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THE OFFICIAL PUBLICATION OF THE HANG GLIDING AND PARAGLIDING ASSOCIATION OF CANADA

VOLUME 9 ISSUE 2

Kevin Caldwell taking his first tow on his new trailer. He did an 80 miler from Bieseker to Bassano. Photo by Vincene Muller

HPAC/ACVL Certified Schools and Instructors

HPAC/ACVL Certified Instructors as of Friday 14 July, 1995

Name	City	Prov	Tel - Res	HG Status	PG Status
Glenn Derouin	Canmore	Alta	(403) 678 4973		PG: Sr Inst; Tandem II
Derek Holmes	Calgary	Alta	(403) 270 7678		PG: Inst
John Janssen	Calgary	Alta	(403) 286 9257	HG: Sr Inst	
Dean Leinweber	Calgary	Alta	(403) 244 3724		PG: Inst
Rick Miller	Edmonton	Alta	(403) 461 3592	HG: Sr. Inst; Tandem	
Willi Muller	Cochrane	Alta	(403) 932 2759	HG: Sr. Inst	PG: Sr Inst
Chris Muller	Cochrane	Alta	(403) 932 2759	HG: Inst	PG: Inst
Richard Ouellet	Calgary	Alta	(403) 247 2861		PG: Inst
Jeff Runciman	Calgary	Alta	(403) 293 9027	HG: Inst	
Georges Thibault	Edmonton	Alta	(403) 457 2507	HG: Inst	
Claude Fiset	St-Ferreol-des-Nei	Que	(418) 826 0882		PG: Inst
Richard Noel	St-Augustin	Que	4185270604		PG: Inst; Tandem I
Philippe Thibodeau	St-Germain	Que	(819) 395 5276	HG: Sr. Inst; Tandem	
Kevin Ault	Cultus Lake	BC	(604) 858 8837		PG: Inst
Barry Bateman	Langley	BC	6048885658	HG: Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		PG: Sr Inst; Tandem II
Maxim de Jong	Sardis	BC	(604) 858 2300		PG: Sr Inst; Tandem II
Armin Frei	Vancouver	BC	(604) 224 5493		PG: Inst
Russell Fretenburg	Vancouver	BC	6049881111		PG: Inst; Tandem
Don Glass	Kelowna	BC	(604) 765 6919	HG: Inst	
Mike Harrington	Burnaby	BC	(604) 294 1394	HG: Inst	
Rick Hunt	Peachland	BC	(604) 767 6717	HG: Inst	
Steve Levitt	Penticton	BC	6044926101		PG: Inst
Cameron MacKenzie	Nth. Vancouver	BC	(604) 980 7479		PG: Inst; Tandem II
Peter MacLaren	Nth Vancouver	BC	(604) 980 3962		PG: Inst; Tandem I
Janet Moschard	Whistler	BC	6049328750		PG: Sr. Inst
Joris Moschard	Whistler	BC	6049328750		PG: Sr. Inst; Tandem II
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Eric Oddy	Golden	BC	(604) 344 5653		PG: Inst; Tandem I
David Palmer	Victoria	BC	(604) 385 2970	HG: Inst; Tandem I	
Randy Pankew	Chilliwack	BC	6047933106	HG: Inst	
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		PG: Inst; Tandem I
Mark Tulloch	Victoria	BC	(604) 658 0119	HG: Sr. Inst; Tandem	
Peter Watson	Kelowna	BC	(604) 765 6919	HG: Inst	
Douglas Beckingham	Winnipeg	Man	2044894761	HG: Inst	
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Barry Morwick	Winnipeg	Man	(204) 254 4056	HG: Inst; Tandem II	
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Rocklyn Copithorn	Stouffville	Ont	HG: Inst		
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Chris England	Mississauga	Ont	(416) 607 8032		PG: Inst
Michael Gates	Downsview	Ont	(416) 636 1696	HG: Inst	
Ray Jarvis	Mississauga	Ont	HG: Inst; Tandem		
Michael Robertson	Claremont	Ont	(905) 294 2536	HG: Sr. Inst; Tandem	
Kevin Thomson	Kitchener	Ont	(519) 742 5744	HG: Sr Inst	
Gary Ticknor	Kitchener	Ont	HG: Inst		

(Certified HPAC/ACVL Instructors are those who's Certification is valid and are current members of the HPAC/ACVL)

HPAC/ACVL Certified Hang Gliding and Paragliding Schools As of Friday 14 July 1995

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller H G & PG	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	TOL 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P.O. Box 2662	Canmore	Alta	TOL 0M0	(403) 678 4973
Aerial Sensations Paragliding	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams Hang Gliding	Yes	No	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
First Flight Paragliding	No	Yes	Cameron MacKenzie	222 B, East 18th Street	Nth Vancouver	BC	V7L2X6	(604) 988 1111
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave	Langley	BC	V1M 2A5	(604) 888 5658
Get High Paragliding	No	No	Armin Frei	116011 - 14th Avenue	South Surrey	BC	V4B1G9	(604) 535 8304
Mescalito Adventure Co	No	Yes	Maxim de Jong	50639, O'Byrne Road	Chilliwack	BC	V2R1B4	(604) 858 2300
Mount Seven Paragliding Inc	No	Yes	Eric Oddy	P.O. Box 2483	Golden	BC	V0A 1H0	(604) 344 5653
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Valley Wings Hang Gliding Inc	Yes	No	Randy Pankew	P.O. Box 2003, Sardis Stn Main	Chilliwack	BC	V2R1A5	(604) 793 3106
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
High Perspective	Yes	Yes	Michael Robertson	RR #5, 865, Conc 7	Claremont	Ont	L1Y1A2	(905) 294 2536
Paragliding Canada East	No	Yes	Chris England	#167 - 3349, Mississauga Road	Mississauga	Ont	L5L 1J7	(905) 607 8032
Skysailing Ontario Flight School	No	No	Karl Dinzl	23, Deanecourt Road	Etobicoke	Ont	M9B3K8	(416) 626 2227
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	C.P. 763	St Germain	Que	SOC1K0	(819) 395 5276

(An HPAC/ACVL Certified school is one that carries current HPAC/ACVL school insurance and only uses HPAC/ACVL certified Instructors.
The HPAC/ACVL recommends that you support your Association by only recommending HPAC/ACVL Certified schools)

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Manitoba Hang Gliding Association
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Manitoba R3C 4M2

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This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to its members. The views expressed in this newsletter are not necessarily those of the HPAC/ACVL, its directors or the editor. The Editor reserves the right to edit contributions. This Newsletter is produced on a IBM compatible computer using Microsoft Word and Aldus PageMaker. Contributions may be sent in on a 5.25" or 3.5" kbt disk as an ASCII text file or in any of the major word processing formats. Written and typed contributions are also accepted. Disk and photo's will be returned if requested and accompanied with a stamped address envelope.

Send them to; Barry Bateman, 21593, 94a Avenue, Langley, BC. V1M 2A5. (604) 882 5090

Published on 1st March, June, Sept, Dec. Deadlines are two weeks prior.

APPROVED ELECTRONIC BARAGRAPHS

Flight record printouts made by instruments designated below will be accepted as baragraphic evidence of flight performance in support of FAI record and badge claims in class O airports (hang gliders and paragliders) provided that the instrument is used in accordance with the relevant sections of the FAI sporting code and the official observer procedure is fol-

lowed. Pre and/or post flight calibration of the instrument at a laboratory approved by the competent National Aero Club (NAC) may be required. NAC's can, at their discretion, revoke this acceptance for their pilots or flights made over their territory. Use of the instruments on other classes of airports is subject to approval of the FAI commissions governing those airports.

Model	Software Version	Manufacturer	Accepted Date
Alto Print	Note 1	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	19 Oct 89
E W Electronic Barograph	Note 1	E.W. Avionics, 45 Wyresdale Crescent Perivale, Middlesex, UB6 8TH, England	20 Mar 90
SKYBOX	2.2 3.2	Automaten Technik Winkels GmbH (ATW) Erienbrunnenstr, 20, D-7454 Bodelshausen	19 Mar 91
PC Barograph	1.2 + 1.3 2.3	Ingenieurbüro Leimkuhler Am Eselsberg 1, D-8120 Weilheim	15 Jul 91
Flytec 3030	29141 Note 2	Flytec AG Ebenastrasse 8a, CH-6048 Horw	21 Dec 91
Flytec 3030	29209	Flytec AG Ebenastrasse 8a, CH-6048 Horw	21 Apr 92
Micro Panel 3	3.0	Afro Fluginstrumente Bahnhofstr. 37, D-8219 Rimsting	23 Apr 92
Bräuniger	29209	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	10 Jul 92
Micro Panel 3	3.1	Afro Fluginstrumente Bahnhofstr. 37, D-8219 Rimsting	27 Sep 92
Aircotec Primus	01.2	Aircotec A.G. Postfach 56, CH-6048 Horw	8 Aug 93
Flytec 3030 Professional	29209	Flytec AG Ebenastrasse 8a, CH-6048 Horw	8 Aug 93
Bräuniger AV Competition	1.6	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	15 Nov 93
Skybox Maxx	93073 3.2	Automaten Technik Winkels GmbH (ATW) Erienbrunnenstr, 20, D-7454 Bodelshausen	10 Feb 94
Davron	2.04	Davron, 1 Church Road, Keston,	17 May 94

THE LIST ABOVE IS CORRECT AT 23 NOV 94

Acceptances are valid only for the models and software versions listed above.

Acceptance of printouts does not constitute and endorsement of the instrument or guarantee of quality of materials, workmanship, reliability, accuracy, freedom from defect or malfunction. FAI and its officials refuse any and all liability for loss, damage or injury resulting from the use or possession of any of the above instruments. It is the user's responsibility to determine if one of these instruments should not be used for determining flight levels in controlled airspace unless they have been certified for such use by civil aviation authorities.

Note 1. This instrument was accepted under an early version of the EAM specification that did not require identification of the software version.

Note 2. This software version is accepted under the condition that the instrument be calibrated by the manufacturer less than one year before the record or badge flight, paragraph 5.4.6 of section 7 of the FAI sporting code notwithstanding. A calibration certificate from the manufacturer must accompany any performance claims.

Subject:

SCORPIO 90 harness warning

Released from Spain by FENDA, the Federacion Espanola de los Deportes Aereos.

IMPORTANT NOTICE

On March 19, 1995, there was a fatal accident when the main hang cable of a harness collapsed in flight and the pilot became detached from the hang glider at an estimated height of 100 meters. As the emergency parachute remained with the hang glider, the pilot could not do anything to slow down his fall to the ground.

We are enclosing the conclusions of the working group about this accident and urge you to spread the news to the hang gliding community of your country. It is also important to notice that in case of a harness's main hang strap failure, the parachute may stay with the hang glider, leaving the pilot with no chances at all. We should try to devise systems of attaching the parachute to the harness in such a way that it will always remain with the pilot.

Working group for the investigation of the fatal accident of Francisco Javier Minondo Iriarte, which happened in Arcones (Segovia) on March 19, 1995: *[I have omitted here the list of those on the working group. Ed.]*

All of those who are on the working group were in Arcones the day of the accident and fly regularly there, have decided to state the following:

- 1). That the main cause of the accident was the breakage of the harness's steel cable from which the pilot hangs from the hang glider.
- 2). That the cable collapsed next to the lower nicopress, where the cable goes round the fiberglass plate hole.
- 3). That as soon as the main cable collapsed, the rope that regulates in flight the angle of dangle, also collapsed.
- 4). That the emergency parachute deployed itself and remained attached to the hang glider through the harness's carabiner
- 5). That in that moment, the pilot became completely separated from the hang glider and the emergency parachute, free falling to the ground from an estimated height of 100 metres, inside the harness, the remaining main hang cable of the harness still attached to the glider through the carabiner.

It is also important to point out:

- 1). That after checking two other harnesses of the same manufacturer and model (**SCORPIO 90**), this working group has detected in one of them that approximately 60% of the cable strands were already broken.
- 2). That Francisco Javier's harness (**SCORPIO 90**) was a 3 year old unit with 97 flying hours according to his log book being unacceptable that such a failure could happen in a harness with that use.
- 3). That the manufacturer knew about this

design fault of its harnesses, as it issued a note in two hang gliding magazines published in France; nevertheless, in Spain there was a total ignorance about this problem.

It is our intention to issue a press release to be sent to all the hang gliding clubs in Spain as well as to spread the news abroad in order to avoid possible accidents.

While I don't know of any of these harnesses in Canada or the US, it is possible they have been sold here in the past or brought in by pilots moving or visiting here. Pilots in other countries should be alert for those using such harnesses and pass this warning on.

Rob Kells Reserve Clinic

This was the 11th year that Rob Kells has come to Cochrane to run a reserve Clinic. Between 80-90 people attended the lecture with 66 people having their reserve repacked. The split between hang gliders and paragliders was 50/50. Some pilots has a few repacks and extra deployments if they had problems or were slow. Four reserves would not have deployed:

Hang Gliding

- 1 Failure of rubber bands/lines tangled
- 1 Too much Velcro on container, impossible to deploy
- 1 Failure of pin in pinlock closure. The pin was defective and broke (about 3 years old), it took some time to pry the pin loose.

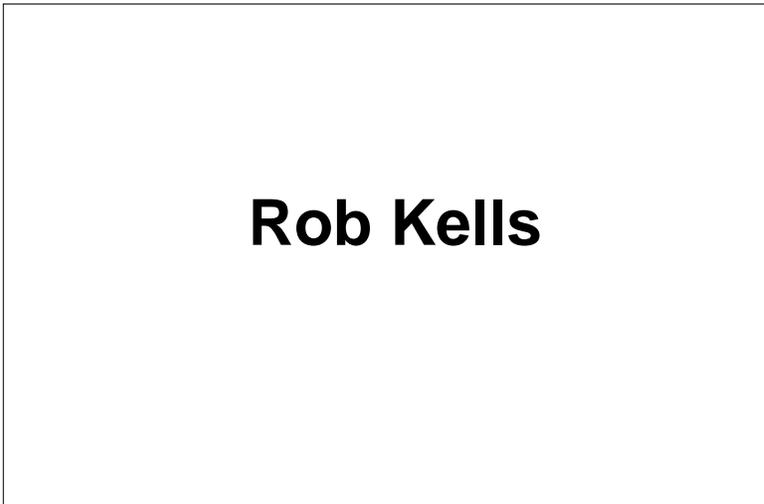
Paragliding

- 1 Too much Velcro

It was a very informative weekend and we had a great BBQ and social evening.

Vincene Muller

Below: Rob Kells smokes his pipe sitting in a sky floater. Photo by Vincene Muller



Rob Kells

HPAC/ACVL Directors Reports & Updates

May 1995 Accident Review and Safety Committee Report

In 1974 when Hang Gliding really started to take off in Canada, Transport Canada Aviation was pretty concerned about our sport, its safety record and its potential impact on general aviation. They clearly intended to include our sport in aviation regulations. Our Founding Directors did an exemplary job convincing them otherwise, and as a result Hang Gliding earned the unique right in aviation circles to self regulate its own activities. For this we must thank the likes of Bill Taylor, Willi Muller, John Cambruzzie, Don Arnie and others who laid it on the line for us.

We were allowed us to self regulate our own activities provided that:

1. We develop an Instructors Standards, certification and training program applicable to all Canadian instructors.
2. That every serious accident is reported that involves medical treatment or aircraft damage, incidents where a valuable lesson might be learned - all other than minor "landing gear" damage. Transport Canada agreed to accept the HPAC Year End Summary so you would not have to file a report yourself.

Therefore if we continue to:

1. Define minimum standards for instruction;
2. File reports, investigate accidents, review our policies and procedures based upon those findings and take action as required;
3. and if we aren't perceived to be dishonest or trying to hide our weaknesses we will continue to remain self regulated. On the other hand, if we are determined to be an irresponsible group of renegades, Transport Canada is eminently capable of stepping in and directly controlling every microscopic aspect of our activities.

Each Pilot in Canada is required by legislation to inform Flight Service Stations of any intended cross country flight in Canada which occurs in Class E or higher airspace. Cross County Flight is defined as any flight where you do not land on the same "set of runways" you took off on. It's in your best interest to cross reference the areas you fly in with existing and impending Airspace classification. I'm astonished at the fear our pilot exhibit of Flight Service Specialists when it comes to utilizing HAGAR. Somehow pilots have come to believe these guys are the evil empire: out to destroy their existence; ruin their life and fine away their life savings.

NOTHING could be farther from the truth. FSS Specialists are there to assist you in any way they can. In fact, it is your right as a pilot to obtain FREE Aviation weather information from them. You can do this, across Canada by telephoning 1-800-463-6355. This puts you in touch with each Regional AWBS: Advanced Weather Briefing Service. They'll give you intense weather briefings for all of Canada, not just their own little neck of the woods.

The HAGAR license allows you to inform them of your intended flight activity. You aren't phoning to get permission to fly. You're telling them you are going to fly and where you are going to do it. (If they tell you - Gee whiz Uh we've got 50 F-18's doing radical aerobatics right where you are taking off! or "Hang tuff a second buddy, that mountain's got a forest fire closure and they are water bombing your ramp!" I think you

and maybe even me might choose to perchance fly another site that day.

I completely fail to understand why pilots are not maxing out on the HAGAR thing. The exam is pathetic. Its far too easy. We go in hoping for at least a modicum of a mental challenge. No such luck. My dog could pass this test. So let me blow my own horn and show you my 30 second HAGAR procedure.

I've got our local Victoria FSS on my speed dial. I look out the window, figure the day looks promising and hit the button. FSS answers my request for winds aloft to 12,000'. Based on information 180 degrees contrary to what I expected, I choose not to try to fly my #1 choice as it's guaranteed to be blowing straight down at 20 knots and instead choose to fly site #2.

I tell them I'll be taking off around noon; I intend to sky pig out to the ceiling of Class E airspace (figure out your own limits from the HE charts available at any flight school) and; I intend to fly as far in a particular direction - normally drifting with the wind - as my skinny little butt and ragged wing will carry me. I then give them my HAGAR license # if requested (most of these guys have not heard of it and don't care anyway) And then I hang up.

FSS in turn will do one of two things.

1. They will normally advise other aviators of your intended area of activity though there appears to be no real requirement for them to do so unless you specifically request them to.
2. They will issue a NOTAM (even run it on an ATIS which is a recorded message that runs all day) if they feel the activity warrants it.

HPAC INSTRUCTOR CERTIFICATION COURSE

for: Hang Gliding & Paragliding
Sponsored by the Alberta Hang Gliding & Paragliding Association

Dates: November 11/12/13, 1995

Place: Cochrane, Alberta

Senior Instructors: Willi Muller (Paragliding)
John Janssen (Hang Gliding)

Course Fee: \$200.00

All participants should meet the requirements
for HPAC Instructor Certification
(available from HPAC Administration Office)
If you have any questions, please contact:

Willi Muller Box 2, Site 13, RR#2
Cochrane, Alta TOL OWO
ph/fax (403) 932-6760

HPAC/ACVL Directors Reports & Updates

Back to Accidents. Every pilot in Canada is required to file an accident report based on the above criteria. This is one of the conditions laid down by Transport Canada by which we can remain self regulated.

In the 21 years that we have been flying, we have reports of 80 Hang Gliding and Paragliding accidents to students while under the active instruction of an Instructor. That averages out to 4 per year. However, in the past 2 years we have had 21 reports of which 13 involved serious injury, 8-9 involved major aircraft damage. (4 were incidents which the Instructors felt a valuable lesson had been learned.) All such reports are confidential information. No report information will be publicly released which identifies the person filing the report other than normal reporting procedures to your Executive.

Our membership must also clearly understand that a larger number of reports are being filed currently because the bulk of our Instructors are vastly more professional, honest and forthcoming than they were even a few years ago. There has also been enormous improvements in the quality of training given our instructors and students.

However, Instructors are again reminded they **MUST FILE ACCIDENT REPORTS** and document their review procedures and resulting action plan. This is the minimum responsible action we expect from professional operations for their own self interest and to protecting the HPAC insurance program.

The minimum guidelines set under Canadian Aviation Regulation for Schools to meet are:

1. A Policy and Procedures Manual must be developed for each operation.
2. An Operations Manager must be named.
3. The definitions and contents of Operational Policy and Procedure Manual and the job description and duties of their Operations Manager(s) as defined in Canadian Aviation Regulations must be developed.

In order to ensure our policies and procedures follow the guidelines defined in CARs, the Instructors Standards Committee has initiated a formal review of:

1. The Instructors Standards guidelines, policies and program;
2. Canadian Aviation Regulations as they apply to our operations;
3. HPAC Accident Review Policies and guidelines requiring Accidents investigations by the operations manager, a review of operational Policies and Procedures and action reports which are based upon those findings and
4. Aircraft Maintenance procedures.

An Outline for these policies and procedures will be developed and provided every certified school in Canada to quickly and easily assimilate into their operations. This may, at first glance look like a horrendous ordeal for all involved but in fact what should result will be a short, simple, professional and helpful package which will enable our commercial operations to present a very polished, professional image.

Fred Wilson
HPAC Safety Director

Administrator's Report

As you can see, this issue, like the last, is late reaching you. All I can say is, sorry, I've now got a (real) Job so along with my hang gliding school, the HPAC administration duties, and producing the 'Air' magazine my time is, how can I say,.... limited! The result is that I now find myself with about 5 hours short each day and 2 days short each week. So, if you have been waiting on me to do something, hang in there, you have not been forgotten. Also just remember, although I get paid to process memberships, ratings and school insurance, this actually represents only about 25% of what I actually do for the HPAC. In other words, I am still a volunteer!

For those pilots waiting for the paragliding ratings, the good news is that they have now been written. The bad news is that they now have to be laid-out and formatted. Also a few errors were detected which are at present being corrected. They will be forwarded on to all certified instructors as soon as they are completed.

The hang gliding exams are also being re-formatted and laid-out to fetch them up-to-date. These also will be sent out to all HG certified instructors when that task is completed.

The HPAC would also like to produce some HPAC shirts, hats, badges etc. which I was another project I was going to take on. Unfortunately I just do not have the time so if there is anyone out there who would like to contribute to the sport they are involved in and process the skills required to produce the above articles please contact me at the above at the administration office.

Finally, the HPAC is always looking for pilots to help in the running of the HPAC. If you feel like contributing to your association contact myself and I will steer you in the right direction.

Barry Bateman
HPAC Administrator

AN INVITATION

Come join the annual pilgrimage to Point of the Mountain, Salt Lake City, Utah. We are tentatively planning to go two weeks before Thanksgiving. If your log book is looking a little skimpy this year, there's no better place to finish off the season. Contact: Rick Miller at 461-3592. Or Lucille de Beudrap at 461-3240. [Edmonton Club, Alberta]

HANG LOOP FACT SHEET

Compiled by Chris Jones
With Advice from Mark Carr

(The following is part of a file of technical articles which has been compiled by Chris Jones of the British Hang Gliding and Paragliding Association (BHGA) and forwarded on by Mark Dale of the BHPA. Hopefully we will be able to continue to send you more of these articles as they arrive. Ed)

Introduction

Hang gliding hang loops are nowadays usually produced by the glider manufacturer, but in the past were off-the-shelf items of climbing equipment. So it is to the climbing world that we turn for guidance and expertise in the care and use of these materials.

Climbers call the webbing material 'tape', and a closed loop of tape is called a 'sling'. The important points about a sling are the strength (material) of the tape, its width, and the strength of the sewn overlap join.

Hang Loop Material

Webbing tape is usually woven from nylon, polyester, polypropylene or a mixture of these.

Nylon is the most popular, and has much to recommend it, having good abrasion resistance, good UV resistance, high strength and very good shock absorption characteristics (due to its elasticity). Its down side is that it is attacked by acid, and loses 10 to 20 % of its strength when wet.

Polyester is less suitable for hang gliding use, having poorer abrasion resistance and shock absorption characteristics than nylon (As it doesn't lose strength when wet it is useful in caving equipment.)

Polypropylene is the cheap (and generally nasty) end of the webbing market - usually used for trouser belts etc.. It has poor abrasion resistance, poor UV resistance, and is much weaker size for size than nylon. It should not be used around hang gliders, though in the past some has been. A quick test is to drop the suspect material in a bucket of water: Polyprop will float, whilst polyester will sink.

Mixtures

In recent years slings made from a material sold under various trade names (Spectra, Dyneema and Technora) have become popular in climbing. This webbing is stronger and lighter than nylon, and is claimed to have eight times greater abrasion resistance, though

opinions differ as to whether it is more or less susceptible to UV degradation. The down side is that it is more expensive, and has a poor shock absorption characteristics.

Webbing Width

Karabiners are optimised for use with rope, and so are tested with the load applied on a 11mm bar through each end. Webbing is invariably wider than rope, and so inevitably applies an incorrect loading to the karabiner. This results not only in the karabiner failing at much less than its design strength, but also in the webbing failing prematurely. In some test using 25mm slings a 42% sling strength loss was observed with a D shaped karabiner which had a fairly sharp angle between its axes. Even with larger, better shaped karabiners and average of 25% loss was measured. This is due to the load being taken on the edges of the webbing, which then rip. Stiffer tapes (generally) flat rather than tubular) appear to be worse in this respect, but the message seems to be treat 25mm as the absolute maximum width, and preferably consider the 19mm slings which are available, certified to 2500kg (which is greater than UIAA karabiner standards and over four times the load at which a certified glider may break at.)

Sewn Joints

The major British climbing/safety equipment manufacturers produce slings etc. to BS 5750 quality assurance standard. This means all sewn joints are a set pattern, with thread, number of stitches, and rows of stitches quantified in great detail. Some of these manufacturers use computer automated sewing machinery in order to guarantee consistency.

In the past some hang glider manufacturer's produced webbing hang loops of a design which eventually led to a fatality. These have a loop at either end, and are sewn together in the middle. Unfortunately they were constructed from a single length of webbing,

rather than webbing already sewn into a loop. The fatality occurred when a pilot found the strop too long, so clipped his harness into the top loop. His weight was thus taken directly on the top stitches, which failed, thus releasing the rest of the stitching and the entire strop. Examine carefully the construction methods employed in any hang-loop you are thinking of clipping into.

Knots

Putting a knot in a sling can reduce its strength by up to 50%, the average reduction being in the order of 30%. (And NEVER use a sling made from a knotted length of webbing; even a correctly tied 'tape knot' will eventually untie itself.)

Parachute bridles

Many parachute bridles use 25mm tubular nylon bridles, and these have performed well. As a result of an accident in America where a parachute bridle (being used in anger) was severed by the glider's back wires/tangs, most parachutes produced in the USA now use a bridle made from Type 18 webbing. This is a 25mm flat nylon webbing manufactured to a military specification (the closest equivalent available in Britain appears to be Troll 25mm

Vincene & Pat Page

Vincene Muller and Pat Page seeking shelter under a glider during a brief snow storm at the Easter Meet

Blue Super Tape.) Its virtue is that it is more resistant to abrasion damage than 25mm tubular. The down side is that it is stiffer so will not compact under load onto the spine of the karabiner, so it is even more important that the advice given in the BHGA Karabiner Fact Sheet is followed re Parachute Bridle Attachment.

WANTED

**Tandem Paraglider Instructor
Must be experienced.**

**Work and fly at beautiful Grouse Mountain,
overlooking the city of Vancouver, B.C.**

**Contact Cameron McKenzie at
1st Flight Paragliding
(604) 980 7479**

UV Degradation

In tests on nylon tapes, 300 hrs of sunlight produced a 4% strength loss. This is approximately the number of gluing the average BHGA member get in ten years.

Webbing care

Inspect regularly for cuts, abrasions, chafing, and stitching damage. Replace at the first sign of damage. Be especially vigilant if your glider employs a king post hang-point, as there are more sewn joints and two narrow radius webbing-to-metal bearing points.

Wash out mud and grit with warm water and dry slowly in an airy place. Do not leave exposed to direct sunlight. Do not leave wet. Avoid all contact with solvents, acids, alkalis etc.. If the webbing surface has gone fluffy (surface fibrillation), replace the loop.

Recommendations

Never fly without a back-up.
Never fly without a back-up.
Never fly without a back-up.

Most modern gliders are supplied complete with hang-loops constructed by the glider manufacturer. If you are a follower of the 'belt and braces' approach to personal safety, consider getting your back-up loop from a climbing shop - complete with a sewn tab giving guaranteed breaking strength and a UIAA stamp. Beware of fluorescent dyed tapes, they can be very susceptible to UV degradation.

Never fly without a back-up.
Never fly without a back-up.

Hang Loop Failure

The BHGA had some damaged hang loops tested that vigilant factory staff had removed from gliders during winter strip-down checks. An otherwise pristine loop with a couple of small nicks in one edge was found to have lost 1/3 third of its new strength.

Several BHGA members have experienced the feeling of dropping onto a back-up loop when their main loop failed. In one case a loop with some known minor edge damage had been adjusted to have a 'fair bit of life left in it'. In another a glider borrowed abroad was found (subsequently) to have been fitted with a hand stitched hang loop!

Thanks to Mark Carr for advice and proof reading.

The HAGAR Exam and Fruit

After much procrastinating and snivelling about to many Government regulations I finally went in and wrote the HAGAR Air Reg Endorsement, after the least amount of studying possible I assure you. Lo and behold the DOT staff were helpful, the test was easy and I passed. Anyone contemplating the test can be assured that it only takes a couple of readings of the Ultralight and hang gliding Information manual T.P. 4310E (available through Transport Canada) and the mental capacity of a grape for you to pass. Although I have heard that the test could be updated and made more difficult, possible needing the memory of a pineapple or

maybe even an orange.

So if any body has any doubt of the type of fruit above their shoulders they should bite the bullet and take the test ASAP. Remember, No HAGAR, no competition points in 1996

Barry Berto. B.C.

(Editors note: Since the was penned the test has indeed been upgraded and you will probably need the intelligence of a banana to pass. It has indeed become more difficult and the test now requires actually reading air reg maps and plotting your intended course across them.)

Sky Fever

By James M. R. Gerwing

I must go back to the sky again
to the world of rollicking air,
and all I ask is a sleek ship
and a thermal to take us there,
a devil's kick and the wind's song,
my taught sail quaking,
ten thousand feet on a day in May,
a record in the making.

I must go back to the sky again
for the call of the sown wind dash
is a wild call and a clear call
that lures the bold and the brash.
And all I ask is an unstable day
with the vario sounding off
while I fling my craft fore and aft
at the cumulus aloft

I must go back to the sky again,
to the soaring gypsies way,
to the hawk's life and the eagle's life
and the wind's up, up and away.
And all I ask is a cloud street
where the lift is smooth as glass
and a gentle run at the set of sun
in to a field of grass

The 'AFNOR' paragliding rating system

BY WAYNE BERTRAND
WITH ASSISTANCE FROM GREG CALDWELL

The french homologation (sanctioning) tests for paragliders are determined by the Association Francaise de Normalisation or **AFNOR**.

DESCRIPTION:

This is the evolution of the former ACPUL standards which are now defined as 17 tests which every wing must perform to be homologated (sanctioned)

For the purpose of the tests the AFNOR describes the different classes as follows:

STANDARD

A standard paraglider is meant for the beginner or occasional pilot who flies in his spare time. It is characterised by great stability, good manoeuvrability and is easy to use. It must have passed all of the 17 tests successfully. If it is equipped with trims, the whole test procedure must be performed with the trims at both extremes, full on and full off.

PERFORMANCE

A performance wing is for pilots who fly regularly and strive to enlarge their domain of flight. It is more demanding to fly, yet still has good stability and ability to return to normal flight if flown by an experienced pilot.

COMPETITION

A competition paraglider is only for a limited number of pilots who fly on a daily basis and have accomplished flying techniques.

TANDEM

A tandem paraglider is described as a paraglider designed to carry the pilot as well as a passenger.

TECHNICAL TERMS

There are some technical terms which AFNOR uses in its test descriptions.

“Normal flight” is when the paraglider is flying straight without intervention from the pilot.

“Spontaneous return to flight” means “without pilot intervention”

“Pilot intervention” means pilot input according to instructions in owner’s manual.

“Flyable” means that if the paraglider is deflated (max 40% of wingspan) the pilot can

still perform 180° turns in both directions without making the situation worse.

“TBD” means “to be determined”. Procedures have yet to be defined.

Now, on to the 17 tests.

1. INFLATION

Objectives

To test the capability of inflating easily.

Procedures

TBD Required results All categories are TBD

2. LANDING

Objectives

To test the capability of landing without special manoeuvres.

Procedures

TBD Required results All categories are TBD

3. SPEED RANGE

Objectives

Verification that the speed range is sufficient and to give this information to the user.

Procedures

The Vmin and Vmax are maintained for 10 seconds and the respective speeds are registered on a graph.

Required results

Standard

The speed range must be at least 10km/h

Performance

The same as Standard, but with trims in “slow” position.

Competition

None imposed, speeds not registered. Tandem Speed range must be at least 15km/h.

4. USE OF ACCESSORIES

Objectives

Verification that use of the accessories (trims, accelerator,...) cannot be at the root of dangerous behaviours (i.e. tuck at Vmax or parachutal stall at Vmin).

Procedures

Vmin: trim set at minimum speed position for 10 seconds., the speed is recorded and the behaviour is observed. Vmax: accelerator or trims are set at maximum speed, with no input on toggles, maintained for 10 seconds, the speed is recorded and the behaviour is observed.

Required results

Standard

Paraglider must not exit the realm of flight and the speeds are recorded.

Performance

Same as standard

Competition

Same as standard

Tandem

Same as standard

5. PITCH STABILITY

Objectives

Testing of the pitch stability

Procedures

With trims set at Vmax, the pilot slows the paraglider using the toggles. At the stall point, the toggles are released quickly.

Required results

Standard

The forward surge must not exceed 45' (from horizon). Tucks are acceptable if they do not cause changes in flight path.

Performance

The forward surge must not exceed 90' (from horizon). Tucks are acceptable if they do not cause a change in flight path exceeding 90' and return to “normal flight” is spontaneous.

Competition

Test not imposed

Tandem

Test not imposed

6. EXIT FROM PARACHUTAL STALL

Objectives

To test the aptitude of the paraglider to return to “normal flight” upon exiting a toggle induced parachutal stall.

Procedures

The pilot slows the paraglider, using the toggles. At the stall point, the pilot slowly raises the toggles to their highest position. If, after 4 seconds, the glider is still in a parachutal phase, the pilot applies the inputs prescribed in the owner’s manual.

Required results

Standard

Exit from parachutal stall must be spontaneous and within 4 seconds with a forward surge no greater than 45' and a change in flight path of no more than 180'.

Performance

Same as standard but with a maximum forward surge of 90'.

Competition

Forward surge of less than 90', return to “normal flight” within the 4 seconds following “pilot intervention”

Tandem

Same as performance

7. EXIT FROM B-LINE STALL

(slow release)

Objectives

To test B-line stall capability, if recommended in the owner’s manual, and also test pitch stability.

Procedures

If there are accessories, they must be set at Vmin position. The pilot pulls on the risers until he obtains a B-line stall, then releases it slowly. If the paraglider remains in a parachutal stall, the pilot applies input according to instructions in the owner's manual.

Required results

Standard Forward surge of less than 45', tuck accepted if it does not cause a change in flight path and it re-inflates spontaneously.

Performance

Forward surge of less than 90', return to normal flight within 4 seconds of pilot intervention.

Competition

Test not imposed

Tandem

Test not imposed

8. EXIT FROM B-LINE STALL

(quick release)

Objectives

To test the capability of the paraglider to return to normal flight upon exiting a B-line stall.

Procedures

If there are accessories, they must be set in Vmax position. The pilot pulls the B risers until he obtains a B-line stall, then he releases the B-lines quickly. If the wing remains in a parachutal stall, the pilot applies input according to the instructions in the owner's manual.

Required results

Standard

Forward surge of less than 45', tuck accepted if it does not cause a change in flight path and it re-inflates spontaneously.

Performance

Forward surge of less than 90', return to normal flight within 4 seconds of pilot intervention.

Competition

Forward surge of less than 90', return to normal flight within 4 seconds of pilot intervention.

Tandem

If the owner's manual does not specify the possibility of performing a B-line stall, the test is not imposed. If it does have the capability, then the same as Performance.

9. APTITUDE TO TURN

Objectives

To test the aptitude of the paraglider to turn
Procedures If there are accessories, they must be set in the Vmin position. The pilot performs a 360' turn first in one direction, then in opposite direction as fast as possible.

Required results

Standard The turn is performed without weight shift. Maximum time allowed to perform the manoeuvre is 18 seconds.

Performance

The turn is performed using weight shift (if

necessary). Maximum time allowed to perform the manoeuvre is 20 seconds

Competition

The turn is performed using weight shift (if necessary). Maximum time allowed to perform the manoeuvre is 23 seconds.

Tandem

Same as competition

10. MANOEUVRABILITY

Objectives

To test the capability of turning quickly, for example, to avoid an obstacle

Procedures

The pilot pulls the toggle down to its lowest position, with the other toggle completely released. After a 90' turn, he releases the toggle, stabilizes the paraglider, then repeats the manoeuvre in the opposite direction

Required results

Standard

No exit from the realm of flight

Performance

Same as standard, but weight shift is used if recommended in the owner's manual

Competition

No exit from the realm of flight or return to normal flight on its own, at the end of the manoeuvre. Tandem Same as competition

11. WING OVER

Objectives

To see if the paraglider has a tendency to slide in the turn and can return to normal flight

Procedures

The pilot performs a series of turns with a bank angle of at least 45'

Required results

Standard

No tucks permitted

Performance

Tucks are permitted as long as the change in flight path does not exceed 90'

Competition

Same as Performance

Tandem

Same as Standard

12. EXIT FROM ASYMMETRICAL FRONT DEFLATION

Objectives

To simulate a known, in flight, occurrence
Procedures The pilot provokes a tuck of at least 55% of the wingspan, then shifts his weight to the deflated side and waits for 4 seconds, then uses the toggles (if necessary)

Required results

Standard

Spontaneous return to flyable state in less than 4 seconds and maximum deviation from flight path of 360'

Performance

Same as standard

Competition

If the paraglider does not return to normal

flight within one 360' rotation, the pilot intervenes and the paraglider must return to a flyable state within a 360'

Tandem

Same as competition

13. EXIT FROM A MAINTAINED ASYMMETRICAL FRONT DEFLATION

Objectives

To simulate a known, in flight, occurrence

Procedures

The pilot provokes a tuck of at least 55% of the wingspan, then he shifts his weight to the deflated side and waits for a complete 360' rotation before releasing the riser which initiated the tuck

Required results

Standard

Spontaneous return to a flyable state with a maximum flight path change of 360'

Performance

If the paraglider does not return spontaneously to normal flight, the pilot intervenes according to the instructions in the owner's manual. The paraglider must return to a flyable state within 4 seconds and a 360' turn

Competition

Same as performance

Tandem

Return to normal flight within 2 revolutions

14. EXIT FROM SPIN

Objectives

To test the exit from a spin and control on all three axes

Procedures

With the trims in the Vmax position (if glider equipped with), the pilot slows the paraglider to the Vmin. The pilot then applies full brake on one side, while simultaneously completely releasing the other toggle. He holds this position for one 360' revolution, then quickly returns the toggles to a neutral position.

Required results

Standard

The paraglider must return spontaneously to normal flight but is allowed to rotate up to 360' in the same direction as the spin

Performance

The paraglider is allowed to continue in the spin up to 360', then must return spontaneously to normal flight within the next 90'

Competition

Test not imposed

Tandem

Same as performance

15. EXIT FROM ASYMMETRICAL STALL

Objectives

To test the capability of the paraglider to return to normal flight in the event of an

.....continued on next page

involuntary asymmetrical stall

Procedures

The pilot slows the paraglider to Vmin, then applies full brake to one side, until he provokes an asymmetrical stall, then quickly releases both toggles

Required results

Standard

Spontaneous return to normal flight within a flight path change of less than 90'

Performance

If the paraglider does not correct itself, the pilot applies input according to the owner's manual and the paraglider must then return to normal flight within 90'

Competition

Test not imposed

Tandem

Same as performance

16. EXIT FROM A SYMMETRICAL FRONT DEFLATION (front closure)

Objective

To simulate a known in-flight occurrence

Procedure

Using the front risers, the pilot provokes a symmetrical front closure, the risers are then released. During the manoeuvre, there must be no input on the toggles

Required results

Standard

Return to normal flight without pilot input in less than 4 seconds and with a forward surge of less than 45'

Performance

If the paraglider does not re-inflate itself, the pilot intervenes and the paraglider must return to normal flight within 4 seconds and with a maximum forward surge of less than 90'

Competition

Test not imposed

Tandem

Test not imposed

17. EXIT FROM TIGHT 360' TURNS

Objective

To test the capability of the paraglider to return to normal flight after a series of tight 360' turns

Procedures

The pilot enters into a spiral dive and holds it for two revolutions. He then slowly releases the toggle during the third revolution

Required results

Standard

Return to normal flight spontaneously within 360'

Performance

Return to normal flight spontaneously within two revolutions

Competition

If the paraglider remains in a spiral dive, the pilot intervenes and the wing must return to normal flight within a 360' turn

Tandem

Same as performance

AN INTRODUCTION TO THE AHPA BOARD OF DIRECTORS

PRESIDENT:

GEORGES THIBAUT

My name is Georges Thibault and I've been flying hang gliders since 1986. It all started when Dan Venick asked me if I would be interested in trying it. So I did, but it was in the middle of winter in the early part of February At Hermitage Park in Edmonton. That day I got two flights in of only a few seconds each. Now I have accumulated over 200 hours. I guess I could say that I am a recreational pilot most of the time, although some times I perform at airshows which I really enjoy.

My whole family has flown in a hang glider [tandem]. I guess not too many families have had this privilege.

Before hang gliding, I was Skydiving for both pleasure and business. I was with the Canadian Forces Parachute Demonstration Team for six years performing in air shows all over

North America and Europe. The hottest place that we jumped was in Arizona and the coldest was either Alert, 400 miles from the North Pole or Frobisher Bay in the middle of winter at -60F. and at 10500ft AGL. Over the years from 1972 till last August '94 I logged 1778 jumps. The highest jump was from 18000ft and the lowest 1600ft AGL.

For the past three years I've been involved with the AHPA in tow capacities, Vice President for the first year and this is my second year as President. I am also a representative on the HPAC Board Nationally and besides working for the pilots of Alberta, I try to work also for all Canadian pilots.

As the AHPA President I see the monies that we now receive in the grants dwindling each year and by 1997 it could be all over if we don't meet our 300 member quota by 1996. What the politicians want is always numbers, the

THERMAL/ CROSS COUNTRY CLINIC ***at GOLDEN, B.C., JULY 31 - AUG. 4, 1995***

Hosted by **1991 World Champion, Robbie Whittal**, Edel USA, Aerial Sensations and Rocky Mountain Paragliding.

Imagine you are coring a thermal, climbing at 5m/s, knowing exactly what is going on as well as where you want to go. Imagine going distances you've only dreamed of before. Come join us in one of the premier cross country sites in North America, beautiful Golden B.C., and learn the techniques that will take you well past the "average pilot's" knowledge and skill level. Guided by one of the top pilots in the world, as well as by a top Canadian pilot who is familiar with Golden, you will also have the opportunity to try out some of the latest wings on the market courtesy of Edel USA.

Course fee will include all theory, shuttles to launch, retrievals from as far as you can fly and a radio, should you not have one.

Spaces are limited so book early.

Registration deadline is July 9, 1995, \$100 deposit required.

Call (604)765-2359 or (403)678-4973

more pilots we have, the better they listen, at least it seems that way to me. In Alberta the trend seems to be to force us to merge with other Provincial Associations [e.g. Sailplane etc.] to meet the magic number of a minimum of 500 paying members for grant application. Enough of politics for now. I would like to extend an invitation to all pilots and families to come and experience our beautiful Western Provinces and fly either by towing or foot launching your paraglider or hang glider over the Rockies or Flatlands. Every year during the month of July or August there is either a fly-in or competition being held in Golden, B.C.

The Alberta Hang Gliding & Paragliding Association may be reached at:
17911-95th St, Edmonton, Alberta T5Z 1L9
or P.O. Box 2011, Stn M,
Calgary, Alta T2P 2M2
ph: (403) 457-2507

SECRETARY:

LUCILLE de BEAUDRAP

Hello. My name is Lucille de Beaudrap. I live in Edmonton, and work as an RN in the ICU of a large hospital. I have been Paragliding for about 3 years. I first tried to learn Hang Gliding about 5 years ago. My feet never left the ground, and I have the honor of being Rick Miller's only complete failure as a student! He's making it up to me now by helping me tow up with my Paraglider. This is doing wonders for my log book, as well as saving on fuel costs. Before I started towing, I would travel down to Cochrane every time I wanted to fly. Ted and I were down in Cochrane so often that many people think we live there. I was elected to the AHPA board of directors this February as secretary. This is my first year on the Board, and I hope to make a positive contribution. Soft landings..... Lucille.

TREASURER:

GERHARD DICKMEIS

Someday in 1985 I got the idea to follow a childhood dream I wanted to fly. But not just only flying, no, the goal was to fly like a bird. It took me up to summer '89 to find out how. Hang Gliding was (is) the solution. About one hour from my hometown, Cologne (Koeln in Germany), there is a Hang Gliding school. So I made contact with Arno Groebner in Wiehl. At his school I made all the exercises on the training hill and the ground school for the German learners license. Well, after a lot of Hang Glider carrying and a lot of lost weight and sore muscles, I hold it in my hands, the learners license. (something like Hang I).

For some reason there was no more increase in skills and knowledge for me and I decided to go into the Black Forest where there is a local

school. There I met Erwin Zipfel, my new teacher. He is very good at showing students the beauty of flying, respect for nature and leading you softly but constantly to your personal limits.

There I finished my A - License, and later on, my XC -License. Well, then in spring 1993 some circumstances came up that made us to decide to go to Canada. We, this means my family and I, applied for permanent residence in Canada and on the 22nd. of December 1993 the big day came. We immigrated to Canada. I searched immediately to contact Hang Glider pilots in Edmonton, but at first I could not find any. My brother, who lives in Edmonton too, knew from somewhere that there is a hill in Cochrane. So, on December the 29th. I met Willi there. For sure he knew everything about the guys in Edmonton. So in January 1994 I met Rick Miller. I was surprised how welcome I was. Well, from there on everything went fast. In March 94 I made my first launch in Canada. Where? In Cochrane. The day after this, I launched from the towing vehicle of the Edmonton Tow Club. In the following time I made a lot of friends. We have very much fun sharing our sport, giving and taking. So I collected about 30 Hours of airtime in the last year and got some nice lessons about flying and how fast it goes to come back to the LZ. Because of my background from Germany, where our sport is no more fun, I wanted to be involved in the business of the AHPA. My intention is to do what ever I can to preserve the freedom of our sport and help to make it safer and keep the fun in it. At the annual meeting of the AHPA in February this year, I was elected as the Treasurer. I thank everyone who gave me his/her vote. Thank you for the credit you gave me. Finally I want to take the opportunity to write some few words to my friends: Thank you for all the help and support you gave me. Gerhard Dickmeis Treasurer AHPA

DIRECTOR:

GUS LARSON

I was born in the '40's in the prairie town of Niparwin, Saskatchewan. I spent my childhood building model sailplanes, flying kites and drawing pictures in art class on chairbacks and dreaming of owing his own airplane.

At the age of 17 I left home to join the Armed Forces.

My dream of owning my own aircraft became a reality in 1972 and I got my commercial pilot's licence in 1972 also.

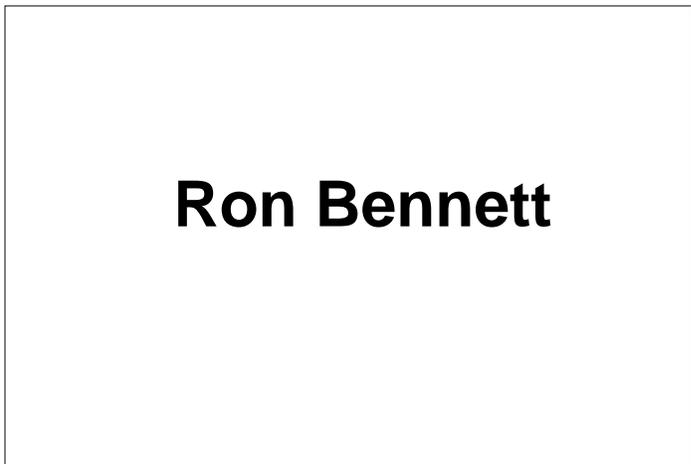
I first saw hang gliding while posted in Germany in 1974. On my return to Canada in 1975 I looked up Terry " Birdman" Jones and bought my first hang glider while taking lessons. Before long I was President of the Edmonton Hang Gliding Club and test pilot for Birdman Enterprises [flying with no luff lines, washout tips or reserve!]. The end result of these early experiences was a serious crash landing, a broken nose and jaw fractured in three places. I then returned to flying small aircraft commercially for an engineering company and in my spare time, towing sailplanes while posted in Cold Lake, Alberta.

It was on a Sunday afternoon after releasing a sailplane that I spotted a truck travelling down a country road with a hang glider on top. I followed the truck until I found the hill he was launching from. This contact started the whole sport of hang gliding all over again. I started a club at Cold Lake and flew there until I retired from the Air Force in 1991.

On returning to Edmonton I started flying with the Edmonton Hang Gliding Club and now I serve as Vice-President and Northern Director for the Alberta Hang Gliding & Paragliding Association and accountant for the Edmonton Tow Club. I am always on the lookout for 'tips' to pass along to fellow pilots. "Every aircraft has it own safe airspeed —whether ascending or descending - find your craft's safety margin and fly safe."

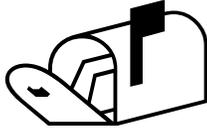
PARAGLIDING & SOUTHERN REP DEREK HOLMES

(No information as we went to press)



Ron Bennett

Ron Bennett launching at Savona at the Easter Meet
(Picture not related to article) Photo by Vincene Muller



Airmail.....

Letter to the Editor:

Another Award!?? The other day I was reading the "Air" and as I was reading Fred Wilson's article about the Cliff Kakish-award a few thoughts occurred to me. Here they are:

Another award? Who do we give it to and how do we decide who to give it to? After a few years we often run out of people to give it to. Over the years, anyone with some seniority will-get it. I guess that's what happen with the level V. After a while we ran out of people to give it to so we-stopped giving it out. There are quite a few individuals worthy of a nomination for awards, but shouldn't we first come up with-some guidelines about who to consider for this award?

In the article, it sounded like we should give the-award to thank individuals for their work. If we are to go through the exercise of having an award, let's-decide if we should give the award in recognition of administrative work or aviation achievements or both. There would not be any problem initially finding individuals who qualify in both categories. Examples: Martin Henry. He is always pushing the envelope trying to achieve a new milestone. Unfortunately, he is-always one inch short. On the administrative side, what would we do with out him? Insurance, airspace, just-to name a few areas. Mia Schokker. She deserves just an award for the same reasons as Martin, plus, she puts up with Martin.

In keeping with pilot couples, the Mullers are definitely on the short list. Willy has made the sports of Hang-Gliding and Paragliding what they are now in Canada. In addition, he has set many records and milestones. Vincene has contributed enormously to the development of both sports in Canada and she puts up-with two male pilots in one household.

George Borradaile. He has been in the aviation business forever. Actually, there is a picture of him standing next to-some ancient biplane. He claims it's his dad, but I am not that sure. In any case, he has been in the-forefront when it comes down to making our sport a safer sport for all. In addition, he is constantly-promoting our cause.

Peter in Golden. Peter is dedicated to the sport and the development of his valley like very few others. Those are just a few names of people from the western region who deserve recognition in the sport of-hang gliding. There are many others across Canada in Paragliding and Hang Gliding who are deserving of-the honour, or, at least of being mentioned.

Awards are a good idea. Giving them out in a biased fashion without having defined what the award is to-recognize, what the selection criteria are and what the nomination process is not a good idea. Can we give this more thought please?

J.C. Hauchecorne

To the Editor of the HPAC "AIR" magazine. April 18th 1995

I'm writing this letter from New Zealand after learning about our new Canadian pilot rating system. Finally a new system! But I have to have a good laugh first! Last year I attended the AGM in Vancouver, BC feeling I had something to contribute to the association. I was interested in seeing our paragliding instructor standards evolve towards, shall we say, a more consistent and professional level. At the time, it seemed clear that in order to arrive at a suitable instructor standard, the whole pilot rating system needed an overhaul to bring it up-to-date with most other countries.

After studying the American paragliding rating system, I was a proponent of adapting the basic US system of beginner, intermediate and advanced ratings to our needs. To me it seemed reasonable that the Canadian and US systems should be closely matched since there was a high likelihood that the future would see a lot of cross border gliding with both Canadian pilots visiting US sites and vice versa.

At the AGM I was told that a proper procedure for developing a new paragliding rating system should involve writing proposals to all the provincial paragliding representatives-a process in which I agreed fully.

With the above information I diligently set out to work with the representatives from other provinces to try to get something started. After a good deal of writing and money spent on postage and phone calls, I had pretty well covered the provincial bases. Months later my proposal was accepted by all the provinces except Quebec who apparently wanted nothing to do with a US or National based system.

On learning this I went back to the phones with more questions to Quebec and the HPAC

President. Somewhere in the process it was decided to scrap the US based idea apparently because of the disagreement of Quebec. OK, I gave it my best shot, let someone else have a crack at solving our national dilemma!

Imagine my consternation when I read in the AGM minutes that a committee set up the night before this year's AGM by two hang glider pilots (that don't fly paragliders) and Armin Frei, an appointed (not elected) paraglider representative had come up with a new system. Wonder of wonders, it was virtually the same as the hang gliding rating! Even more miraculously, the system was passed the next day at the AGM, attended by 98% hang glider pilots.

Well good on you guys! A new system is finally in place. I guess its just too bad that no other paraglider pilots or instructors or provincial representatives could have their say in our new rating system.

Sincerely
Glenn Derouin,
Rocky Mountain Paragliding.

Letter to the editor

Hi, My name is Barb and I'm a novice paraglider pilot. August 3rd 1994 I had a hard landing at the Nicholson landing field near Golden. I was unable to get up and walk away after landing. There were 2 fellows and possibly a third person who I owe a HUGE "THANKS". These two fellows, one I remember was flying a tandem chute that day and had an Australian or New Zealand accent, came to my assistance and reassured me help was enroute. They insisted I lie still and kept me company until the ambulance arrived. It was their insistence and reassurance that kept me from attempting to walk. That act alone will allow me to walk, dance, roller blade and paraglide again.

I don't remember what these fellows looked like but I would sure like to THANK them personally sometime for keeping my life from talking a turn for the worst. Hopefully we'll meet on launch or at a Paragliding meet one day and I can say "THANKS VERY, VERY MUCH" face to face. May your winds all be flyable and the WINDGODS be with you.

Barb Spencer

From Across the Country and around the World.....

Alberta XC Flights

May was good for Northern Alberta once again [while the south 'floated']. All hang gliding flights were from Wetaskiwin, Tofield or Kelsey tow sites. Here is a brief list of hang gliding flights over 100 miles - miles are rounded off at this time [hope we havent missed anybody]:

Doug Litzenberger	190	miles
Rick Miller	144	miles
Steve Preboy	130	miles
Ross Hunter	130	miles
Willi Muller	120	miles
Phil Creteau	110	miles
Phil Creteau	101	miles
Kevin Caldwell	101	miles

There were no paragliding flights over 100 miles [just a question of time] but the following flights were reported - all from Southern Alberta

Glenn Derouin from Lady MacDonald	71km
[this is the longest flight by hg or pg from Lady Mac and the longest pg flight in Alberta]	
Chris Muller - tow	40km
George MacKenzie - Cochrane	15km
Chris Muller - Cochane	10km

Report by Vincene Muller

6th Annual Blackcomb Paragliding Meet

Hosted by Parawest Paragliding
Saturday, April 22, 1995

Miraculously the northeast winds abated to make way for an unforgettable day of flying from the top of Chocker on Blackcomb for 27 colourfully costumed parapilots from as far away as South Korea, France, Switzerland, and even the Vancouver/Fraser Valley/Kelowna areas.

Two tasks were flown by most competitors, although some pilots preferred to ignore the second task and just enjoy the view from more than 1000 metres above launch for more than two hours.

Overall Winners:

Solo category:

1. Heino Einfeldt, Vancouver
2. Darren Kinley, Vancouver
3. Pierre deMontigny, Chilliwack

Tandem category:

1. Robyn & Cameron MacKenzie, North Vancouver

Costume category:

Almost every participant showed up in some sort of costume.... three! cows, a samurai warrior, a worker bee, a jailbird, a redneck and several essential clowns. A highlight was the return of the killer whale by popular demand, but this year's top awards went to:

1. Russ Fretenburg & Edmond Rivere as The Fly Fisherman, flying tandem in an inner tube
2. Brian Stoner as "Gumby", the flying foam man
3. Yong Hee in Korean National Costume - complete with gong

Report sent in by; Janet Moschard

This is the last year that the Janet and Joris Moschard will run this meet as they have sold Parawest Paragliding to Claude Fiset. We wish Claude every succes with Parawest Paragliding and look forward to seeing Janet and Joris out doing some flying of their own. Ed

Fly fishing

The "Fly Fishermen", Russ Fretenburg & Edmond Rivere.

Photo by Janet Moschard

INSTRUCTORS & SCHOOLS

I got some complaints earlier this year because some "instructors" and "schools" were not listed on page two. OK, this may difficult to grasp, but to be an HPAC certified instructor **you need to be a member of the HPAC**. I know it's a strange concept but that's the way it is. Also an instructors certification is only valid for three years, then it has to be renewed. So, before you call me up and complain because you're not on "the list" **check your instructor and membership status!**

Likewise with HPAC insured schools. If your not a current HPAC certified instructor, or if you're not a member of the HPAC or if you do not have HPAC school insurance **you will not be on the insured school list** on page three. Again, check your status first before calling me.

Having said that, there has been some problems this year with schools trying to get insured insomuch as, you cannot get school insurance if a) you're not a current HPAC certified instructor and b) you're not a member of the HPAC. Unfortunately, some instructors have to join the HPAC through their Provincial association and some of them are not known for being swift in processing their members membership applications and forwarding them on to me. If you were unfortunate in being a member of one of these provinces then you found difficulty in obtaining your school insurance. The only solutions I can see to this problem is either a) get you provincial association to get its butt into gear or, next year join the HPAC directly when you send in your school insurance application form. This probably will not sit to well with your Provincial association but if you have a business to run and your provincial association is hindering you then this would seem to be your only alternative.

One last point about HPAC certified instructors. If your HPAC membership card does not indicate that you are an HPAC instructor, then, unless a mistake has been made (highly unlikely) you are not an HPAC certified instructor. If you think you are certified in both hang gliding and paragliding your membership card will indicate this.

If you have any helpful suggestions regarding instruction or school status Ron Bennett or I would love to hear from you.

Barry Bateman
HPAC Administrator

The 1995 CANADIAN HANG GLIDING NATIONALS

BY DAN KEEN

"The Canadian Nationals in May? Are you NUTS!" That was probably the first reaction most pilots had to the announcement that the Lumby Air Force would be celebrating their 20th Anniversary by hosting the Nationals. The Lumby boys had certainly done their homework, having world famous Meet Director Randy Adams run the show, along with the '95 US Nats organizer, Lionel Space as the scoring Director, and local canuck Doug Wallace as the Meteorological wizard. They even got Wills Wings to send up their hired guns, the Men's and Women's World Distance record holders, Larry Tudor and Kari Castle! The best organizational part of the Nats was the goal field. Local ex-pilot, Randy Rourke's huge alfalfa field has a hangar on it which served as a great meet headquarters. It just happened to have a stage for his band with choice tunes pumping through the equipment. Beside the hangar was a burger stand and picnic tables, turning the goal field into a daily party atmosphere. Best damn goal field I ever saw!

Round 1

Saddle Mtn. in Lumby was called due to the 15-25 kt N.W. With the strong flow the task committee called a conservative 17K triangle. The early launchers were stuck in the ridge lift, only to have the wind taper off and leave them below the 1400' launch. They wasted precious time before getting up and away, only to have the later launchers catch one thermal on launch and take it up to 9600' for a glide to both turnpoints and goal! Twenty-two pilots made goal that day for a 63% completion rate. Lionel Space was the quickest, with a time of 32 minutes. Larry Tudor was a mere 3 seconds behind, and Chris Muller was the third, just 15 seconds off the pace. As it turned out, the task was way too short for the conditions, but at the time of the task call, it was much better to error on the side of safety.

Round 2

New Round. New Launch site! The task from Mt. Vernon was a 31K dog leg, with one turnpoint. The wind was 10-15 km for the SW and the cloud based at



DAN

Above; Dan Keen just after take-off. Below; Kari Castle getting ready to launch. Opposite page; Larry Tudor preparing to launch. Photo's by Vincene Muller

10,000. Vernon Mt. is notorious for its elusive lift and about a dozen unfortunate pilots couldn't get up. For those patient pilots that did climb out, it was quick burn downwind, past Lumby, to the turnpoint which was a pile of wood chips at a local pilots place.

A few pilots found the turnpoint a bit too vague and photo'd the wrong turnpoint. Gliding back to goal after the TP in a 20K headwind was a heartbreaker for 4 pilots who landed within walking distance of goal. Only 7 pilots made it in for a completion rate of 19%. Chris Muller won the day with a smoking 44km/h speed with an elapsed time of 44 minutes. Larry Tudor was 3 minutes behind and Don Glass was third, 1 1/2 minutes behind Larry. After 2 rounds Chris Muller was 1st, Larry Tudor 2nd, and Kari Castle was 3rd.

Round 3

New round. New Launch site! The task from Mt. Mara was a 68K dog leg with the turnpoint at Mt. Vernon. The winds were 15-20 NW with a 10,000' cloudbase. With dual launches, everyone

was airborne within 30 minutes.

The course along Hunters Range is quite flat on top, and with the strong westerly flow, a lot pilots found themselves deep and low, only to have to glide out and burn precious altitude in order to reach the safety of the front. The Enderby cliffs fooled a lot of pilots, they are impressive looking, but seldom produce. After the cliffs, there is the Shuswap River gap across, which always flushes a few pilots. The dozen pilots who made it to the turnpoint were rewarded by being able to finally drift downwind with the lift.

Eleven pilots made goal that day for a completion rate of 30%. Peter Luke was the fastest at 2:10, Don Glass was 12 minutes behind and Mike Swift was third, sixteen minutes off pace. After 3 rounds Larry Tudor was in first, Peter's win put him in second and Kari Castle was 3rd.

Round 4

Same site. Same task. Most of the pilots were hanging out at 8000' when the tarp start opened at 12:30. Larry Tudor blazed the

KARI

Day by day information on the

1995 Canadian Hang Gliding Nationals

Meet Organizer: Leo Salvis
Meet Director: Randy Adams
Launch/Safety Director: Peter Warnes
37 pilots entered the meet

Day 1

- 1 Lionel Space 1000
- 2 Larry Tudor 997.7
- 3 Chris Muller 988.7
- 4 Peter Luke 811.1
- 5 Tom Swift 772.5

22 pilots made goal. Howard Vandall & Henry Maciesowioz made goal but had camera problems

Day 2

- 1 Chris Muller 1000
- 2 Larry Tudor 954.4
- 3 Don Glass 932.4
- 4 Davis Straub 911.0
- 5 Kari Castle 882.8

7 pilots made goal
Rich Williams made goal but had film problems

course like a convict on the run and the rest of us followed like a pack of bloodhounds in pursuit. There was great lift along the course but also great gaps of sink that did in some of the top place pilots. Sixteen pilots made goal that day for a completion rate of 44%.

Larry Tudor was the first at goal with a vengeance, Chris Muller was 10 minutes behind and Kari Castle was 13 minutes off the pace.

The winner of the 1995 Canadian Nationals was the only pilot to make goal every day! Way to go Kari Castle! Second place went to the top Canadian, Chris Muller and third place went to Lionel Space. We're not worthy!

On behalf of all the competitors, I would like all the Lumby Air Force members to please stand up and take a bow! It was one of the best Nationals ever! Many thanks to all of the volunteers for all of the fond memories you gave us!

Happy 20th Anniversary

Day 3

- 1 Peter Luke 1000
- 2 Don Glass 923.0
- 3 Mike Swift 901.7
- 4 Kari Castle 898.0
- 5 Rick Hines 874.1

11 pilots made goal

Day 4

- 1 David Gerdes 1000
- 2 Lionel Space 992.3
- 3 Chris Muller 964.4
- 4 Kari Castle 886.4
- 5 Davis Straub 880.6

19 pilots made goal
Larry Tudor and Mike Harrington made goal but had camera problems.

Day 5

- 1 Larry Tudor 1000
- 2 Chris Muller 897.4
- 3 Kari Castle 872.5
- 4 Don Glass 836.8
- 5 Lionel Space 775.1

16 pilots made goal

Final Results

- | | | | | |
|----|---------------|---------|-------------------|--------|
| 1 | Kari Castle | USA | Wills Wing XC | 4277.8 |
| 2 | Chris Muller | Alberta | Wills Wing XC | 4240.1 |
| 3 | Lionel Space | USA | Wills Wing XC | 4196.6 |
| 4 | Peter Luke | BC | Airbourne Blade | 3837.7 |
| 5 | Larry Tudor | USA | Wills Wing XC | 3781.2 |
| 6 | David Gerdes | USA | Wills Wing XC | 3643.2 |
| 7 | Doug Keller | Alberta | Solar Wings Rumor | 3584.4 |
| 8 | Mike Swift | BC | Wills Wing HP AT | 3489.5 |
| 9 | Dan Keen | BC | Wills Wing HP AT | 3277.2 |
| 10 | Rich Williams | USA | Wills Wing Ramair | 3180.4 |

Notes:

Films were developed everyday and there were many problems. Missed turnpoints/film rewinding too soon/velcro ripping open camera etc.

Kari Castle was the most consistent pilot at the meet. She made goal every day. Larry Tudor made goal every day and would have won but had camera problems. Chris Muller sank out early on day 3 but was in the top 3 every other task. He is now the 1995 Canadian Hang Gliding Champion.

Chris Muller

Chris Muller, 1995 Canadian Hang Gliding Champion.
Photo by Ron Docherty

Kari Castle was the winner of the meet.

Except for Larry Tudor, all pilots (including Kari Castle) flying the Wills Wing XC, flew the glider for the first time on day 1 of the meet.

(Additional information supplied by Vincene Muller)

LARRY

The Polish Connection

BY MICHAEL ROBERTSON

tres AGL and was top landable. In the event that the glider flew to the bottom of the hill, there were two recovery systems in place. One was a team of horses which took about 30 minutes to tow the gliders back up the hill and the second was a winch which could recover

Is it just me or are new Canadians more excited about flying than our old Canadian "blue bloods"?

I had occasion recently to speak to the Polish father of one of our Paragliding students. A charming man of 77 with a spring in his step and a twinkle in his eye. We chatted through his son Marek, my translator, for a couple of hours about his experiences with sailplanes in his native Poland. He told me some amazing stories and some very interesting facts which I would like to share with you.

Jozef Kusiba began flying in 1938 and actively participated in the 3 axis controlled, fixed wing version of this sport we love for 42 years. He was involved with two schools in the Bieszczady Mountains (western part of the Karpathian Mountains). The main one, Ustianowa, was the largest in Europe and in the late 30's had 700 gliders with 52 launch sites on the 18 km long ridge. The other "small" school, Bezmiechowa, had 200 gliders. Named the "Soaring Academy" this school launched many great flights. In May of

1937 Miss Wanda Modlibowska flew 24 Hr 14 Min, a world record that stood for 11 years. In 1938 Tadeusz Gora was the first in the world to win the Lillienthal Medal for the best soaring achievement of the year. On a P.W.101 glider he flew from the school 578 kms, all the way to Wilno (now in Lithuania). Canadian flying celebrity, legendary Avro Arrow test pilot Janusz "Zura" Zurakowski also flew in Bezmiechowa, long before the supersonic jet era. His son Mark flew flat kites with me in the early '70s.

Interestingly, Joseph ran into one of his students and long time friends, Edward Makula (who also won the Lillienthal Medal), on the trans.-Atlantic flight from Warsaw. Edward was the pilot of the 767. He was the world glider champion for years.

Even Jozef's wife, Barbara Prinke-Kusiba, is a famous glider pilot.

The ridge they flew is about 700 metres ASL, about 300 me-

the glider up the hill in about 10 minutes. Can you imagine the scene and enthusiasm as wave after wave of gliders being bungee-launched from this amazing Karpathian ridge, every flyable day from dawn until dusk? I think I can. Then disaster struck. Advancing German forces, frustrated by Polish resistance and in an attempt to break the spirit of the locals, destroyed all but 4 of the 900 gliders. Jozef managed to hide the four saved gliders from the wrath of the Nazis, one of which is still in flyable condition today. The Karpatian Mtns soaring schools in S-E Poland did not perish though. In the early 70's hang gliders and paragliders in the late 80's filled the skies over the grassy Bieszczady hills. Three years ago Bezmiechowa "Soaring Academy" was officially reopened with three modern gliders with the bungee take-off nose hooks. Every

Top right; Jozef Kusiba in 1938: Left; Jozef (central, in glasses) with students in Bezmiechowa, in the early '70s on a hang gliding course: Bottom right: A bungee launched PW-3 Bakcyl in Bezmiechowa

MANITOBA EVENTS OVERVIEW

Spring 1995

summer tens of gliders, and hundreds of HG & PG students and pilots are bringing the "Soaring Academy" back to its best years. Mr Kusiba's dream is back.

This kind of amazing story seems to confirm my long held belief that huge numbers of people want to fly. It also seems that Europeans and new Canadians will go to greater lengths to realise their flying dreams. How else do we explain that there are 24,000 paragliders and 6,000 hanggliders in Switzerland, a country with 1/4 our population. Maybe it's just that the dream is buried beneath the surface here.

Twenty-seven years ago I drove 2000 miles to get my first flight of 1000 feet on our home build Rogallo. I thought nothing of it. When someone calls me on the phone and asks "don't you have something closer than an hour drive", I don't know how to answer. Almost half my students seem to be of ethnic origins. What's wrong with white Anglo-Saxon Protestants? Would they really rather sit home and watch T.V. or pay big bucks to sit in the stands and watch some over paid professional athlete strut his stuff? Or the latest fad, experience stuff through "virtual reality".

I don't think so. I think we need to continue to patiently orient people. Some day maybe sooner than we think, Hangliding and Paragliding will achieve their destiny of becoming the vehicle of the new age as peace and prosperity of the spirit seep the continent. Yea, right!

Hanging in there....
Michael Robertson, the Bald Eagle

PS: One WASP just got hooked big time when he came out for a regular tandem on Earth Day (April 23) and got a breathtaking 1.25 Hr 20 mile XC flight to cloudbase (4500') with 100 mile visibility. Too bad the lake was in the way and he wasn't dressed better.

BCHPA MEMBERS

Some members in BC have been, or are still waiting for their membership cards. This is due to the fact the BCHPA membership director (who shall remain nameless) decided to move to Quebec in March (good timing Ross!) and unfortunately the BCHPA membership application forms had his Vancouver's address on them. This meant that those members who sent in their application to the nameless **Ross McEwen** earlier this year had their application forms going back and forth across the country.

For some Manitoba pilots it has been a very busy year. The New Newsletter committee was formed in March of 1995 and now involves Rick Chubey, Bob Leslie, Joe Riccardo and Doug Beckingham. The first newsletter was mailed in late march after a 16 month absence. It featured a new format with a color front and back page. Great work guys.

Within this same time period a number of events and seminars were hosted for all levels of experience and interest. The parachute packing seminar was held for all to come out and find out just how difficult it can be to get your chute out from under all of that velcro.

Within the same time frame Transport Canada's Aviation Safety Officer Mr. Wayne Walsh gave a PDM or pilot decision making course to about 27 pilots. The questionnaire is out in circulation now but the verbal response about the courses effectiveness and content was very positive. The two evening course looked at hazardous attitudes, stress and antidotes- something for all of us to use in the coming flying season.

Around that same time frame was a Pilot parameter and Goal setting evening. Some 14 pilots attended to talk about their experiences and goals. As well the MHGA sponsored a tow procedure seminar to get all of the pilots out to attend what is hoped to be a policy meeting. A number of key issues were looked at with a good consensus being taken of pilots concerns and procedures now that the province has 4 platform winches. Good work Nes.

Earlier in February an open forum was held at the MSF offices to look at and solicit concerns of any pilot who wanted to attend. The feedback was great however we still need more voices out there to be heard. February 22 saw 2 senior pilots host a soaring clinic. Those more experienced guys gave away trade secrets to anyone who attended.

Some 11 pilots applied for and received their Official Observer status with the HPAC as a result of the February 28th Barograph and OO Clinic. Those of you who want to know what the organized portion of the sport has to offer

Eventually Derek Hutchinson stepped in and we believe we have things under control again.

If you need any BCHPA membership services please contact Derek at the following address;

then come out again next year.

Environment Canada saw Mr. John Parker review the services which are available to pilots from this segment of government. This is a rapidly changing area and deserves some close attention by all clubs as a fee for service may be introduced soon in our area.

A Windividual Seminar was conducted by the local school on March 13 covering the RCRS. The First Aids clinic was rescheduled for later in the year with date TBA. March 28th say the two soaring guys spend another day picking apart the art of X-C for those in attendance.

In April there was a HAGAR study session and Exam as well as the local ICP put on by Mark Tulloch Of AIR Dreams. Thanks a bunch Mark - very informative. Somewhere in that time he managed a couple of days at the local tow site where some pilots got to try out some brand new MOYES gliders. The Xtralight handles as it was named with towing being almost effortless. Thank You Mark for the demonstrations as well.

On April 20th 2 MHGA pilots gave a short introduction to the local aviation community on the sport of Hang Gliding in Manitoba. Some 45 persons were in attendance and now they know we are up there too. Later this spring will see both a launch and landing clinic and a mountain skills course. G.W. Meadows is out in May from the 20th to 27 to help out with towing and to do some flying skills courses. Looking forward to them with great anticipation. If you are interested in any of the classes available please call Rob Leslie for details.

Organizationally, the MHGA has had a change in Secretary with Janice Cannell leaving for personal reasons and Jen Riccardo stepping in to volunteer. We extend our thanks in advance Jen. Thanks to all who made these events possible.

That's all for now.

Doug Beckingham.

(Has this association got its act together or what! Let this be an example to other provincial association. Ed)

BCHPA
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(604) 980 8128

'You Know'

BY AL FAULKNER

It never fails to blow me away how when I travel the width and breadth and of course occasionally the height of this land, I see little pockets of people, who for want of a more poetic way of saying it "Can't Get along with each other".

Now of course everyone has a brother or a sister that gets on their nerves and maybe they can't be bothered to get to the bottom of why they get on each others case, so instead of getting together with the person and talking it over, maybe trying to see each others point of view, they expend just an absolutely unbelievable amount of time and energy bickering.

You know the tune, Nah, Nah, that's my baseball and you ain't getting your filthy little digits on it and if you don't play the rules my way, then I'm taking the baseball bat and goin' home.

This of course is followed by the ultimate in creativity. The outstretched tongue!!!

Now I won't descend into pointing, because I know that someone will probably and quite correctly point out that in my life I've done this also.

Are ya followin me? So far we have established what a temper tantrum is.

Now I live in Labrador. There is no mountains in Labrador! There isn't even one safe hill to fly from. This is Hang and Para Glider Hell!!!

If I want to fly I have to be able to run very fast, so I can pop a landing! I mean it when I say it is H & P G Hell!

So one day I get invited to go to the HPAC annual General Meeting in an undisclosed location. Me of a grand total of a half hour of airtime. The situation was, that they went down the list and each person who was more experienced had a commitment during the date set.

I am suitably impressed. I roll into town and discover that these here folks have an association tow rig. Geeze!! Wow!! Holy Smoke Batman!! Lucky Ducks!!

I figure these folks "got 'er scald bye!!!" ("Newfy" for "got it made")

So I extend my stay in the undisclosed location a few days to check out the place as I had never been there before and decide to go to their club meeting. Gotta meet these "way cool dudes n' dudettes".

So I come to the meetin' and I am introduced to the gathered throng. And I say throng because this is the most amount of HG people I have seen in my life. Previous record was three, when I took my lessons from Carroll Redden.

Buddy I'm impressed.

Well I got sort of a cooler reception than I expected. I sort of noticed that, but what the heck!!

I didn't realise it at the time, but in retrospect, I realised that the reason that this "Arctic air mass" was within the room was because as soon as the meeting started up, people started rollin' out there cannons on deck to continue the ongoing "turf wars"

You know, where they pee on a tree and expect everyone to respect their property. Sort of like the baseball bat and the baseball story.

The big war that day, was about the fact that some people had seen a better way of doing the towing and they felt it was important to have everyone look at the new concept.

The concept allowed you to tow without an observer, which is pretty much the norm nowadays. If my memory serves me well, (normally it doesn't) some guy offered to actually buy the rig for the club with some type of arrangement that he be reimbursed over time.

This sounded like "manna" from the Gods to me.

I mean, like I gotta go out and buy a complete tow rig, travel three thousand miles to find a teacher, then build a trailer, then train my friend or wife (my wife is my friend also incidentally) plus buy two aircraft radios etc., etc., etc..

Just so that I can go for a five minute sleigh ride. Up she goes, down she comes.

So like why are these people not jumping with joy that someone has offered to buy this won-

derful piece of machinery to try to make it easier to tow. (I don't buy the argument that an observer in the truck makes towing safer. I've seen that system mess up big time, but that's another story.)

I think I understand what was going on.

There's always one guy in the crowd that doesn't have enough liquid in their diet. Seriously! Quite possibly this same person doesn't answer the call of nature as soon as it goes tippy tappy.

Has my meaning drifted by? The person is Anal Retentive!!

Their sewer has backed up so far that the septic system is leaking it's contents back into their blood and it's finding it's way to their brain!

Their brain is not firing correctly. They can't see the forest for the trees.

So what happens? Instead of cleaning their bowels, before they walk into the room, they empty it on everyone inside.

Come on get a life! These people (indeed everyone has it so good within these large clubs that they gotta really dig and scrape to come up with a reason to complain.

Periodically I am fortunate in travelling across this great land of ours and I hear of these wild tales of everything from clubs on the same hill, who don't even talk to each other.

I mean like I won't even say that they are acting like a bunch of old women, because I know lots of old women who exude such awe inspiring joy and love through their somewhat faded but definitely not jaded eyes.

And I cannot say that they are acting like children, because my children and my neighbours children know where the toilet is.

Some of the reasons why these clubs (notice I said more than one, because there are believe it or not, a few) do this are buried in past cases of "Anal Retentive "

I'm not sure if this problem is a mirror of the society that we live in or that some person is to blame etc..

I was in the largest city on the west coast of Canada not that long ago when I saw a little ole lady do something in traffic that was more indicative of her lack of "situational awareness" than anything else.

Bless her soul, she did something very trivial in traffic. I mean like she could have been my grandmother. She ended up cutting off this guy in traffic.

He was driving too fast for conditions, he had to brake slightly, then I couldn't believe it. Here was a guy my age, who rolled down the window, honked his horn, stuck his finger up in what has become a tradition of meaning "up yours". To a little ole lady. How impressive!

Another AR

Problem is when "AR" strikes we all look at it, as if somehow this is a "holy grail". We gotta salute these people.

I say we show them where the toilet is.

If the excrement has osmotically discharged all of it's moisture, preventing it's passage through the "sphincter", then we have two recourses, we send them to a proctologist (remember we have Medicare in Canada, so no excuses) or we give two bucks out of the clubs resources to get a box of "Exlax".

In fact I hereby make a recommendation that we institute a "Golden Exlax" award to the largest infestation of "Anal Retention". Provincial, Regional and National divisions with individual awards for exemplary demonstrations of same.

"Canadian" Pilot Ratings

The other day I got a letter from a newly joined member and it said in part "....thanks for the HPAC membership card but you forgot to put my USHGA rating on it, Could you please correct this and send me a new card...."!!!!

By the way, I may sound like I am trying to be full of levity but don't believe it for a minute.

Now don't get me wrong this AR doesn't just happen in meetings, it generally starts at the hill. You know, somebody (or you, or me) wanders over to somebody else and starts talkin' behind somebody's back about someone else. Maybe they point out all of the perceived (generally dreamed up) things about somebody else.

When somebody does this to me I reply "is that true, gee I'll have to mention it to my friend, the next time I see them."

When somebody does this to you, gently look them straight in the eye and mention to them that their halo is so wonderful, what's their secret?

See when you join in with their rhapsody to the mythological god of "AR," you have joined the righteous congregation of the "Church of Excrement."

Don't forget to put some money in the collection plate, when it comes around.

Catch my meaning, You knows what I means buddy. I mean "you knows, right!"

See I got the solution (no pun intended) it's called verbal diarrhoea.

If you got a problem with somebody, open the large facial cavity below your nose and tell them first. Maybe they buy you a soda. Maybe you discover they are a "friend indeed" when you become a "friend in need."

Be a part of the solution (pun intended once again) not the problem!

Enjoy your life. cause we are as close to being angels with our rag and tin wings as anybody I know !

Alan Faulkner, Nfld

I had to take a double take. I couldn't believe that someone could have the nerve to even suggest this, let alone request it!

Now, I know that we are pretty close to the US of A but the last time I checked we were still a separate country. Unless someone has changed the rules that means that we have our own government, our own set of rules and our own identity. Likewise, we're pretty close to the USHGA but we (Canadian's that is) have our own association and our own set of rules and our own identity.

In other words if you have a USHGA rating then have it put on your USHGA membership card and use it in the States.

If you are Canadian then participate in the Canadian system and use it Canada.

The HPAC does have a policy of allowing **foreign** pilots the option of obtaining a Canadian rating equivalent to their foreign rating, but they still have to complete the air reg section or the HAGAR exam. The equivalency is not for Canadian pilots who think they can obtain a US rating then get it converted to a Canadian one.

If you wish to participate in the USHGA rating and instructor system then that is fine (they have a great system, some even say it's better than ours!) but do not expect that just because you have a USHGA level rating or instructor status that you will automatically be given an HPAC equivalent. You will not!

**Canada is your country.
The HPAC is your National Association.
I suggest that if you are Canadian, you support it.**

Likewise with your instructor status. If you apply for HPAC school insurance and you have a USHGA instructors rating you will not be able obtain HPAC school insurance. You need to have an HPAC instructors certification in order to obtain the HPAC school insurance.

By just taking the time to think through what you are requesting/demanding before you contact me may save you and I any potential extra work.

Barry Bateman
HPAC Administrator.

Willi Muller flying an Enterprise Desire at the Easter Meet in Savona, BC.
Photo by Vincene Muller

Rocky Mountain High

Part 1 of 2

by Gerry Grossnegger

"I've always wanted to fly the Canadian Rockies", says she as the Owens Valley dust swirls past her feet.

Still damp with drizzle we arrive at the Sicamous launch ramp, an absolutely gorgeous south-facing overlook of glass-smooth lakes at the conjoining of three valleys. Possible a third of the 2400' we have above the valley tumbles away in a sheer drop to the forests below. She dashes past way down the ramp with all of the enthusiasm engendered by the prospect of flight running from solid cloud half way across the continent, and slides right off at the edge of the ramp! She catches hold of the edge for a moment, then is gone. My desperate, clumsy lunge reaches only air. From below comes crashing sounds, loose rock tumbling and sliding. Thirty feet below, from the brink of a small, treacherous, sloping ledge over a certain death, comes a shout of "Damn, dropped my camera!" You've heard of accidents due to forgetting to hook in? This was due to forgetting to ... set up!

When the view is this exquisite, even a slow float down is a treat. The grass in the "Little Texas" LZ, to your left from the ramp and just on the edge of town, is still fresh and wet, at least out in the hinterlands where I overshoot to. The others choose to forgo the nature-hike experience and set down in the drier, shorter grass beside the road which took us up to launch. We swap stories and beer with the "Sicamous Air Force" and his friends in a pub called "Flockies". That night we camp on the shore of Shuswap Lake, enjoying the warmth of a snapping fire of slightly damp wood, each others company, and a few more beers.

The morning dip in the lake is refreshing and more than a little brisk, it being the end of August. We decide to try a site described to us by the locals the night before, one that does not appear in the '88 Western Canadian Site Guide. Known variously as Skyline and Mt. Mara, it's only a few miles down the valley on Highway 97A, above a convenient LZ at the Crystal Sands Beach Resort. As we're checking out the landing area we meet one of the resort managers, whose cousin Mike is an experienced and available hang-driver! He lives just past the Lakeview Bed & Breakfast up Davy Road near the "town" of Mara. The way up to launch starts on Six Mile Road but finishes on a series of changeable logging roads still in use by their makers. Our faithful local guide unerringly shows us the way to the bit of road over a steep clear-cut area that is commonly used for our fiendish purpose, complete with a small paragliding class. The wind is, again, absent, but we launch ourselves in the direction of the setting sun and chase thermals for a while.

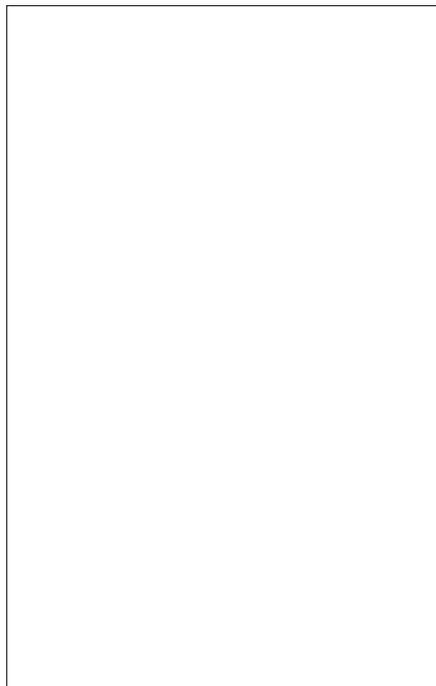
One of the pilots in Sicamous told us about the lot and his trailer on Mt. Mara, quite near Mike's place, so that's where we camp the night. Come morning we go down to the resort for a shower, then collect our driver and once again commit aviation. Conditions have improved slightly, with most of the high haze dissipated, and I scratch about for a slightly longer flight than the day before. It's quite a long wait, though, before my partner takes pity upon my poor, ground-bound form and executes a perfect beach landing after a series of inverting wingovers. The local produce stands

offer a fine bounty for our evening meal, which we share back at the campsite with our guide and a friend of his. A fine level of inebriation is achieved by all.

Come dawn, and it's time to move on. We stop in at Mike's house to say our farewells, and are gifted with a huge, steamily delicious, fresh-baked peach pie. Yum! The pie doesn't quite last the trip down the valley to the bottom of Falkland and the Bolean Lake site, but our smiles certainly do. We bounce our way up to launch and I blast off into another light and variable day, my comrade electing to drive. There's a house thermal above the stone quarry off to the right from launch, at least, there usually is. I spend quite a bit of time floating about in near zero sink, an afternoon "Wonder Wind" perhaps? Despite a strong burst of wind as I was on final I managed a nice landing. My last experience in the LZ involved a type of plant that I believe has specially evolved for the purpose of whacking into basetubes at just the wrong moment. I elude their clutches for the nonce. We camp back up in the clear, cool air of the mountain.

My cohort throws herself into a fairly clear morning, as I drive down. When she does land, we head west along the valley with the goal of conquering Mt. Tukekamin, which has been leering at us from the other side of the valley. The directions in the Guide are, to say the least, sketchy. We find the lookout tower easily enough, but where to go from here? Crashing about in the bush eventually reveals a series of orange tape, tied to the several years or growth sprouting from what may once have been a road cut. One trail leads to a bit of a cliff facing out the back of the mountain, where the hope of a glide into the valley is about as remote as Australia. Nothing but trees below, that we can see. After some abrasions and much bush-bashing, we do find a launchable spot way out on the spine to the northwest of the tower, facing the valley. The quarter-mile distance that the Guide claims could possibly be as the crow flies, but as the weary pilot staggers up, down and around the gullies and bush it's at least three times that. The walk back takes us three quarters of an hour. The rough terrain dictates two people carrying

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Gerry Grossnegger having his day photo taken at the '94 Canadian Nationals

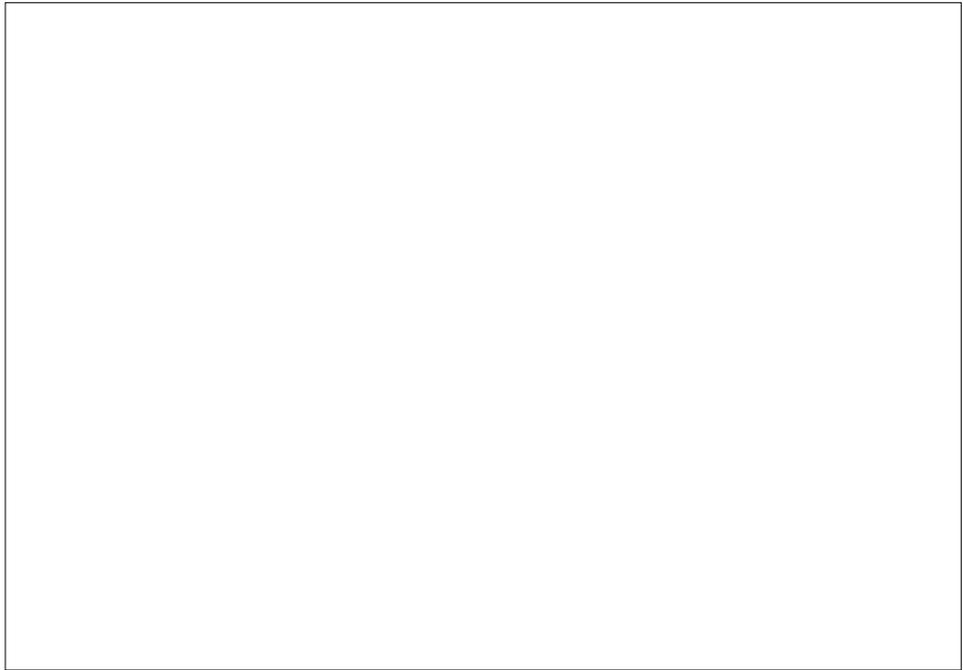
continued from previous page.....

each glider, one possibly with the added burden of a harness, wrestling through thick bush, weaving through trees, and scabbling on slopes. We decide that the spectacular view and one nature hike are quite enough for the day. We later learn that this site is used, maybe, once a year, and the last time it was by a group of six, two of which flew.

In the direction of the towns of Salmon Arm and Silver Creek, along the Salmon Arm River Road, lies a site named Stony Creek. We don't find it, but at the end of the mountain range we do find an impressive rock named Mt. Ida. Following the directions of a local farmer ("Yep, they use'ta jump from up there") we bushwhack our way to the described launch on a lower slope of the mountain, maybe 500' above the valley. Trying to figure out how one could launch there is like solving a murder mystery. There's a low ledge set too far back from the edge to be of any use, and below it a narrow sloping band covered with long slippery

grass, too narrow to take much more than a step or two forwards with a glider on your shoulders, even if you start as far back and up the slope as you can. Below the overhanging cliff edge are a lot of really big trees, hungry looking close ones in this no-wind, no-lift cliff launch situation. We look deep into each others eyes ... "Nahh!"

Armed with a few more directions from the locals, we give up on the thought of flying Mt. Ida and head back to Stony Creek. We search the forest service roads for the launch, and find instead a lot of ripe berries and an inviting lake, with an old raft of logs at the edge, just begging us to go for a swim. We set out bravely on the little raft, only to discover that it's hopelessly waterlogged, and that a very strange, but colourful, oily substance swirls to the surface whenever the bottom is disturbed with a pole. We abandon the bathing idea and struggle back to shore, but not before I've gotten more of a dunking in what we fondly dub as "Toxic Lake" than I intended. Wonder when the extra arms will start to grow? On the way back we explore another bit of road, sloping slightly downwards from the main one, and at last find the launch. My compatriot wants to try out my new wing, and the afternoon is drawing to a close, so I drive down after watching her execute what looked like two perfect loops over the landing field. I do believe she likes it!

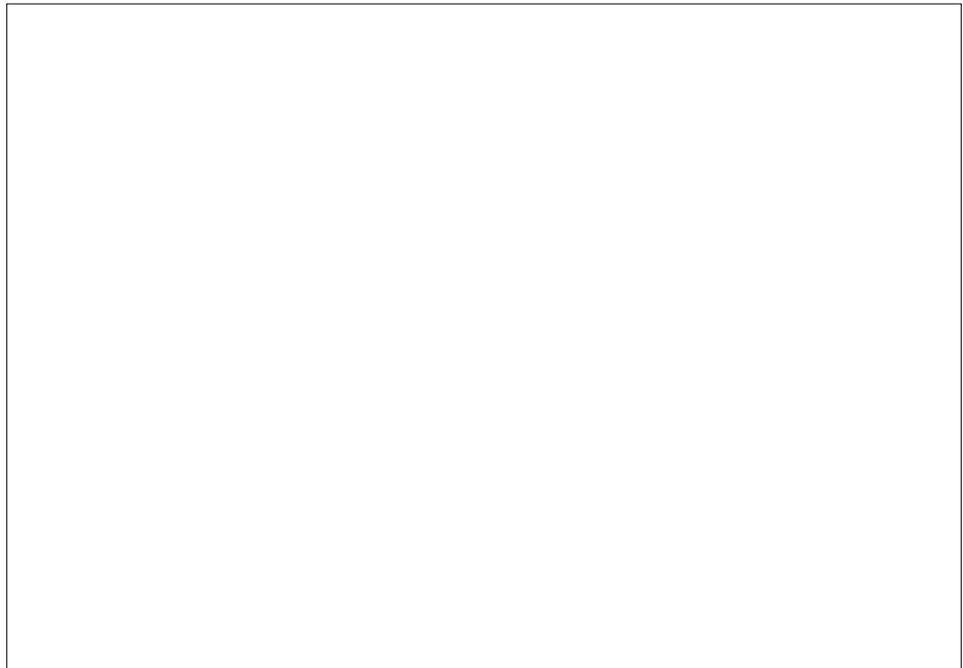


Gerry's 'home from home', parked here at Golden. He carries his motorcycle on the back of his 50' motorhome and tows his Toyota 4X4 behind, which in turns carries his glider! Damm, life is tough..... Photo by Barry Bateman

We camp at launch, and use it again after a nice, leisurely sleep-in, since it's a west-facing site anyway. Our plan is simple: having been foiled in our attempt to fly Mt. Ida, which is ten of fifteen miles north along the range we are on now, we're going to fly over to it from here, and then back again! It's a totally excellent day, plenty of thermals to hop on our way north. I took the advantage of hanging back and learning from the master, and letting her

scout out the thermals first! Once playing over the rugged crown of Mt. Ida we had a great view of the lakes and the town of Salmon Arm. Well over two hours later we make our way back to the LZ below our launch, for another nature hike up. Exercise is good for you, remember that! Keep repeating it to yourself on the way up.

The adventure continues in the next issue.....



Gliders set up on Vernon Mountain at the 1995 Canadian Nationals.
Photo by Vincene Muller

Competition Stuff

By J.C. HAUCHECORNE
HPAC COMPETITION DIRECTOR

What is life without results. Well..... it would be kind of nice. We would not have to worry about our-material status, because we would not have to "win" anything. However, thanks to evolution, humans-started to compete in order to survive.

We compete now, not because we have to, but because we just-can't help ourselves. The only thing that has changed between competing for survival and competing in-modern days is the rules. In the old days, when hang glider pilots used their flying skills to hunt for food,-nobody cared if you made it to the other side of the valley or not. If you didn't make it, the ground people-would eat you. Now we have all kind of rules on how to fly, where to fly, how fast to fly, etc. This can be-kind of a drag, but guess what? There is always one rule above all rules. That is the rule of breaking rules.

The drawback is that you then won't belong to the competition people. But hey, if you use the ultimate rule,-you don't want to belong to the competition people. "Give it up, J.C. What are you trying to say?"
OK, OK, I'm saying that if you want to com-

pete, and run-competitions you have to adhere to a set of rules. The rules exist so that someone can judge, report and-score the meets we all fly without having to use their own subjective assessment of the results, thereby-messing up the standings. The reason for a reporting deadline is that it makes it possible to publish-intermediate results during the year.

The advantage to this is that any mistakes can be found and brought-to the attention of the scorekeeper. Pretty risky stuff, eh? No secrecy, no underhanded tricks! This is all-required to make sure that pilots' standings are accurate.

Organizers and competitors, please make sure-that results are sent to the competition director within 4 weeks of the last day of the competition. No results-on the desk, no score. Simple as that.

On pages 28 and 29 in this issue you will find the complete 1994 results. I regret the great delay, but the reporting of results in 1994 was very sloppy. I had to do a lot of chasing of results, reports, etc. In addition, there was a mistake, my error, which I corrected. Here's a

hint, should you discover a mistake. Don't call me after 10pm telling me I made a %&#@\$* mistake, etc. Instead, invite me for a beer after a great day of flying. Gently draw

my attention to the fact that just maybe there could be a possibility, that I made an error. You might even suggest it was a typing error. Under such circumstances you can be assured that I will make the correction. 1994 was a great year, but let's look at the coming season.

There has already been a great first half, a brand new young Canadian Champion, who was able to fly and hold his own with the best of the world. I am sorry, I was not there to witness it all. In the unregulated, free (f)lying categories there was a flight of close to 200 miles and quite a few 100-milers in Alberta. I am sure, the Martin clan will be out in Chelan, chasing some more triangle and out and-return records. For anyone out there who is constantly pushing the envelope, keep doing it. There is nothing more exciting than a group of people constantly trying to do better, sharing their successes, and helping new pilots to learn and beat the teacher. As you know, there is no greater reward for a teacher, than be beaten by his or her student. Only then does he know that his teaching fell on fertile ground. Right, Willy?.....

(On the following two pages are the results of the paragliding and hang gliding 1994 points standings and the two year points standings. If you find any errors please contact J.C.. Bear in mind that these results come from competition meet directors and are produced from the results they send in. J.C. can only work with the information that is sent to him. Barry Bateman, Ed)

95 HG standings

The list on the right is the current midyear hang gliding standings. The above list accompanies the 1994 hang gliding points standings results which are published in full on page 29. Ed.

1995 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
April 14-16	BC	SAVONA EASTER MEET
April 22	BC	6th ANNUAL BLACKCOMB PARAGLIDING MEET 1st Heino Einfeldt; 2nd Darren Kinley; 3rd Pierre deMontigny.
April 29-30	BC	WEST COAST SOARING CLUB XC SERIES 1st G. Borradaile; 2nd, Martin Henry; 3rd, Martin Dennis
May 14-24	BC	CANADIAN CHAMPIONSHIPS (HG) 1st, Kari Castle; 2nd, Chris Muller; 3rd, Lionel Space
May 19-23	NS	ATLANTIC INFLIGHT
May 20-22	Que	COMPETITION ANNUELLE DU CLUB DE VOL LIBRE YAMASKA
June 4-11	USA	SANDIA CLASSIC 1st, Dave Sharp; 2nd Mark Bennett, 3rd Glen Volk
June 24-25	Alta	23RD ANNUAL COCHRANE MEET
June 30-	Ont	OHPA FLY-IN
July 1-3	BC	CLUB CUP
June 25-	Spain	1995 WORLD CHAMPIONSHIPS Ager, Spain. Contact JC Hauchecorne for information and qualifications
July 16		evenings (604) 521 1559, days (604) 640 0259 days 1 800 283 8530
July 10-15	USA	CHELAN CROSS COUNTRY CLASSIC Chelan Washington. Pilot called (or re-called on course) open distance, O & R or triangle task. Entry fee US\$70, pre-reg by July 3rd US\$65. Contact Chris Dominy (206) 284 3918
July 7-9	Nfld	ATLANTIC HANG GLIDING CHAMPIONSHIPS Corner Brook. Contact Chris Walters for more info (709) 785 2697
July 1-9	USA	US PARAGLIDING NATIONALS Chelan, Washington. Practice days June 29-30. Entry fee US\$300 (Entry for Canadian pilots will be at PAR, i.e.: Cdn\$300) but no 10% pre-registration allowed. Proof of Canadian residency will be required. For more info or registration contact; Bill Gordon, Paragliding Promotions Inc., P.O. Box 85511, Seattle, Washington. USA or phone (509) 493 3593 A fly-In will run concurrently with the Nationals 9 day pass, \$150; 5 day pass, \$100; 3 day pass, \$60. Contact Bill Gordon. Accommodation in Chelan has been reserved at Cambell's resort. Contact Shari Dietrich at Sun Travel (509) 682 4558 for info, or for camping call Pam Kleweno (206) 523 1142
July 22-29	USA	US NATIONALS Chelan, Washington. Race to goal, O & R and triangles. Economical camping available. Reserve early for hotels etc. Entry fee US\$325 includes transportation to launch & film and processing.. Limited to 120 pilots. Contact Rich Williams 9807, 40th Ave E, Tacoma, Wa 98446 (206) 539 8423 or Lionel Space (360) 599 2360
July 23-29	BC	GOLDEN CLASSIC Mont 7, Golden, BC XC racing. Contact Ron Bennett (403) 246 6624
July 28-30	BC	THE GREAT PARAGLIDING FESTIVAL Bridal Falls, Rosedale, BC Fun Fly-In. Free camping may be available in LZ. Entry fee; before 15th June \$25, after, \$30. Info package available. Contact Dean Johnson at (604) 792 8320 or Brad Henry at (604) 794 3880
Aug 5-7	BC	CANADIAN NATIONALS (PG) Golden B.C. Contact : Randy Parkin (403) 256-3039 or Willi Muller ph/fax (403)932-6760 or E-mail: mullerhg@cadvision.com
Aug 5-7	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden BC. Individual and team formats. Contact Roger Nelson, 154 Chinook Cres, Cochrane, AB TOL OWO ph (403)932-6598 ph/fax (403) 932-4208
Aug 26-27	USA	CAN-AM Maple Falls, Wa USA Sponsored by the WCSC Contact Dan Keen (604) 590 529
Sept 2-4	BC	Team Meet Cache Creek. 4 man team format. XC contest. Meet headquarters at the Cache Creek Campground. Entry fee \$35 Pilot registration at 9:00 am Saturday 2nd. Maybe you too can spend the night on top of Clinton Lookout with a cooler of beer and a woman to keep you warm..... Contact Barry Bateman (604) 888 5658

DRUGS IN SPORT

Notice was received from the CIVL/FAI stating the possibility of drug testing at International Hang Gliding and Paragliding meets is now a possibility. In 1994, drug testing was done at the World Cup, Paragliding meet in France. The competition winner (an Italian) tested positive to a banned substance. It was a common cold medicine.

CIVL/FAI have notified all National Aero Clubs that it is the responsibility of the individual pilot to ensure that any drugs they take (over the counter or prescription) not be on the banned list.

The Aero club of Canada has obtained a list of banned substances but this is by no means complete.

You should note that it states that this is not a complete list and it is the responsibility of each pilot to make sure that they do not take any prescription or non-prescription drugs that are banned and not on this list.

Chris Muller explains the features of the new Wills Wing XC at the Canadian Nationals. Photo by Vincene Muller

Report submitted by; Vincene Muller
HPAC FAI Records & Statistics director

For Sale

BRITISH COLUMBIA

1991 Rumour

45-50 flying hours. Has a round downtube conversion. No major accidents (always flown with wheels) \$1500. Call Dave Holden (and leave a message at) (604) 592 9595

Custom Sail HP 70

Safe reliable paraglider, Approx 125 flights. \$1500
Call Dave at (604) 594 2267

Magic Kiss 154

Extra d/s battens. Has a few scuffs \$1200 obo. Barry (604) 888 5658

Edel Space Tandem Paraglider

\$2000 obo and
Custom Sail KL90 90-110 kg
Performance/Intermediate Less than 1 year old. \$2500 Contact Russ at (604) 988 1111

ALBERTA

APCO MAYDAY Reserve chute

Never been used. Priced at \$495 OBO. (motivated seller)

APCO PARAGLIDING harness

\$95 firm. Call Stu Cameron at Calgary (403) 264 3548 or Jasper (403) 8524112

Stolen

KLASSIC 133 (serial # 50205)

White leading edge, pacific blue and seagreen undersurface, in dark blue X-C bag with light blue ends. Competition number 23 and big KLASSIC logo on the undersurface. The glider was stolen in Grants, New Mexico on June 1st 1995. If you see this glider or hear any information about it please call Claire Pagen at (814) 383 2569 or Pacific Airwave

Wills Wing HP AT 145

White leading edge with orange triangular patch on each side (6ft in from tips). Orange and blue double surface. Stolen from truck parked outside a house on the night of 18th June 1995 in Victoria BC If spotted please call Peter Moulton at (604)

ADT 27 Paraglider and harness

70-90 kg Weighs 5.5kg. Call Bruce at (403) 293 1259

ONTARIO

Edel Super Space 25

Two wings; One brand new (zero hours) Turquoise.
One almost new (13 hours) Lilac.
Pilot 70-90 kg. Either wing comes

HPAC

ADVERTISING RATES

Classified adds are free to all **HPAC/ACVL members** for personal adds only. Please try to keep to a max of 5 lines.

Business rates:

Classifieds: .25 cents per word, min. \$5. Photo's and special layout, \$10 per column inch.

Quarter page: \$40

Half page: \$75

Full page: \$125

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

with brand new (never used) edel harness with integrated back protection, new Edel backpack, extras. Motivated seller. Make me an offer. Phone Kevin at (416) 233 5798

Provincial

WESTERN CANADIAN SITE GUIDE

If you are planning on flying in British Columbia the "**Western Canadian Site Guide**" published by the HGABC is a must.

Contains over 75 sites, with complete information including; launch & landing altitudes, type of flying available, XC potential, maps showing roads to take-off & LZ's, local contact tel/names, even the locations of the house thermals.

The site guide comes in a stiff, loose leaf plastic binder that stands up to all hang gliding abuse and allows sites to be added, deleted as required.

Only \$25 + \$2.50 p&h from;

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AERIAL SENSATIONS PARAGLIDING

One **HP60 (60-75kg)** in excellent condition. Excellent beginner/intermediate paraglider. Launches very easily, is very stable and has great performance for this level of glider, \$2100

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One **HP120** tandem paraglider, 120-180kg, in perfect condition. Comes with passenger harness and two spreader systems (rigid and soft) \$2999

One **Edel Orion** beginner glider in perfect condition, near new \$2999

One new **Edel Hero** harness with back protection and rear mount reserve, \$59

One new **Edel Secura**-max 35m reserve (medium)

Secura-max 35m reserve (medium), \$599

Flytec 3005 varios, two alt., 5 previous flights recorded, the Rolls Royce of varios. \$450

We also sell the **AVOCET VERTECH PILOT** watch for \$170 and the **Camelback** water system for \$49.95

Call Wayne Bertrand at 604 765 2359

HPAC/ACVL SUPPLIES

FAI SPORTING CODE FOR HANG GLIDING \$15.00

3 1/2" Computer Disk. This program includes the complete FAI Sporting Code for hang gliding and the section of the General Sporting Code where it relates to hang gliding

RECORD PACKAGE \$10.00

FAI Sporting Code for Hang Gliding, Canadian Guide to Badge and Record Applications, Sporting Licence Application, Official Observer Form, FAI Badge and Record Application Form, List of World and Canadian Records for Hang Gliding and Paragliding

SPORTING LICENCES.....\$16.00

To Apply for any Canadian or World Records it is necessary to have a valid Sporting Licence (renewable annually). It is not necessary to have a Sporting Licence for Badge applications. To represent Canada at International competitions, Hang Gliding or Paragliding it is necessary to have a Sporting Licence.

New HPAC/ACVL LOG BOOKS.....\$12.00

These classy looking hard back books have royal blue covers with gold embossed HPAC/ACVL logo and name on the front. Full of useful information including 'Sites' and 'Maintenance' pages. Convenient size to carry on you flying trips.

Computer Scoring Program V 3.55\$5.00

Contains 9 of the Worlds best scoring systems. Individual or team formats, Great circle calculations. Help screen, easy to use & more. Even has technical support if needed! (Cost is to cover disk & postage only)

HPAC/ACVL supplies are available from the Administration office. Badge and Record supplies may be obtained direct from Vincene Muller, Records & Statistic Director.