and axe, wouldn't rent them out but were happy to go along with the rescue party. By the time the rescue party got to the end of the nearest access road it was 8pm. The two locals took along another six pack of beer and hiked off into the bush with the pilot and his friend. Thoughts of "Deliverance" were going through their minds. However with the help of the 'Spillibillies', the paraglider was rescued and all arrived safely back in civilization just before dark.

Got another report of a BC pilot who had to deploy his reserve after things got a bit out of hand while spiralling in his new paraglider. The parachute shroud lines caught around his ankle, and he landed on his back - in deep soft grass between a river and railway tracks! Now that's fun!

Winter has arrived in Alberta after some short visits since August. However there were some great fall flying days for both hang gliding and paragliding. No more XC flights to report, even from Doug Litzberger. Once again it looks as if Doug will head the Canadian XC list. So far it looks as if he is the only Canadian pilot to have 100+ mile (1) or 200+ mile (1) in Canada this year.

Vincene Muller reports that Canadian pilots participating in competitions in the US and hoping to use the points have had problems in 1992 obtaining meet results. Despite paying big dollars for entry fees in the US, the Meet Organizers have not given out daily results (sometimes one is posted, but not always) and the information needed for submitting the reports to the HGAC Competition Chairman. In other years day by day results and final results have been readily available to Canadian Pilots. Even paying for the results has not helped (note that the pre-World meet at the Owens required an entry fee of US\$500 and despite many unanswered letters, faxes and phone calls, no results had been received by the end of October. Sandi was a little better with only a 4 months delay.

Canadian pilots who flew at the pre-World Meet regularly had 100 mile days. The meet director felt that the task was 'wimpy' if less than 100 miles. Try racing for 4-6 hours daily AFTER sitting at launch for 2-4 hours (no shade) prior to launch, then spend an hour in the air with 120 other pilots waiting for the start gate to open so you can get your start photo and start racing. You get back to your room between 9-12pm and prepare to do it all again the next day. It makes for an exhausting and expensive competition.

A Canadian Paragliding pilot just returned from a trip to the US. After flying some XC in the Owens she went to Torrey Pines and found that they will no longer accept the Canadian Rating. They say that no arrangements have been made with the APA by the paragliding committee to accept Canadian Ratings. At this time the only foreign rating they will accept is the German Rating? The travelling pilot had a Canadian, New Zealand and APAL, plus instructor ratings in all three countries - not good enough for a rated site in the US any more!

Stewart Midwinter "dragged his bag" 20,000 km to Brazil and back on a business trip but found not the time nor co-operative weather to fly his paraglider for the month he was down there. But within 4 hours of returning, he found so arable conditions at Cochrane. There's no place like home!

Now get this! Dave Corbin and Peter Bowle-Evans had a mid-air collision over Mt Seven. Because Dave was the low man in the thermal and climbed into Peter, whom he couldn't see directly above him, he feels Peter should pay

for his destroyed brand-new Moyer XS. Peter declined the request, so now Dave is suing Peter, and Peter's lawyer has filed a counter-suit. Several Western pilots are likely to be called as witnesses in the trials sometime next year. The sad part is that the lawyers fees will probably be more than the cost of the disputed glider!

Heard nothing from Saskabush or Manitoba but from Ontario we hear that Mike Robertson of High Perspective has just acquired the "Grand-Daddy" of stationary winches. It sports a 2.2ltr Toyota engine with 4000ft of Spectra (soon to be increased to 6000ft) and has been receiving great reports from all who have tested the system.

The rewind system can really suck in the line, 4000ft can be rewound in less than a minute (*Better make sure your leg doesn't get hooked up, you could be in for a hell of a ride! Ed*), allowing the next pilot to launch 'reel' quick. ('scuse the pun) Mike claims that after a couple of step tows a pilot can expect to release with between 2500 - 4000ft of altitude, depending on wind conditions.

It looks like the system is going to be 'hot' on the frozen lakes this winter, may be we'll get an update/report in the spring eh Mike?

From Newfoundland comes a story of a flying trip in spring this year from a site overlooking Comerbrook. Only trouble is that it normally has no access unless you like carrying gliders. To overcome this problem they decided to tie a tow rope to the back of a snowmobile, and one end of the glider to the rack on the back. Al Faulkner was then going to put on his downhill skies, place the other end of the glider on his shoulder and be towed up by hanging on to the other end of the tow rope! (You gotta watch out for these Newfie's!)

So of they set, John French driving the Ski-doo, Mike seated on the back helping to steady the glider and "Swoop" in tow. Things were progressing nicely until they came upon a 20ft section of mud and rocks. John was so absorbed in negotiating this section that he entirely forgot about his "cargo on tow"! Al figured he had two choices when he saw it coming, one was to let go of the tow rope which would have caused his glider to come off his shoulder and be dragged along, most likely damaging it, the other was to obliterate the bottom of his skies! Ski season was over

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Blackcomb Mountain

By JANET MOSCHARD

Some interesting statistics from Janet and Joris Moschard who run Parawest Paragliding. It seems that this year 326 people paraglided at Blackcomb. 72% of these flew in the winter months and almost 30% were visiting pilots with their own gliders, of which 25% were women. 11% took tandem lessons and the average age was 33.4 years.

The summer this year was exceptional with many 2-3 hour marathon evening flights (which turned into endurance tests as Autumn approached!), with altitude gains of 1000 meters and the added challenge to keep a look out for up to 14 pilots in the air at the same time. This is one of the reasons that backup parachutes will become mandatory at Blackcomb next year.

On November 26th 1992, Parawest will be starting their 5th year of operations with the

beginning of the winter flying season. Until there is enough snow flying will be limited to the 3:00 pm flight from the Rendez-Vous on foot.

Tandem flights this year will be expanded with Cameron MacKenzie and Peter MacLaren joining the tandem instruction team. For those of you who wish to try it alone there are also day and full courses available for the beginner pilot and mountain passes available for the rated pilots. (More info from Parawest).

Upcoming events include:

November 26th 1992

Opening day

November 28-29th 1992

Demo Day 's

January 1st 1993

Oldies Fly-Out (Bring in the New Year with a flight on your OLD paraglider, just for nostalgia's sake or,

WORLD 2-PLACE SAILPLANE RECORD FLIGHT

A new two place world distance to goal record and free distance record of 1450 km was set on 17th April, 1992 when Gerhard and Jean-Noel Herbaud flew as ASH-25 from Vinon, France (north of Marseilles) to Fez, Morocco. This surpassed the previous record of 1020 km for goal distance by Terry Delore and Morris Walker and a free distance of 1092 km set by Hans Werner-Grosse with his wife Karin.

The flight was conducted entirely using wave. The two brothers, both commercial airline pilots, had been watching for suitable met conditions for such a flight across Spain; a cold low centered over the Mediterranean giving strong northerly winds. The aircraft was equipped with GPS and other IFR gear, and 1500 liters of oxygen. The GPS was very useful and increased safety, as all airports

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Above: Flying at 7th Heaven, Blackcomb Mtn. Left: Steve Cousins flying 7th Heaven. Photo's by Janet Moschard.

if you took lessons from us, we will lend you the glider that you made your first flight on.

April 17th (18) 1993

Fourth Annual Blackcomb Meet Remember, no costume, no bib! (Blackcomb's version of the St. Hilaire Festival)

If you wish to paraglide on skis this winter the following is a list of lift-service places to fly and there contacts;

***Red Mountain, BC**

Murney Luchka (604) 362 5526 / 7384

Blackcomb Mountain, BC

Parawest Paragliding (604) 932 7052

***Crystal Mtn, Wash, USA**

Ray Kehl (206) 547 4950

* (HGAC rating and insurance required).

Also heard rumours of possible flying at Fortress (Alta) and Mont St. Anne (Quebec). There is also quite a lot of paragliding in Aspen, Colorado. Anyone knowing of any other areas to fly please let us know!

Janet & Joris Moschard

HANG GLIDERS & ULTRALIGHTS in THE FORMER USSR

By **ARCADY AVERBUKH**

The degree of development of any kind of creative work in Russia is very dependent upon the standard of living and democracy within the country so therefore, whilst under Russian Tsarism, aviation enthusiast could only fly with the permission, and under the control of, the police. After the Socialist Revolution in 1917 ultralights began to develop very quickly in Crimea even though there were many restrictions. In every town and village there were modeling, parachuting and gliding societies with regular competitions for amateur and professional designers. From these competitions sprung Soviet designers who later became famous; Tupolev, Iakovlev, Houshin, Kocoleov.

In 1929 in St Petersburg, (20 years earlier than the Rogallovings), enthusiast built sailplanes, which they learned to fly on. Before, and especially after the Second World War, the Russian Dictator established more and more restrictions on ultralights flights, with only certain organizations being allowed to build ultralights. Any private ultralights that were built were outlawed and liable to be destroyed, along with the prosecution of their creators. For the next sixty years homemade ultralights were forbidden and the meetings in Crimea ceased. In spite of persecution, designers still built and flew their gliders illegally.

It was when hanggliders were began to be developed in 1971, that the forgotten meetings and flights made on homemade wings was resumed in Coctebel, (now Planerskoje), Crimea on the legendary Nice Mountains which are 180 meters high on the shores of the Black Sea.

In 1983, the ultralight enthusiast resumed their meetings. The 1st meeting was held in Crimea, but only about 19 ultralights showed at this meeting due to fear of repercussions from the Soviet powers. The 2nd meeting in 1984 also took place in Crimea, this time there were 42 ultralights there. The 3rd meeting (in 1985) took place in Kiev City (in the Ukraine) with 63 ultralights on show. The exhibitors then decided to hold the meetings once every 2 years so the 4th meeting took place in Moscow in 1987 and the 5th took place in Riga (in Latvia). The 6th meeting, held in Tcherniyov (in Ukraine) in 1991, had fewer participants due to the political crisis

present at the time.

Today in Moldova (formally Moldavia) there is one homemade aircraft, one helicopter with jet engines on the rotor, one autogyro, around 15 ultralights and about 50 hanggliders. Designers in Moldova are finishing some 8 more ultralights, hanggliders and 4 more aircraft, 3 of these aircraft are in the capital of Moldova - Kishinev. One of the 3 aircraft (the Anaronda) closely resembles the English "Silhouette" and is being finished by 30 years old G. Malsky. His all plastic single seater airplane includes: span 10m, area 8m², all up weight 320kg, and a glider ratio of around 22. The wing is a complicated shape which has ailerons at the tips. It uses a Soviet boat engine, the "Virhr" (25hp) which he changed

made inside the volcanic crater of Kamchatka.

They usually use a Soviet engine, the "RMZ", 640cm², 40hp with a 1.6m diameter propeller, and a static thrust of around 90kg. On ultralights they permit a payload of around 90kg plus the pilot at around 80kg. The wing usually has a span 10-11m and an area 16-19m². and the bad roads mean that the landing gear has to be strengthened.

As a rule enthusiasts in Russia are obliged to overcome the absence of conditions, equipment, materials and information for their activities. Reserve parachute systems are made on the lines of aviation parachutes but are generally absent. This absence of reserve systems in combination with a margin of safety that is slower than is allowed in the West is the main reason for the majority of catastrophes on the two seater ultralights in Russia. This is also a deterrent for the development of ultralights here. In spite of all this, ultralight and hangglider championships are conducted each year, where enthusiasts come from all

Arcady on his old motorized glider.

from the original water cooling, to air cooling and boosted it up to around 35hp. The ultralights are now produced by several small enterprises.

The ultralights in Russia are used to serve the National economy. Pilots in ultralights are spraying crops, forests are scattered with useful insects, people, mail and small loads are transported, along with surveying, filming, photography. Magnetometric and other readings are taken to help to supervise and protect nature etc. Even mercury vapor readings were

over Russia. There are separate federations for ultralight and hanggliding in Russia and the Republics.

There are many good places for flying, for example, in Moldova over banks of Drest river near of towns Sorcki and Yampol. Thermals are such that a non-stop flight of 223km on a hangglider was made by Oleg Nedopaka. It is necessary to report all flights to the nearest airports. In 1990 a law was created that any violation of airspace in Russia is punishable by imprisonment up to 10 years. Restricted zones in Russia are a radius of 5km

The Chilliwack Airshow

By MARTIN HENRY

On Saturday September 12th thanks to my recently built platform launch system I, with the help Stewart Midwinter, Mia Schokker and Lynn Fussel performed at my first airshow.

With only one tow scheduled we went early in the pre show program. Thanks to a 15 mph wind and a 3000 ft runway we managed a

1400 ft tow, a few wings for the crowd and a perfect stand up landing resulted in some fairly positive feedback from the organizers.

One of the spectators also impressed with both the display and the system was Dave Dixon a top Examiner for Transport Canada, Vancouver office. After moving the glider and the tow system to the display area Dave spent time asking questions and discussing airspace policies.

Airshows offer a real positive exposure for our sport. Opportunities to perform in these programs should be taken advantage of, taking on the wuffo's on mass can be a real positive experience, makes you realize how special our sport really is. Well others dream, we're out there "doing it".

Left: The tow rig on display at Chilliwack Airport. Below: Ken Nicholson getting ready for tow on "the Flats" just east of Chehalis while pilot, Lynn Fussel (left) and Cindy (Martin's sister) look on.

and height up to 300m around airports. Undoubtedly the development of ultralights in Russia is backwards from the West. In Russia there are vast spaces, where there is almost an absence of roads and people where it is difficult to find fuel, oil and spare parts set for large air transport planes. This is one of the reasons for the present heightened interest in ultralights here.

The potential Soviet market for ultralights is about 15-30,000 year, which considering the cheap labour here, makes it very attractive proposition for overseas businessmen, despite the present instability here.

(Arcady has been called to war but doesn't want to take part in such "criminal nonsense" over whether Moldova should be joined to Rumania. Speaking no Rumanian, the Russian people feel that they are without rights. The war allows the corrupt killing of victims for their weapons which can be sold for 60 times the average monthly wage. Fascism is quickly developing. To make ends meet, Arcady has had to stop flying, sell his glider and abandon the one he was building. His skills include engineering, design, hang gliding instruction, working metal, plastic, and wood, turning and milling, sewing and sail making. His wife is also a cutter and sewer. He would appreciate any suggestions that would help

him leave the country. He can be contacted at:

**Arcady Averbukh
Former USSR/CCCP - 277061,
Moldova,
Kishinev - 61
Str Bucuresht 31, apt #2**

Thanks to all those who sent in suggestions for a name for this Newsletter, your input is much appreciated.

For those of you who have 'nt responded yet, you still have a little time left before the HGAC AGM. Remember, this is your publication, if you care enough about it, make sure it carries the right name.

Barry Bateman, Editor



THE SMALL FALL

By KEVIN CALDWELL

The trip to the East Coast Championships in Tennessee started innocently enough. The snow from the long cold winter in Ottawa disappeared and gave way to signs of spring as we drove south. My new HP AT was on the roof and the truck was full of anticipation of the first decent flights of the year. I intended the contest to be more of a warmup for the pre-worlds more than anything. But with the big boys (Tudor, Chris Arai, Burton, etc.) maybe out of their elemental little, perhaps I might even score some points for the national team.

The first day from Whitwell went not too badly, sort a middle of the pack on a day when Larry T. pulled one more rabbit out of the hat. Sometimes the top pilots just flat out amaze me. Who else would have the gall to cross a 4 mile wide valley from 2000' into a headwind because the clouds looked better? And have it work by being the only one at goal!?! The rest of us were content to fly along the ridge and eventually land at the bottom, far short of goal. It was my first real flight on the AT and we were just starting to make friends.

The second day we flew from Hensons Gap. The wind was strong and crossing 45° from the north. A lot of us passed on the first launch round, waiting for the thermal to get stronger, and to see if any of the first gaggles made it across the big gap to the north. We all watched as the first few waves tried their luck at punching into the headwind. The odds didn't look good. Most of them got drilled going around the corner. Some turned back when they saw the fate of the ones ahead of them, and came back low to the ridge at launch. But disappearing into the distance we could see a few had made the jump and the race was on.

I launched into a strong ridge lift and soon worked a couple of thermals up as high as I thought I was going to get. I threw the Frankenstein lever, got my head down and elbows in, and flew my speed-to-fly ring into the wind. A couple of other gliders came with me on the long slow glide. As with most of these

things you seem to do fine until the last few hundred meters and then you fall like a stone. I forced my way around the corner, way down below the ridge top, and started scratching for all I was worth. After a very long 15 minutes I was back above the ridge and cruising along in the patchy lift.

A couple more smaller gaps and some quartering upwind ridge running brought me to the next big gap at about the 20 mile point. I was actually past most of the scariest part, with a landing field coming into sight again. There is about 6 miles with nothing but forest at the bottom. The thermal had improved considerably, and I was able to climb out with some other gliders on the edge of the gap facing the wind. I started across with a TRX, who fell below and behind me. While I was gliding across I heard Randy Adams telling Barb to leave the ridge with lots of altitude to make a landing field.

I was within about 200 meters of making the corner and out from the ridge a fair distance when I passed through ridge height. I was suddenly rolled hard back toward the ridge, and with the VG full on couldn't get the wing to come down. I released the VG and completed the 360 well clear of the ridge. I pulled the bar in and tried to punch forward the last 200 meters in what had suddenly become very turbulent air. I guess I should have realized that conditions had changed since last time I was below ridge top height. In retrospect, the wind in the valley must have picked up and begun blowing straight down the valley, leaving me flying in a rotor off the corner in the ridge. At the time I knew if I could make the corner I'd be in good lift, and it seemed so close. There was a small field almost directly at the bottom of the ridge if I needed it. I wanted around that corner. After losing a few hundred more feet I realized that I wasn't going to make it. I was just sliding down the face of the ridge and not moving forward as fast as the sloping corner was moving away.

I turned to glide for the field, expecting to glide away from the slope. Instead I was just

maintaining 10 to 15 feet over the trees in extreme turbulence. I almost lost it once, the glider banking up steeply. I had the sickening feeling that it was just inches from the trees. The field coming up and I'd just be able to turn into the wind and try to make the best of it, no altitude for an approach. I couldn't afford to take my hand off the control bar to open my harness boot. I didn't think I'd have time once I was over the field.

Suddenly that didn't matter anymore. I was gusted from behind so hard the glider just instantly stopped flying. I pushed out as I fell into the trees, with absolutely no effect. The next bit is blurry: The tree exploded when I hit, dead branches snapping; I fell, grabbing for anything; I remember one wing of my shiny new glider slicing beneath me in a slip, dead weight dragging me down.

I hit the ground very hard on my right side. I sat up (stupid I know) and took my helmet off. I started to undress my harness. I'd had the breath totally knocked out of me. I kind of patiently waited to start to breathe again but nothing seemed to happen for far too long. Things began to hurt real bad.

Fortunately, Randy Adams and Butch Peachy (the TRX pilot) had landed in the field I was trying to make. They found me fairly quickly as we all had radios. Unfortunately, none of us really knew where we were or how to get there. I wasn't much help in any case, having newly discovered how difficult a thing breathing can be with 6 broken ribs and a collapsed lung.

I had my first shot of Demarol (sp?) at the hospital in about an hour, after being hand carried, a 4 wheel drive ambulance, a normal ambulance, and a helicopter ambulance. The helicopter wouldn't attempt to land in the field because he thought it was too small!!!

After 2 days in intensive care and 7 more in the hospital, I've learned a few things about myself, and about medical insurance in the US. It is very scary when you are being treated like you have a broken back. It's not a lot of fun to get a \$17,000 medical bill and be told your insurance won't cover it.

I thought about flying a lot laying there. I have been very lucky, very many times, without ever realizing how close to disaster I was. Even this accident required considerable good luck; my injuries could so easily have been much worse; and I'm not at all sure what would have happened if Randy and Butch had not been nearby, as I was totally incapacitated. I thought a lot about competitions and the effects of the pressure on my decisions. The times I push to hard are when I'm doing

Beyond New York

By RAY JARVIS

I think maybe I just have bad luck going to the Finger Lakes, because I keep hearing these rumors, or maybe I should call them legends that people actually hang glide in New York. Maybe I'm over-reacting just a little bit, but after spending four weekends driving to New York State and back I have racked up a total of two sled runs! Now I fully realize that hang driving and hang waiting is a big part of this great sport, but I also believe that flying should at least come in somewhere.

Maybe the problem is the people that I go down with, I don't know. They have this peculiar custom of waiting at a site for it to become flyable, and then immediately leaving it to go sit at another site that isn't flyable. The custom then repeats itself when the new site becomes flyable.

poorly and I want to come up with a miracle flight. It never worked. When things are going well for me I don't take big risks. I also know I have times when I fly like a penguin. I'm now getting used to being like a penguin, instead of trying for my reputation of a dead eagle.

There really is a frightening part of this accident for me is, I'm not sure I'd do anything differently today. The clues that I was in a bad spot were not obvious until it was too late. I had a 3 or 4 to 1 glider to a field. Randy Adams and Butch Peachy, two very good and very experienced pilots, did almost the same thing with a little more luck on their side. Butch thought I should have turned down quartering down wind to glide away from the trees and hopefully get into some cleaner air. Perhaps she's right. I was crabbing crosswind to the field. At the time, I thought my only chance to make the field was as straight a line as I could fly. If I had gone downwind, at worst I probably would have had time to set up a better tree landing if I didn't make it back to the field. Randy said he was lower than I was (if that's possible!) and did exactly the same thing, minus the gust from behind. He just felt lucky. Maybe I should have thrown my chute as I fell into the trees. I thought I had the field made and everything happened so fast it never even occurred to me. I've fished so many other people out of the trees over the years; this is the first time I've seen a glider fall all the way to the ground through trees.

You need some luck when you fly. Hopefully it will always see you through. I think few of us realize how much we rely on the wind gods smiling on us.

For these reasons and others, myself and two others decided to go beyond New York to Lookout Mountain last October. A place that promises everything, perfect soaring conditions, perfect terrain, 70° temperatures and most of all hot showers in the landing field. So the three of us and a hastily recruited driver piled in the van. After an 18 hour blur of gas stations, McDonald's and toll booths we arrived in Trenton, Georgia at the base of Lookout Mountain.

Lookout Mountain proved to be everything that was promised. Most of all the people were helpful and friendly. We were never pressured into taking any mountain courses, nor did we have to prove ourselves on a training hill. We filled out the required forms, paid our money and were on our way.

I was flying again in 8 weeks. I missed the Pre-Worlds. My first competition was Chelan, with lots of landing fields, after 3 months. The feeling in my right side has slowly returned over 6 months, and most of the aches have disappeared. I've been a bit nervous over trees and on long glides out, but even that fades.

I love flying, and hang gliding is by far the best form. Every flight is just a little more special for me now.

Thanks to Randy Adams, Butch Peachy, and all the others for getting me out of there, and especially to Andre Girard for all the help afterward too.

PS:
(A note about medical insurance in the US: make sure you have some, and make sure it will cover a hang gliding accident. A lot of them will not. Vague thoughts about telling them you fell off your bicycle will not cut it when you are lying in a forest next to a glider. I've looked into it a bit and Blue Cross seems alright, but I don't have anything in writing. My work insurance came through in the end, and the whole experience didn't end up costing too much, financially anyway.)

Lookout Mountain is part of an eighty mile long, perfectly formed ridge. The launch is approximately 1300 ft above the landing field. There are numerous gaps along the ridge but there is a twenty mile section around the launch that is unbroken. Even on light days it is as simple a matter of fly to Chattanooga and back. Altitude gains of 6000 ft are common and gains of 10,000 ft are not out of the ordinary.

The first day it was tailing at Lookout so we drove to another site in Alabama and practiced our cliff launches. The next day we got several sled runs off Lookout until around 19:00hr when we got what the locals called a "bonafide wonderwind". We all scrambled to set up and launched one after another. The fifteen or so gliders that made it up enjoyed the smoothest, largest lift band that I've ever seen. I stayed up for 45 minutes and was the last to land. I enjoyed it so much that I may have stayed up a little to late judging by the number of headlights shining on the field when I landed.

The next day we launched around noon in a 15 mph wind coming straight up the ridge. Most of the pilots that launched when I did made it up. I quickly climbed to a couple thousand over launch and found the ridge lift reliable and the thermals abundant. I bounced from 300 - 5000 ft above launch, going from 750 fpm up at times to over 1000 fpm down. An hour after I launched the launch was blown out and one by one the gliders that were already up got trashed out and landed. Of the gliders that were left in the air there were numerous brand new carbon graphite TRX's a Magic Kiss and a couple of other similar high performance wings. I began to feel a little out of place in my 10 year old \$500 Comet. One by one all the other pilots landed and I was alone above the ridge, wondering if these guys knew something I didn't. I landed after 3 hours and 45 minutes of flying, by far my longest flight ever. I probably learned more about thermalling that day than ever before.

The next day I was ready, this time I brought my lunch and a can of pop. As I explored the ridge and chased the hawks the hours flew by. Before I knew it the sun was setting after over 7 hours in the air. I never did figure out how to drink the pop without making a mess*. I did learn how to do a couple of other things though. (There aren't any restrooms up there!)

That evening we had to leave for home but we'll definitely be back soon, this time with radios so we can cross-country. We're real ready talking about buying a trailer to leave parked down there.

(*Tip: You're better off drinking Gatorade etc, and try using a "Camel Back" or if you're cheap, a UV bag from your local hospital. Ed)



News From Quebec

Just a few words from Quebec since we just had a few minutes to write this down.... thank you Jacques.

We must say that we had three fatal accidents during the past season.

- One was involving an advanced pilot flying in strong conditions.
- The second was an "outsider". (A non-rated pilot or student flying an old glider alone).
- The last one involved an enthusiastic new pilot flying late in the day in nice conditions that were becoming lighter.

It is needless to say that those accidents came as a shock to us. They must serve as signals, showing that there is something wrong with our approach to flying in the last few years. Maybe it's because we don't care enough about each other and tend to let everyone do

his "own thing". Maybe it's because our formation hasn't been good enough recently or hasn't kept pace with the sport. Probably a combination of all of these.

The bad part is that, again, accidents seem to be needed in order to make everyone realize. We have since then started to make some changes like a "survey" of all the gliders in circulation and a "Security Signing Program" for all the take-offs in the Province. This season, a very short overview;

Of course, the weather was never on our side at least during the weekend. Weekdays were absolutely charming.... like the referendum: Yes, No, Yes, No.....

The activities, almost a "too short" overview; We now have a few tow systems in action. I have heard that they are very active and

developing very fast. For those who have never made a trip in our very beautiful Province, let's say that there is a wide strip of very flat land (like the bed of an old and very big sea) going from Montreal to Quebec City (250 km by 100 km). This is mostly farmland. That's kind of our own little "prairies" inside the Province.

The tow industry has a big future, with a big playground for all those cross-country flights (not forgetting the respect that we must have for the people where we land).

Footnote;

We had 7 representatives at the Canadian Nationals. One of them learned the hard way where not to land in Golden.... (There you go Jacques).

Louis Desrosiers

continued from page 18.....

so he decided to hold on tight.

When he hit the dirt he was immediately pitched forward but he held on tight to the glider which saved him temporarily. Realizing he was going to lose control, he started high-stepping with the skies. This wasn't the easiest thing to do with 200 cm of boards strapped to his feet. When John looked back, he couldn't believe his eyes as he was almost back into the woods and the snow. That probably would have been OK except it took another five minutes for them to settle down before they could take the glider off his shoulders.

By the way, the skies didn't take to much of a bashing and they did get to fly, sort of, but that's another story!

The moral of this story? You enter Newfoundland at your own risk if you go there to fly! (You think I'm making this up? take a look at the photo. Ed)

Congratulations to John French and Leslie on their first born on Oct 20th. Apparently, sources say, the boy was heard to say as he thrust his head out, "I hope you don't think

I'm gonna do all the driving, I want to fly too! One last report, heard that Craig "Woody" Janes has been "up-rooted" as Paul Shaw has now stepped in as the new, wait for it... "Branch Manager" of the Newfie "Club Tree Top".

I don't know about these guys.....

Why Should I Join The HGAC/ACVL?

By MARTIN HENRY

I recently attended a Vancouver Fraser Valley Hang Gliding Club meeting, where the new provincial membership fees were being discussed. One member in a somewhat criticizing manner asked the question, "Why do I need to join the HGAC/ACVL? I can just as easily join the USHGA and get my insurance there".

Now quite naturally I (being just a little bit patriotic) felt we should just take this across boarders shopping, ignorant swine, out behind the meeting hall and kick a little sense into this deprived sole!

With restraint, I launched into a my usual patriotic response of Queen and country, budgets and balances and finished off with a rousing round of good old Yankee bashing.

Well after a few days I came to the realization that his question deserved a more precise reply and as a matter of fact I have decided to answer a few other questions that I've heard through the years as well!

Why should I join the HGAC/ACVL?

The HGAC/ACVL is made up of your fellow pilots, people with the best interest of your sport in your country. These volunteers do their very best to promote and secure the future of our sport. As a group we have a voice, separately those voices easily fall on deaf ears. To put it in simple terms, you have a choice; With the aid of a "National" organization you can self regulate and take responsibility for the future of your sport or, eventually, let the government step in and regulate your destiny (if you still need help answering this question maybe you should consider the shape the Canadian economy is in!)

Joining the USHGA will not protect your interests in Canada. Asking other to take care of your interests in Canada while you join another countries association is just plain selfish. I'm not knocking the USHGA, their primary concern is for their pilots flying in the States, just as the HGAC/ACVL looks after Canadian pilots in Canada.

Why should I worry about government regulations (like "D" class airspace)? I never use controlled airspace anyway!

Ignorance is bliss, some HG pilots can't see past the end of their noses. What they seem to forget is all "airspace" in Canada is under the

regulatory authority of the Canadian government. Today's uncontrolled airspace could be tomorrow's controlled airspace.

Being part of an organization that works to prevent that sort of government action, and work to preserve our rights, should be your objective.

Why do I need Liability insurance?

The damage you can cause as a HG pilot is truly amazing. Especially when combined with the opposing brute force of a lawyer. In North America where law suits are a way of life some pretty strange things happen to perfectly normal people when faced with the opportunity to cash in on a lawsuit.

Fear of the risk of legal action has created the need for insurance. I wish this wasn't so, but unfortunately that's the way it is.

Why can't I just use USHGA insurance (its cheaper!)?

Well there you go again, more of that narrow vision! Yes, as far as I know the USHGA policy will provide coverage to a Canadian pilot in Canada, but what do you think would happen if a Canadian land owner made a claim against a Canadian pilot in Canada with US insurance coverage, I will leave that argument to the sharks... I mean lawyers!

What gets overlooked are the needs of your fellow pilots. Many flying sites in Canada (Grouse Mt, Woodside, Golden, Yamaska, almost any commercial ski hill and most HG schools) require specialty insurance. Without the use of "additional named insured" flying from many of these sites would not be permitted. And let's not forget about the HG schools in Canada who also require HGAC/ACVL insurance coverage. Owners of these properties would not accept the risks.

The USHGA policy will not cover these situations! By taking part in the Canadian Program your individual HGAC/ACVL membership/insurance combined with your fellow pilots has created the possibility to write coverage for these special requirements.

Why is the does the HGAC/ACVL membership cost so much more than the USHGA?

Well that one's simple, the USHGA has 10 to 20 times the membership of the HGAC/ACVL,

they can afford to disperse their expense amongst a much larger membership base.

With only 700 to 900 members, the HGAC/ACVL tries to do its best. With the aid of all too few volunteers across this country we attempt to set standards and establish the committees needed to be a credible organization. Far too often these volunteers are overlooked and criticized for their efforts.

As an example of just how the expenses of our association must and should be met, a goal of the HGAC/ACVL is to once a year have a annual general meeting. The objective of this meeting is to bring representation from all the regions of Canada to discuss face to face the policies and decision of the HGAC/ACVL. The costs, a minimum of \$5000.00. I would think it grossly unfair to expect volunteers to pay from their own pocket to work on your behalf.

Well I'm a pilot from Quebec and why can't I get the National Newsletter in French.

As in the previous question, cost is the major factor, just getting a Newsletter out is a real challenge, add in the expense of translating the whole thing is just prohibitive. If its any consolation, the Newsletter editor will print anything submitted in French or have a French article translated into English if requested. The lack of french content reflects the lack of submissions. The National Newsletter is an integral part of your national association, it is intended to benefit all our members.

Why don't I get my National Newsletter? And if I get it, why is it old and out of date?

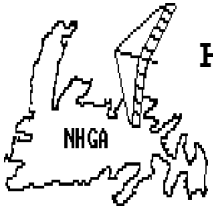
Up until now, your provincial association was responsible for the distribution of your National Newsletter. This system just hasn't worked. Too many provincial systems have disrupted the intent of the publication.

In 1993 the HGAC/ACVL will be assuming the responsibility to distribute this publication directly to the members. If you want to be informed about national issues in Canada, make sure your on the list.

Well there it is, just a few answers to just a few of those questions that face the HGAC/ACVL.

If you don't like the job we're redoing at the HGAC/ACVL then maybe its about time you volunteered your services. A twist on a old saying might just suit here, "Ask not what your association can do for you, ask what you can do for your association!"

M. Henry; President HGAC/ACVL



Hang Gliding Association of Newfoundland

Summer Side of Life

By AL FAULKNER (ALIAS, SWOOP)

This summer was chalk full of little delights that makes life a joy to participate in. I sampled some tastes of aviation delights, that make you lust for more. I visited some old acquaintances and made lots of new ones. I got invited to visit dozens of sites around the US and Canada and hopefully will partake a few.

On my trip to Lookout Mountain Flight Park in Georgia I had the wildest ride of my aviation career. It was called an Aerotow. The first time that I've actually had to stuff the bar to my knees and further, occurred. I also discovered what high speed yaw was. It was sort of like being on the wildest roller coaster you can imagine, trying to hold onto an invisible car, with your hands only.

Trouble seems to be based on the high speed tow plane. In the pits there was some discussion about the various tow pilots with opinions on their techniques greatly affecting the resultant tow. One minute you're way above the tow plane with the bar stuffed to your knees, and the next you're wallowing below the plane looking sideways at it. It bears no resemblance to truck towing.

Apparently having a low performance glider makes it even worse as the high speed realm of flight necessary, creates more problems. People there seem to treat it as a novelty partly owing to the expense involved. If you can hang on to the top you can go to 3-6000 ft or as high as you want to pay for. I realize that one aerotow is not what you should base a decision on, however, I would look into it a bit deeper before committing any funds.

Also there is logistics, such as a major expense to buy the tow plane, bridles, releases, etc. and you require a safe, competent pilot to fly the tow plane. Then he needs to be checked out on towing. The folks at LMFP had about four engine failures during their learning phase, caused by various things. I would suspect that you would almost need a commercial operation to justify the system.

LMFP was a class setup. There was a par excellence HG (no PG) shop on top with everything you ever wanted in HG gear, as long as you wanted PacAir. Their school was pretty busy with lots of instructors, however all this don't come cheap, as a mountain course was approximately US\$8-900. They wouldn't let you off the mountain unless you

could turn a dime and give 9 cents change. But having said this, they had a class setup because when you paid out \$15 to fly at the "Lookout" (week pass) or a few other sites, you pretty much had a guarantee that someone would wire assist you. You were supposed to pay a fee for each site you flew from. Drives were not a problem, partly because there really wasn't much you could fly to, so you pretty much got a belly full of ridge boring, if you were lucky, as I got two sleigh rides in the week I was there.

When we finally got our belly full of collecting UV on the hill tops some of us got a bit of flying at the other sites. At one site I got my only soaring. I had about an hour and a quarter at a site approximately 45 minutes away. A thermal over a field of overripe grain, fed me a slow and steady thermal that got me to cloud base. (4200ftagl) Great flight!

The total driving distance for me was 10,000 km, which wasn't pleasant without air conditioning.

I met a few interesting people, including the guy whomakes and invented the "Spaghetti" harnesses. I also saw the fiberglass pod for which Jim Lee is famous.

In July I went with my family to Chelan, Washington to see the Chelan Classic. I was a free flyer and had some good flights there, such as up to seven thousand or so on an evening flight.

Interestingly you took off in what I would describe as very light conditions and then headed for the house thermals. There was long waits in between launches as the winds didn't come up the slope very often.

Rattlesnakes lurked in the rock near the launch area and apparently I almost stepped on one. My new (used) glider, a TRX140, flies and lands like a dream. The flare window is incredible wide. It's lighter, turns incredible easy, thermals like it son rails, and generally make up for my ineptitude. The high speed glide is pure pleasure as it flattens out the glide ratio beautifully.

After I flew the Butte at Chelan, for about a week I headed to the flats where I knew that Martin and Mia, Barry Berto and Nick Voss were. I ended up staying with them and got in some unbelievable towing.

Martin's rig uses Kevlar rope and a "Golden Wings Kite" A great combination and with 4000 ft of Spectra, I maxed out at 2300 on launch. Get this, average thermal, 5000 ft gains, max thermal 9000 ft gains. Landing field everywhere, dust devil are the thing to head for once you get up in a thermal. The dust devils are visible for ever and they take you pretty darned high in generally widespread smooth lift.

My first cross country flight was 10 miles (1 hr 10 min). Next day I did 2 miles (8500ft, 1hr 20min) and got geeked. The third day, 35

miles, (3hr02min, 10,700ft). Upon reaching 9000ft the lift seemed to evaporate, but I was sustained at that altitude in a sea of light turbulence. Then all of a sudden, I stumbled into an area of very large, smooth lift, that seemed to be everywhere. This took me up to 10,700'. Mi that same day got up to 11,400ft. The day before Martin had described this

my water supply, radio, pod, and glider all at once to the edge of the soft freshly ploughed field. (approximately a mile!) Each step I sunk down about 6 inches. Every few minutes I had to stop to keep myself from passing out in the heat. Have you ever eaten fresh dust? I was unable to leave the glider and walk away because the continuous dust devil activity

came across a house. Only trouble was that it was abandoned long ago and as I stepped inside, into a puddle of bird droppings, a herd of bats flew out at me. "Welcome to my nightmare!" Then the thought occurred to me "what else can go wrong?" Surprise, surprise, I discovered that I had misread the road corner signs and was completely disoriented for a while, till I sorted it out in my (by now) partially cooked brain.

I never imagined that a vehicle with some cool water, soft drinks and food could look so good. Then I could not find the key. Let me see now, where did Nick say he left the key? All of this pleasantness took place over a period of about three hours but it felt considerable longer. (OK, you can blow your nose, 'cause it's so warm now).

It then started to ring home the warnings about making sure you land close to a farmhouse, (apparently the sign I had seen, was to ward off hunters) to the main highway, and close to a corner of the field so you can radio in a position from the sign post at the corner of the field. Oh gee guys, that's what you meant, silly me. Gee honestly it sure looked like the main highway to me, and I thought I was close to the road, Hones in jun.

The hospitality that I was shown there will not be forgotten, as the gang gave me countless hours of their time to explain the mystery of staying up.

phenomenon to me, but I had not really paid attention because I sort of figured that this stuff must only be for experienced pilots. In fact at the time it sounded a little suspiciously like impossibility.... Who said that?

The State record is 180 miles and is held by the guy who stayed at our house. Apparently for the last hour of that flight he was cruising at high altitude with the bar stuffed!

Fourth day I got about 3 miles. I headed to a field that looked like a producer and it was, sort of, however I got some zero for a while, then my brain stopped "Thinking Up", I set up for a final into the field. (Get a towel out, this is a sad storey).

Once I was committed and too low to do anything, dust devils started a poppin. So much so that I had to do some fancy maneuvering to avoid them. Naturally, the air was lifting everywhere and my sunglasses were smeared with sweat, so I didn't notice that I was on a downhill final and the dust devils produced a very slight downwind. (The sad storey has only begun). I floated down the field, to the end and finally popped a landing. It was 105°F. I was dressed for high altitude, as it gets cold at 10,000ft. I next had to carry

would've trashed it. Added to this my radio would not produce a decent signal because I had not brought the good antenna, so I could not tell the driver where I was. So I was doomed to either walk back to town, in the blistering heat, or wait for the buzzard to eat me, till about 10 o'clock that night at the earliest, when the driver would be back from the retrieve. I think that was the day Mia did 96 miles (for three Canadian records) and another local who had joined us, Jeff, did 116 miles (to the other side of Spokane). Then to add insult to injury, I saw a sign on the farmer's fence saying that trespassers would be prosecuted. I felt it would not be a safe bet to go ask for a bit of cold water, so I packed up my gear, stashed it in the bushes, took my T shirt off and put it over my head like Lawrence of Arabia, and set out across country to the launch site. For the first time in my life I prayed for rain. I felt like the guy in the cartoon crawling across the desert with a demented look on his face. As I tromped through the overgrown road/paths, full of buzzies, sagebrush and thorns, (I told you to get the towel out!) I kept having visions of stepping on a rattlesnake, because they were prevalent there. Finally I

.....continued on page 30

Opposite page: Al Faulkner over Lake Chelan. Above right: Looks like a "Buttant Ninga Glider" Over the spine at Chelan Butte. Bottom: "Swoop" coming in to land at the "junkyard".

OFFICIAL WORLD RECORDS

as of September 30, 1992

HANG GLIDERS

OPEN DISTANCE-DISTANCE IN A STRAIGHT LINE

July 3, 1990 LARRY TUDOR (USA) 488.19km
HP AT 158 Hobbs NM USA (tow) 303.35m

DISTANCE VIA A SINGLE TURNPOINT

July 3, 1990 CHRISTIAN DURIF (France) 255.80km
Compact 15 Owens Valley, CA, USA 158.94m

** (Pending 07-31-92, 435kmFAI notice #5/92) **

DISTANCE OVER A TRIANGULAR COURSE

July 4, 1991 JAMES G. LEE (USA) 196.07km
HP AT 158 Garcia, Colorado, USA

DISTANCE TO A GOAL

July 3, 1990 LARRY TUDOR (USA) 488.19km
HP AT 158 Hobbs, NM, USA 303.35m

OUT & RETURN DISTANCE TO A GOAL

July 26, 1988 LARRY TUDOR (USA) 310.30km
HP AT 158 Lone Pine, CA, USA 192.81m

July 26, 1988 GEOFFREY R. LYONS (UK) 310.30km
Foil B Racer 160 Lone Pine, CA, USA 192.81m

GAIN OF HEIGHT (ALTITUDE GAIN)

April 8, 1985 LARRY TUDOR (USA)
4343.40m. UP, GZ-155

Horseshoe Meadows, CA

14250.69ft **SPEED OVER AN OUT AND RETURN**

25KM COURSE

No record claimed

SPEED OVER AN OUT AND RETURN 100KM COURSE

Jan 22, 1990 STEVE BLENKINSOP (Aust) 31.66kph
Magic Kiss 154 Forbes, NSW, Australia (tow) 19.67mph

** (Pending 06-92, 32.6kph notified) **

** (Pending 08-01-92, 34.46kphFAI notice #5/92) **

** (Pending 07-31-92, 35.33kphFAI notice #5/92) **

SPEED OVER AN OUT AND RETURN 200KM COURSE

July 20, 1990 J. C. HAUCHECORNE (Can) 35.8kph
HP AT 158 Golden, B.C., Canada

SPEED OVER A 25KM TRIANGULAR COURSE

Sept 14, 1989 JAMES G. LEE (USA) 42.62kph
Wills Wing HP Gold Hill, Colorado, USA 26.49mph

SPEED OVER A 50KM TRIANGULAR COURSE

Aug 23, 1989 Christian Durif (France) 38kph 462
La Mouette Compact

SPEED OVER A 100KM TRIANGULAR COURSE

No record claimed

SPEED OVER A 150KM TRIANGULAR COURSE

June 10, 1989 DREW W. COOPER (Aust) 26.31kph
Moyes XS Kossen, Austria 16.34mph

FEMALE

OPEN DISTANCE (FEMALE)

July 22, 1991 KARI CASTLE, USA 335.76km
HP AT 145 Horseshoe Meadows 209.85m

Owens Valley, California, USA

DISTANCE VIA A SINGLE TURNPOINT (FEMALE)

July 1, 1990 KARI CASTLE (USA) 292.06km
Magic Kiss 154 Hobbs, NM, USA, (tow) 181.01m

DISTANCE OVER A TRIANGULAR COURSE (FEMALE)

June 22, 1991 JUDY LEDEN (GB) 114.11km
Airwave K2 Kossen, Austria

DISTANCE TO A GOAL (FEMALE)

July 10, 1989 LIAVANMALLIN (Ireland) 172.27km
Airwave Magic 1V Horseshoe Meadows, USA 107.05m

OUT & RETURN DISTANCE TO A GOAL (FEMALE)

July 6, 1989 TOVER BUAS-HANSEN (Nor) 131.96km
Bishop Airport, CA, USA 82.00m

GAIN OF ALTITUDE (FEMALE)

July 6, 1989 TOVER BUAS-HANSEN (Nor) 3657.00m
Bishop Airport, CA, USA

11998.62ft

SPEED OVER A 25KM TRIANGULAR COURSE (FEMALE)

Feb 14, 1990 JENNY GANDERTON (AUST) 26.00kph
152 Foil C Forbes, NSW, Australia, tow 16.15mph

SPEED OVER A 50KM TRIANGULAR COURSE (FEMALE)

Feb 15, 1990 JENNY GANDERTON (AUST) 16.50kph
152 Foil C Forbest, NSW, Aust, (tow) 10.25mph

** (Pending 07-23-92, 21.2kphFAI notice #5/92) **

SPEED OVER AN OUT AND RETURN 100KM COURSE

** (Pending 07-31-92, 24.3kphFAI notice #5/92) **

TANDEM

OPEN DISTANCE

July 12, 1985 LARRY TUDOR, (USA) / 165km.
EIR JUJITA, (JAPAN) 103.12 m

UP Comet 185 Owens Valley, Ca, USA

GAIN OF HEIGHT (ALTITUDE GAIN)

July 6, 1989 KEVIN KLINEFELTER (USA) 3352.00M
TOM KLINEFELTER (USA)

10997.30ft Moyes Bishop
Airport, CAUSA

OUT AND RETURN DISTANCE TO A GOAL

July 6, 1989 KEVIN KLINEFELTER (USA) 131.96km
TOM KLINEFELTER (USA) 81.99m

Moyes Bishop Airport, CA, USA

PARAGLIDERS

DURATION (note this record can no longer be applied for)

May 16, 1988 JEAN YVES FAUSTE (France)
Gemma Makapu, HI, USA 11:23hrs

GAIN OF HEIGHT

Jan 10, 1992 URS HAARI (Switzerland) 3,380M
Vryburg, South Africa (tow)

** (Pending 12-12-91, 3750mFAI notice #9/91) **

** (Pending 08-19-92, 3672.7) **

DISTANCE IN A STRAIGHT LINE (OPEN DISTANCE)

Jan 15, 1992 URS HAARI (Switzerland) 227.65km
Vryburg, South Africa (tow)

OUT & RETURN TO A GOAL

May 13, 1992 XAVIOR REMOND (France) 134.86km
India

FLIGHT TO A DECLARED GOAL (3.4.2.)

July 11, 1992 CHRIS MULLER (Can) 146.22km
APCO Astra 30 Golden, B.C. Canada

OPEN DISTANCE VIA A SINGLE TURNPOINT (DOGLEG)

Aug 4, 1991 WILLI MULLER (Can) 109.32KM
APCO Hilite 3-29 GOLDEN, B.C., Canda

** (Pending 01-03-92, 35.33kphFAI notice #1/92) **

SPEED OVER A 25km TRIANGULAR COURSE

** (pending 07-19-92, 22.38kphFAI notice #5/92) **

SPEED AROUND A 100km TRIANGULAR COURSE

** (pending 01-10-92, 36.488kphFAI notice #1/92) **

DISTANCE OVER A TRIANGULAR COURSE

** (pending 06-30-92, 84.2kmFAI notice #5/92) **

TANDEM

DISTANCE OVER A TRIANGULAR COURSE (TANDEM)

** (pending 06-30-92, 84kmFAI notice #5/92) **

FEMININE

GAIN OF HEIGHT (ALTITUDE GAIN)

Jan 15, 1992 VERENA MUH (FRG) 1.971 M
 FIREBIRD NINJA Bitterwasser, Namibia
OPEN DISTANCE
 June 13, 1992 SARA FENWICK (U.K) 63.03km

OFFICIAL CANADIAN RECORDS

as of October 13, 1992

These records have been filed with the Hang Gliding Association of Canada who in turn filed the paperwork with the Aero Club of Canada. To file for an official record it is necessary to have an Aero Club of Canada Sporting Licence (renewed each year) which can be obtained from the HGAC; a barograph; a camera & a completed record claim form.

HANG GLIDING

OPEN DISTANCE

May 9, 1989 WILLI MULLER (Alta) 332.8km
 Sport 180 Biesecker, Alta (tow) 206.8m

DURATION

Aug 22, 1980 STEWART MIDWINTER (Alta) 7:50hrs.
 ElectraFlyer Spirit Mt. St. Pierre, P.Q.

ALTITUDE GAIN

July 1988 WILLI MULLER (Alta) 3330m
 Sport 167 Cowley, Alberta (A-toltow)

FLIGHT TO GOAL

July 21, 1990 J. C. HAUCHECORNE (B.C.) 172.17km
 HP AT 158 Golden, B.C.

OUT & RETURN

July 30, 1990 J. C. HAUCHECORNE (B.C.) 215.18km
 HP AT 158 Golden, B.C.

200km SPEED TO A GOAL & RETURN (*)

July 20, 1990 J. C. HAUCHECORNE (BC) 35.8km/h
 HP AT 158 Golden, B.C.

100KM SPEED TO A GOAL & RETURN

Aug 1, 1992 MARTIN HENRY (B.C.) 34.468kph
 HP AT 158 Golden, B.C.

OPEN DISTANCE WITH A SINGLE TURNPOINT (DOGLEG)

July 13, 1990 WILLI MULLER (Alta) 154.19km
 HP AT 158 Golden, B.C.

SPEED AROUND A 25KM TRIANGULAR COURSE

July 1, 1991 STEWART MIDWINTER (Alta) 15.828kph
 HP AT 158 Golden, B.C.

TANDEM

GAIN OF HEIGHT (ALTITUDE GAIN)

Aug 15, 1992 STEWART MIDWINTER (Alta) 1546m
 MARK TULLOCH, B.C.
 Double Vision Golden, B.C.

PARAGLIDING

OPEN DISTANCE

July 11, 1992 CHRIS MULLER (Alta) 146.22km
 APCO ASTRA 30 Mt. Seven, Golden, B.C.

FLIGHT TO GOAL

July 11, 1992 CHRIS MULLER (Alta) 146.22km
 APCO ASTRA 30 Mt. Seven, Golden, B.C.

ALTITUDE GAIN

July 7, 1991 CHRIS MULLER (Alta) 2300M
 HILITE 3-24 Mt. Seven, Golden, B.C.

OPEN DISTANCE VIA A SINGLE TURNPOINT (DOGLEG) (*)

Aug 4, 1991 WILLI MULLER (Alta) 109.32km
 HILITE 3-29 Mt. Seven, Golden, B.C.

CANADIAN OUT OF COUNTRY RECORDS

HANG GLIDING

100KM SPEED TO A GOAL & RETURN

Jan 29, 1990 STUART CAMERON (Alta) 22.5kph
 Moyes XS 155 Forbes, NSW, Australia

OPEN DISTANCE

May 21, 1992 JAMES HOUGHTON, B.C. 140.58km
 Moyes XS 142 Chelan, Wa, USA

PARAGLIDING

OPEN DISTANCE

Aug 19, 1992 SEAN DOUGHERTY (Alta) 73.74KM
 APCO ASTRA 27 Gunter, Owens Valley, Ca USA

ALTITUDE GAIN

Aug 19, 1992 SEAN DOUGHERTY (Alta) 3672.7M
 APCO ASTRA 27 Gunter, Owens Valley, Ca USA

OPEN DISTANCE VIA A SINGLE TURNPOINT (DOGLEG)

Aug 19, 1992 SEAN DOUGHERTY (Alta) 96.21KM
 APCO ASTRA 27 Gunter, Owens Valley, Ca USA

note:

**(-----)* = World record pending*

Continued from page 30 Official World record + Canadian record

en route were stored in its memory, allowing the distance and bearing of the closest airport to be read out.

Takeoff was 0700, with a start at 1810 after climbing in weak lift, and then they tracked northwest over the Rhone valley to contact better wave. Conditions were uncertain and slow with a lot of cloud cover on the way to the Pyrenees, and at 1220 they considered turning back. Finally the visibility and the lift improved considerably and after crossing the Pyrenees, and at 24,000 feet were able to track southwest at a ground speed of well over 300 km/h.

The cold of the extended high altitude flight became a factor and froze up all the instruments on the front panel as well as feet. By 1730 they were in southern Spain and the Moroccan coast came into view. The GPS indicated 200 km to Al Hoceima near the coast and 363 to Fez. At 1840 and at 24,500 feet they headed south for Al Hoceima, ground speed 240 km/h, both altimeters frozen up. Only a small VHF radio kept inside a jacket allowed communication with ATC.

They crossed the coast at 1935 and at 14,500 feet, started receiving the Fez VOR, and calculated that the goal was in hand. A variometer warmed up and started working again. While 30 km north of Fez they found a steady 400 ft/min lift making them think of a free distance record after photographing Fez, but they would have had administrative problems landing at an airport without customs facilities.

At 2030 they arrived over Fez at 8000 ft and landed after a flight lasting 13 hours and 36 minutes. Without the problems at the beginning of the flight (more than 75 minutes local at Vinon) the conditions would have permitted a flight of up to 1600 km, if a legal landing spot could be found south of Fez. The retrieval lasted five days, two of which were lost in persuading the Moroccan authorities that they couldn't take off and fly back again!

From "Free Flight", magazine of the Soaring Association of Canada.

St Paddy's Day MASSACRE

By "Woody"

I write this article with reluctance due to the fact it has to do with a mortal enemy of all hang glider pilots on this granite Planet.... TREES! In this case a ugly, gnarled, spindly, sticking from the cliff, grabbing gliders from their, spruce tree.

It was March 17, 1992, St Paddy's Day, that the tragic incident occurred. I was standing on the top of Topsail with the sound of bagpipes wafting up from below. A 10-12 kph wind was blowing straight the hill. For company (and driver) I brought my reluctant girlfriend, Beth, and our five year old son, Craig Jr.

continued from page 27.....

Probably the biggest lesson I learned is that our sport does not allow you to snooze. The length of flight time/distance you get is directly proportional to the effort you put into it. As soon as you think you are done for the day, you are. You have to keep pumping yourself continuously with thoughts that you have to work everything.

Next we headed off to Golden B.C. to visit me ole buddy Peter Bowles Evans and take in the Canadian Nationals. He lives in a beautiful log home that he built, about 15 minutes out of probably the premier site in Canada, Golden.

I got in some extended sleigh rides, one 35 minutes and I got to be wind dummy on day 4 just before I headed back to Vancouver for my return trip home. It's pretty wild being the first guy off and having 60 or so sets of peepers back on launch, all providing play by play, as you waltz too fast and then too slow through enough thermal to keep a Led Zeppelin airborne. Added to that I shouted "clear" just as I was beginning my run, not before. O well at least I got a decent landing!

So in retrospect would I do it all again? Chelan, You bet!!!, LMFP, well, hmmm, maybe, someday, probably not, too far too drive. Besides it was as if you took Hugh's Brook and turned up the thermostat. How ~~but~~ that!!!.....

Cheers! Al

Within 30 minutes I had my Raven setup, picture taken, (Beth wanted to remember what I looked like in one piece), hang check done, and was launched.

The next eight seconds went something like this... Pull in for speed... I'm flying!... I'm sinking!!!... I'll turn right to get in some lift... Damn!!!... I turned of far!... I'll just turn back some... **I said turn back some!... COME ON TURN!!!!**... Oh no!! You jerk, your hips, not your shoulders!!!!... Thank God, I'm turning... Oh S#@T!!!! THE CLIFF... PAUSE... I'm going to make it!!!!... OHNO! **A TREE!!!** What's a tree doing on a cliff??!... I know, I'll just push the control bar through it!... Thank God! I made it!..... **TWANG!..... ARGGGG!!!!!!!!!!!!!!!!!!!!**

Craig (Woody) Janes getting wired by John French at the "Atlantics"

At this point I was hanging from the tree by my right, aft flying wire! I was having a great laugh because all I could think of was, "The Boys are really going to give me a hard time about this one!" About 30 seconds later, after I made sure I was not broken or bent out of shape, I unhooked and climbed back up the cliff.

When I get back to launch, Beth and Craig Jr were no where to be seen. I dropped my helmet and harness and headed back to start breaking down the glider. I was hauling the battens when I heard the sirens and thought, "wouldn't it be funny if that commotion was for me! Nah! it couldn't be!" When I got back to the launch I walked over to look down on the landing field and there they were: 3 police cars, 2 fire trucks, 2 emergency response vehicles, 1 ambulance - all with their lights flashing! And in the middle was Beth and Craig. Beth said she wasn't worried until Craig Jr looked up and asked her, "Mommy, Is Daddy dead?" "If he's not, he will be soon!" Apparently some one at the church in Paradise saw me and called 911. I wonder if William Shatner was working?

By the time I stopped laughing again, up the trail to the launch came a team of trained rescue professionals with repelling ropes, respirators, stretchers and medical supplies to rescue the survivors of the "downed aircraft." (I found out later the Aircraft Rescue Services in Halifax were notified and were standing by). A female RNC officer ran up to me and asked, "Where is the Hang Glider pilot?"

When I replied, "that's me!" her face took on a look of disbelief and then disappointment as she realized her rescue training was not going to be used. I tried to talk them into bringing up my glider but they wouldn't go for it. John French and I retrieved it the next day.

What made it a massacre was not only my bent and broken keel, bent (\$150) control bar, sore arms, wounded pride, and angry girlfriend, but the fact that the land owners decided it wasn't worth having us crazy people around.

So here I sit three months later. The Hang Glider is all fixed. The Boys are having their fun. My

pride is mending and the guilt of losing one of the best east coast sites is slowly fading. I can look back and say;

"I HATE THEM FRIGGEN TREES!!"

Craig Janes

Here after to be known as **"WOODY"!**

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1992 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
Dec 27- Jan 8	NZ	NEW ZEALAND HG CHAMPIONSHIPS Held at the Kaimai and Paeroa ranges in the Waikato-Rotorua district of the north island. Glider rental, accomadation and transport can be arranged. Contact Ross Gaddes, Bossons Road, To Aroha, New Zealand. tel (07) 884 8184
Jan 18-26	Aust	AME4ICAN CUP Tumut, NSW. Internation teams invited. Contact: Ian Jarman, 143 Wynyard St, P.O. Box 558, Tumut, NSW, 2720, Australia. tel & fax (069) 472888
April 17-18- April 24-25	BC	VFVHGXC MEET Mt Woodside, Agassiz. Entry fee \$25 Race to goal, with and without turnpoints. Data backed camera required. First pilots meeting at the Big "E" Resturant; between 9-10:30 am Contact J.C. Hauchecorne (604) 521 1559 (Rain days May 1-2)
June 6-28	USA	WORLD HANG GLIDING CHAMPIONSHIPS Owens Valley, California. Canadian Team selected by '91-'92 Canadian points standing. Contact J.C. Hauchecorne for further information (604) 521 1559)
July 3-8	Wash	CHELAN CROSS COUNTRY CLASSIC Washington, USA. Entry fee ? Contact ? Cloud Base Country Club (?)