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HPAC/ACVL Certified Hang Gliding and Paragliding Schools

As of Saturday 25th November, 1995

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller Hang Gliding & Paragliding	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 Ltd	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	3034, Edgemont Blvd P.O.	Nth Vancouver	BC	V7R 4X1	(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	Yes	Armin Frei	116011 - 14th Avenue	South Surrey	BC	V4B 1G9	(604) 535 8304
Mescalito Adventure Co	No	Yes	Maxim de Jong	50639, O'Bryne Road	Chilliwack	BC	V2R 1B4	(604) 858 2300
Mount Seven Paragliding Inc	No	Yes	Eric Oddy	P.O. Box 2483	Golden	BC	VOA 1H0	(604) 344 5653
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	VON 1B0	(604) 932 7052
Valley Wings Hang Gliding Inc	Yes	No	Randy Pankew	P.O. Box 2003, Sardis Stn Main	Chilliwack	BC	V2R 1A5	(604) 793 3106
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
Sky Images Paragliding	No	Yes	Rick Robinson	#205 - 175 Knightsbridge	Halifax	NS	B3M 3Y2	(902) 457 4963
Grand Valley Hang Gliding Inc	Yes	No	Kevin Thomson	30, Thistle-down Drive	Kitchener	Ont	N2E 3C3	(519) 742 5744
High Perspective	Yes	No	Michael Robertson	RR #5, 865, Conc 7	Claremont	Ont	L1Y 1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	#167 - 3349, Mississauga Road	Mississauga	Ont	L5L 1J7	(905) 607 8032
Skysailing Ontario Flight School	Yes	No	Karl Dinzl	23, Deancourt Road	Etobicoke	Ont	M9B 3K8	(416) 626 2227
Aile Émoi	No	Yes	Heinz Hefti	12, Rue Genest	Iberville	Que	J2X 2R1	(514) 358 2151
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	C.P. 763, St Germain de Grantham	Que	Que	SOC 1K0	(819) 395 5224
L'Eole Buissonnière Inc	No	Yes	René Marion	7773 Avenue Royale	Chateau Richer	Que	G0A 1N0	(418) 824 5343
Survol de Québec	No	Yes	Claude Fiset	23 rue du Boisé, St Ferreol les Neiges	Que	Que	G0A 3R0	(418) 827 5735

(An HPAC/ACVL Insured school is one that carries current HPAC/ACVL school insurance and only uses HPAC/ACVL certified Instructors.)

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Cover Photo: Mark Tulloch soars his Moyes Xtralite 137 over Bruce Peak, Salt Spring Island, B.C. 10,000ft Mount Baker is in the background, 100 miles away. Photo by Michael MacPherson

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

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HPAC/ACVCL

President's Report

Why bother!?! It's a question that was put to me recently with respect to our certification program. And it's a good question. After all, in this country you don't need a license -there's no law that says you can't just go and open a hang gliding or paragliding school and start teaching people. So, why do we bother? Well, I think it's probably a combination of things. One is a sense of responsibility -the desire to do the right thing. Another is a sense of community -the desire to belong to an association of peers. By that I mean we do care what other people think, and we do seek recognition just like people in any other form of endeavour. When you're in pursuit of excellence in a field as small as hang/paragliding, I think it's particularly critical to find acceptance within the association because it's awfully hard to get it any place else.

I sometimes say that our association operates on the basis of consensus. That means that if the majority of us think things should be done a certain way, it becomes the way of doing things. Yes, there's an inherent danger. The danger that new ideas will not get a fair hearing -but I don't think so. After all, we're not a community of lawn bowlers, we're a community of pilots, and I think we have an adventurous spirit that's quick to recognize the benefits when someone comes up with new techniques. Teaching hang gliding used to mean a slow progression up the training hill, but now tandem instruction is finding greater acceptance. So, we're not handicapped by consensus, but sometimes it slows down the process.

It's the process I want to talk about. At the moment there are three different situations in different parts of the country that we're trying to adjudicate. I've had calls from individual members asking why the HPAC isn't doing something. To that I usually respond that it's very difficult to act unilaterally from the national level. After all, what can the national association do if it doesn't get the recommendation and support from the member province? What can the provincial association do if it doesn't get the support of the local club? And what can the club do if it's members choose to do nothing? If the consensus of the local pilots is that a certain situation is potentially lethal, then the ground swell must come from those who have first hand knowledge and escalate to the national level if necessary. So, my message is this - if there is a consensus that a thing is wrong, there is a process to deal with the problem.

Switching to my least favourite topic, there are some things about our insurance situation that we need to look at. You're probably aware of the major wrangle the USHGA is currently having over it's waiver program. We discussed the issue at some length during our recent AGM in Toronto. We know that we're facing a similar problem with respect to insurance for the property owner. Particularly because the underwriter for our policy is TransAmerica, the same company that underwrites the USHGA policy. In truth, it will be all but impossible to find any insurance company willing to insure the property owner in the event a suit is brought by a pilot who has been injured while flying on the property. At the same time I have to say that it would be a very sick result if any hang/paraglider pilot was successful in such an action - but stranger things have happened!

The decision taken at the AGM was to leave the question about whether or not to adopt a waiver up to each club. If protection for the property owner is critical to maintaining access to your flying site, please call me to discuss possible remedies.

We also decided to strike "world wide coverage" from the insurance card because the wording in the policy is ambiguous at best. If you're travelling to a foreign country you can probably expect that they will want you to purchase their insurance just as we expect foreign pilots to take our membership and insurance when they come to Canada.

Moving along to the competition scene, I'm very pleased that we're going to be having our first flatland hang gliding nationals this year in Eastend, Saskatchewan. On a negative note, you should be aware that we won't be sanctioning the Savona Meet this year since the competition organizers failed to provide our competition committee chair with any results from last year's meet.

Every once in a while I get feedback about the cost of membership, so I'll just give you a quick budget summary for 1996, broken down on a per pilot basis. The HPAC dues to member provinces was reduced last year by \$7.00 per pilot, and at this year's AGM it was increased by \$2.00 per pilot to \$60.00 as we've decided to go to 6 issues of the AIR mag. The approximate breakdown looks like this:

AIR @ 6 issues	\$21.00
Insurance	\$22.00
Administrator	\$ 7.00
Aeroclub/FAI/world team funding	\$ 3.00
Office/travel/communications	<u>\$ 7.00</u>
TOTAL	\$60.00

Something that ties into this budget stuff, and in general, to the costs of membership is the question of how well the association is responding to the needs/wants of its membership.

The reason I bring this up is that the Aeroclub is currently facing a crisis of confidence. I've been concerned for some time that we're not getting the services we want from the Aeroclub and we're not getting much accountability for the money we pay. It now seems that the other member organizations (parachuting, ballooning, soaring, etc.) are beginning to feel the same way.

It may well be that the Executive of the Aeroclub feels it has been doing important work and that the costs are all well justified, but it doesn't matter a bit if it's not the work that the members want to have done. At the present time we look to the Aeroclub to do two things for us. First, we want to be able to file for official Canadian and World records, and second, we want to be able to attend World Championships. We might only file for one or two records on an annual basis. Our committee chair (Vincene) does most of the paperwork. We pay annual fees of \$1400

HPAC/ACVL Directors Reports & Updates

T.C. Liaison Report

Well not much has been happening lately. We almost lost our class 4 medical. It is required with the HAGAR exception. Class 4 is a self-declare medical that someone in T.C. didn't like and thought only a aviation medical examiner should verify your health. Well the Aero Club of Canada, COPA, UPAC and others put up such a fuss that the idea was scrapped.

What about aero-towing? Lindsay Cadenhead and myself have formulated a proposal that has been accepted by the "Recreation Aviation Group", but it's now in the hands of Transport Canada lawyers. Their job is to figure out the legality of the proposal. Lawyers scare me. Anyhow they have had the proposal since August, but haven't had time to look at it. Well so much for diplomacy, it's time for the "squeaky wheel to get the oil". If you have an interest in aero-towing call Lindsay Cadenhead at (613) 990 1036, He will also accept collect calls. Not that Lindsay is not doing his job (the proposal that he formulated looks great), but more than 2 years is a long time for T.C. to grant approval. If a lot of pilots call Lindsay it will make T.C. aware of the need for aero-towing. Do yourself and me a favour, call Lindsay, express the importance of aero-towing to hang gliding and that the two years I've spent seeking approval for aero-towing is more than enough time for T.C. to grant approval. Maybe then hang glider pilots can legally aero-tow in the 1996 flying season.

Fly high, fly far, fly safe.
Armand Acchione

continues.....

and we get lousy service. This is not an organization that's responsive to its membership! It's not fair to put all the blame on the Aeroclub because their problems are just symptomatic of a larger ailment - the F.A.I. To be philosophical about it, I guess it's just a case of bigger bureaucracies have bigger problems.

It raises an important question though. Is the HPAC doing the work that its members want to have done? Are we responsive to our membership? Keep those cards and letters coming boys and girls!

Fly safe,
Ron Bennett, HPAC/ACVL President

Towing Committee

Attention to all pilots on the tow committee, any pilots interested in being a part of the tow committee, and any pilots which would like to express their concerns for towing in Canada.

Hello from the big T.O., my name is Michael Solaja and at the recent HPAC AGM I was appointed as the new HPAC Tow Committee Chairperson. My towing background mainly involves paragliding behind (and operating) hydraulic stationary and payout winches and some static line kite towing on windy beaches.

Basically, I hope to be the catalyst for developing a towing guide, and my personal deadline (no pun intended) for the initial skeleton outline is the beginning of April. All topics on towing hang gliders and paragliders, except for aerotowing (which is being dealt with by Mr. Armand Acchione), will be covered in this guide. So far I have been helped by Mr. Bennett, Robertson, Larson, and Reibling. I can be reached at the address below and I am waiting for the windgods to blow my way some vital E-Mail connections.

Until my next update, enjoy your winter towing and remember to always test your weak links.

Michael Solaja
299, Mill Road. #1901
Etobicoke, Ontario. M9C 4V9

HAVE YOU RECEIVED YOUR "AIR" LATELY? Have you Moved?

If you haven't (received your AIR) and if you have (moved) then before you call me up and whine about it, try to remember if you sent me your change of address.... Deeeerrrr, my brain hurts, do I need to?... Let me guess, I bet you didn't!

I may be many things but a mind reader I'm not. If you move and don't tell me then how am I supposed to know? If you wish to continue receiving this magazine then:

**SEND ME YOUR
CHANGE OF ADDRESS**

Barry Bateman HPAC Administrator

Press Release

FAI decided to hold International Technical Conference for Hang Gliding and Paragliding.

The FAI/CIVL and Europe Airports are to hold an International Technical Conference which will be attended by delegates from the National Hang Gliding and Paragliding Associations around the world.

The date of the Conference is Friday 1st March until Sunday 3rd March 1996. CIVL has decided to hold the Conference in Augsburg/Germany so that the Conference coincides with the INDUGA, a major international exhibition for Hang Gliding and Paragliding. Augsburg is less than one hour from Munich.

The following benefits for pilots are expected to from this Conference:

- Promotion of responsible self regulation of Hang Gliding and Paragliding throughout the world.
 - Expansion of the freedom to fly in every country using the International Licence IPPI Card.
 - Improved interchange of safety and related matters through the establishment of a FAI/CIVL safety network (using internet and fax services)
 - and better understanding of the existing test procedures to a greater harmonisation.
- All this should result in improved flight safety and further the advance in the development of our sport.

To accomplish these goals we will start by gathering and disseminating on a world-wide basis information about

- national administration and operational issues
- the national standards of pilot training and licensing systems,
- and airworthiness standards including maintenance aspects for Hang Gliding (class 1,2,3)

Although the conference is for invited delegates there will be a forum open for the public which will be part of the INDUGA program. This forum will provide information about the activities of FAI/CIVL and Europe Allsports, an opportunity for discussion and will give the test organisations the opportunity to present their test procedures.

HPAC/ACVL Directors Reports & Updates

Ratings Director Report

As you will already know if you are one of the multitude who read the Minutes of the AGM, this will be my last report as the Ratings Director. As a result of incessant pressure from the HPAC Administrator, I will use this last writing to rant and rave a little.

Many of you have found the process of applying for and receiving a rating to be a frustrating process in recent years, and I would like to address that concern. Of course the first excuse I run up the flagpole is that we are only volunteers, right. But, you've heard that before, and it doesn't make you feel any better right? Well, there are often very good reasons for the delays experienced in getting your rating. At any given time, I have 10 to 20 applications in my limbo file for various reasons. Perhaps the most common problem is that the applicant is not a current member of the HPAC. Now really folks, how can you expect to receive a rating from an organization that you don't even belong to? Another common problem occurs when someone applies for a rating without having the prerequisite rating (i.e.: an Advanced rating without having the Intermediate rating). Many applications come in without the \$10.00 rating fee, or without specifying which rating is being applied for. Often, required documentation is missing (i.e.: we need a photocopy of your HAGAR results to award an Intermediate rating). Occasionally, the Instructor sat on the application so long that your cheque is actually stale dated by the time we receive it.

Okay, so we've identified some of the problems, now what? Well, if you are an Instructor sending in applications, please ensure the applicant is a **current member, documentation is complete, fee is enclosed**, prerequisites are met, and so on. If you are the applicant, remind the Instructor to follow the above procedures, in a timely manner. If you experience difficulty, it is most likely that one or more of the above criteria have not been met.

There, got that off my chest. Whew! Barry Bateman advises me that the all new exam packages are finally ready to go. Preparing the necessary exams for the new Paragliding ratings proved to be a monumental task, and required much more time and effort than any of us had envisioned. However, they should prove to be a fair test of pilot knowledge, and will be in your local Instructor's hands shortly.

SAFETY REPORT

IMPORTANT NOTICE

!!!Pro Design Reserve Handle problem!!!

From: PRODESIGN1@aol.com
Customers and fellow Pilots, We would like to inform you of a potential **SERIOUS** problem we have found on some **VERTEX** Harnesses. There seems to be a weak point in some of the Rescue Handles. The weak point was always right where the small black webbing is sewn onto the round handle. The webbing should go under the seem for a reasonable length to guarantee a firm hold. Also the stitching should be done properly, forward-backward sewing. In the subject cases, the webbing was not cut with a hot knife and was just inserted only half cm into the handle, webbing was fraying under the seam and came off when pulled hard. There has only been four handles found with the weak stitching. All **VERTEX** Harnesses purchased in 1995 should be inspected immediately. Please inform any one who have purchases a **VERTEX** Harness this season about the potential problem. We regret any inconvenience this may cause. Please inform us if any week handles are found. Sincerely,
John Yates PRO DESIGN USA

Water Landing Clinics.

There have been two paragliding deaths recently overseas as a result of landing in water. You'd be amazed at how hard it is to get out of a harness when you land in the water, never mind when there is wind and waves washing your wing.

Paraglider Pilots:

If you have any old rubbish harnesses kicking around, save them for water landing clinics. Put on your harness, throw a safety line on the carabiner, apply just enough pressure so the harness fits normally and jump in a pool. Pick a depth where you can just touch bottom. The rules of the game are that you're condemned to the deep the instant you touch bottom. Quite an eye opener if you haven't tried this before. The Divers who are employed to buddy breath pilots who get into trouble just about die laughing in the pool. A sight for soar (pardon the pun) eyes.

Thanks for the memories folks, hope to share the air with you soon.

Rick Miller, HPAC/ACVL Ratings Director

Accident Reports:

There was one thought provoking report of a HG pilot who broke plastic interior down tube fitting at the control bar apex while during ground handling difficulties. Fitting failed in an unusual spiral fracture in an area inside the tube not visible except during an complete strip down annual inspection. Done yours yet? The Fracture may have been there for a long time..... An annual glider strip down clinic is a really good idea for a club activity. Let someone else familiar on type examine yours if you are not going to pull the sail. Familiarity breeds blindness.

If you own a commercial operation: Repairs or Instructing, you should be doing an annual strip down inspection of your training gliders. Just so you know, the FAI/CIVL Technical Conference this march has this specific item as one of the main topics of discussion. That means you can expect to hear more on this - its been a problem somewhere. Other aviators have inspectors that come around and ensure each operation is up to snuff. Help us stay self regulated by following the manufacturers maintenance procedures in their manuals and use the Canadian Aviation Regulations as guidelines for maintenance procedures and training facilities. Nuff said

A new version of the TP4310 Ultra-Light Aeroplane and Hang Glider Information Manual has been released. It is available at a cost of \$8.56 each, or if you already own a copy, return the original blue or gray cover page along with only \$2.14 to:

NEW SPORTING CODE

The new Sporting Code for section 7 - Hang Gliders and Paragliders effective December 1 1995 is now available:

If you would like a copy please send \$5.50 (includes postage) to:

Vincene Muller
Big Hill Road
Box 2, Site 13, RR #2
Cochrane, Alta, T0L 0W0

HPAC/ACVLDirectors Reports & Updates

Transport Canada
AANDHD
Ottawa Ont. K1A 0N8
FAX 613-998-7416

Transport Canada is in the final stages of revising its CARs (Canadian Aviation Regulations). Many of these CARs apply to or provide guidance for Hang Gliding and Paragliding Commercial Operations including definitions and/or job descriptions for:

- Canadian Airspace Structure and Regulations,
- Training Record Guidelines,
- Flight Test Guidelines,
- Flight Training Standards,
- Operational and Emergency Equipment requirements,
- Contents of a Companies Operations Manual,
- Towing,
- Operations Managers and Maintenance Procedures

If you are an Instructor or Dealer, you owe it to yourself to become acquainted with the proposed CARs. In the interim, there is a discussion paper on the subject you can receive from me via Email, on disk from my home address. Specify Dos, Mac or Paper.

Fred Wilson
fwilson@islandnet.com

Because I often contact pilots to update accident report many pilots take the opportunity to unload some of their thoughts to me. I'm quite upset at the frequency at which pilots tell me their feelings have been hurt by other pilots. Remember that first and foremost we are in this sport for fun. It is our passion. Many of us work in a pressure cooker and use our free time off to unload. When pilots rag other pilots for whatever reason, they need to take a moment to reassess why they feel it necessary to fracture someone else's pleasure. A positive approach will achieve the same ends quickly and more enjoyably.

Pilots have told me they are quitting, refuse to attend club meetings, events or club sites because of the attitude of certain people. (Count of the number of pilots in your region versus the number of active club members! If something's out of whack....) Some of the more frequent comments from ALL across Canada are:

- Pilots tell me if work is so hectic for me that I can only get out for a few days a year I

should quite the sport because if I can't fly all the time I can't be safe.

- Certain people in the local club are so nasty every time I see them on launch I now ask around to find out where they are going and make sure I go somewhere else.
 - I had a bad accident and instead of friendship certain people just pick on me relentlessly and won't stop.
- Anybody see themselves here? Get a life people or go take up pugilism somewhere else.

The WORST I ever receive relate to emergency reserve parachute deployments (several times in the past two years). At a moment in time when we should be rejoicing, some idiots rag the victim. At a moment in life they when one of our friends are really, personally savouring life, comments like the following really burn me up and hurt people:

- I was standing on launch. The Air wasn't THAT bad. You lost control. -You reacted wrong: that would never have happened if you had only done such-and-such.
- You had lots of time - why didn't you wait and try to pull out of it?

(Watch Willi's introductory film at his Chute Deployment Clinic. This will forever shut up this sort of comment)

This is an inappropriate response to any other human being at this moment in time. The ONLY person who can make the determination is the pilot in command. No-one can second guess it later. The decision is based on the pilots personal experience level, their experience and confidence on that aircraft, the air at the time, the proximity of terra firma and the personal and immediate impact of information overload. If any of you see yourselves, go back and apologize. Your comments hurt and that hurt reached other people.

I watched a fellow pilot from the interior of BC have one of the worst collapses imaginable at Mt 7 a couple of years ago. His reactions and timing was one of the most professional and astute acts of airmanship I will ever have the thrill of witnessing. A time like this is meant for rejoicing that one of your best friends and compatriots has just survived near certain death.

I again ask all pilots to take the time to write down details on all the accidents they have experienced and forward them to me. For Instructor re-certification, it's a requirement. Period.

For those of you from whom I have not yet received a full and accurate report on their own personal reserve parachute deployment, I have a little bonus package.

I'm going to copy Willi and Vincene's top-rate-attitude (they used to - maybe still do - stock a bottle of champagne for the next record flight off Cochrane). I look forward to revisiting that moment with each of you who have yet to file your Chute Deployment report. We'll share a bottle of bubbly (or the champagne of Ginger Ales for all you tea-totalers) in exchange for your story. If you all do it in one year I'll be a total wreck on the road.... There are 64 people alive to date in Canada thanks to reserves. Only a handful have filed complete reports. How many more have I missed? Who can pass up free Champagne?

(Which reminds me, if anyone out there misses one of Willi's Chute Deployment Clinics - which he puts on each spring - you are making one of the biggest mistakes ever. This is perhaps the single best clinic/presentation in the sport. It is a do-not-miss experience in ANY pilots lifetime. Every province which has the funding available must bring him in at least once if just to set the standards for every other clinic from here on in.

The bonus is that he brings stock of new & modern deployment bags, carabiners, bridle extension sections, replacement bridles for worn out equipment, rubber bands and so forth and so on. Pilots who have obviously worn out equipment will replace it on the spot - without question - whereas if they don't replace it immediately, within a few days the old excuses block it off yet again. Way To Go Willi!)

Next Month:

Accident Reports galore! While we have no fatalities reported again this year, its been a bad one for bad accidents. Three hang glider pilots received significant permanent disabilities. Three HG and 2 PG were hospitalized up to a month. 8 pilots, (7 of them paragliders) had reserve parachute deployments. We received 7 more reports from Instructors on students: 5 hang gliding accidents and 2 paragliding student incidents.

Fred Wilson. HPAC/ACVL Safety Director

HPAC/ACVLDirectors Reports & Updates

HPAC INSTRUCTORS COURSE

On November 11,12, & 13, Muller Hang Gliding and Paragliding hosted an instructors course in Cochrane, Alberta. The following pilots participated in the course:

Bernard Winkelmann	Calgary, AB	Paragliding
Darrell Bossert	Hinton, AB	Hang Gliding
Barry Bateman	Langley, BC	Hang Gliding (recert.)
Brett Hazlett	Burnaby, BC	Hang Gliding
Philip Langford	Lions Bay, BC	Paragliding
Zdenek Erban	Vernon, BC	Paragliding
Mark Tulloch	Victory, BC	Paragliding
Michael Brothers	Vancouver, BC	Paragliding
Karl Buchegger	Williams Lk, BC	Paragliding
Lucille de Beaudrap	Edmonton, AB	Paragliding
Gerhard Dickmeis	Edmonton, AB	Hang Gliding
Micheal Schulte	Ft. St. John, BC	Hang Gliding

On Saturday morning, the temperature was -20 C, and the participants were glad that the first part of the course was going to be indoors. Mark Tulloch spent the day before the course thawing out the engine on his truck, which had frozen solid. Welcome to November in Alberta, Mark! Willi Muller began the weekend with a general course overview and described how it was structured for both hang gliding and paragliding. Only during the practical teaching would the two groups be separated.

Ron Bennett gave the first presentation, on the HPAC Instruction system. The pilot Instruction system has undergone various changes in the last few years to arrive at the current system. As president of the HPAC, he has received requests from members of the HPAC to act on their behalf. The HPAC is a volunteer organization and the effectiveness with which it can deal with certain demands, depends on the support that it gets from its membership. You get out of the HPAC what you put into it!

Jamie Roth gave the next presentation, on Pilot Decision Making. Jamie is a former hang glider pilot and currently works for Transport Canada as a flight school instructor/examiner. A review of aviation accidents indicates that most are due to the "human factor" (i.e. Pilot Decision Making). Poor decisions are often the result of pilots getting caught up in the "hurry up syndrome". The next time you find yourself rushing to get ready to go flying, doing your preflight, or getting ready to launch, pay attention to the warning lights going off in your mind and slow down.

After a lunch break, Don Glass, who operates a flight school in Kelowna, BC, directed a discussion of the "Flight Instructors Guide". This document deals with various guidelines for presenting instructional material. It also covers several different teaching methods. By assisting with the delivery of an instructors course, Don is fulfilling a requirement for becoming a senior instructor.

On Saturday evening, all instructor candidates were invited to attend the AHPA annual Christmas party. With close to 100 people in attendance, it was one of the best turnouts in years.

Sunday morning came early for most participants. I started the day with a presentation on Risk Management. Most of us manage risk in our

everyday lives, as well as in our flying activities. Instructors also manage risk for their students. The session concluded with participants developing a Risk Management Plan for introductory flight.

Sunday afternoon saw the approach of the warm Chinook winds the Calgary area is famous for. The winds pushed the temperature close to the 0 C mark. We took the opportunity to complete the practical teaching portion of the course. Willi Muller instructed the paraglider group, while Don Glass and myself instructed the hang glider group. The wind was light to start with, but by the time we got to flying, the paraglider pilots were seen skiing across the snow covered ground attempting reverse inflations, while the hang gliders were soaring! Barry Bateman got his first soaring flight at Cochrane, in a single surface glider. Part of this session dealt with how to give feedback. Everyone had something to say to Barry about his twinkle toes take off. The winds did eventually subside, giving everyone a chance to fly and to do some practice teaching. This session was great for allowing an exchange of information on instructional techniques.

For Monday morning, the participants had prepared short presentations which would test their knowledge and skill in presenting material to an audience. This is was very entertaining since everyone is allowed to speak on a topic of their choice. There were presentations on everything from firearm safety to speaking Chinese. The course concluded with participants exchanging phone numbers because they came from various areas of B.C. and Alberta.

Over the years, hang gliding and paragliding have been made safer due to organized instruction. I would personally like to thank all the participants for taking the time and effort in becoming certified instructors. Your students will be the better for it.

Submitted by: John Janssen
Senior Hang Gliding Instructor
12 years hang gliding teaching experience
Outdoor Pursuits Coordinator with Campus Recreation at the University of Calgary.

John Janessen

John Janesen flying tandem with Stewart Midwinter at Golden. Photo by John Janesen

HPAC/ACVLDirectors Reports & Updates

Motions from the 1996 HPAC/ACVL AGM

In attendance:

HPAC: Ron Bennett, Martin Polach, Barry Bateman, Armand Acchione; B.C. Rick Hunt, Wayne Bertrand; Alta, George Thibault, Gus Larson; Sask, Mike Reibling; Man, Rob Leslie; Ont, Michael Robertson, Owen Jones; Que, Bernadette Younk, Francois Dussault; Nfld, Rick Robinson, Craig Janes; Others, Michael Solaja, Chris England, Karl Dinzl, Peter Chapman.

Motion: by Wayne Bertrand, 2nd, Rick Hunt
- To document procedures to deal with infractions of HPAC/ACVL policies.
Carried

Motion: by Ron Bennett, 2nd Mike Reibling
- To adopt a National release waiver
Defeated

Motion: by Ron Bennett, 2nd Rob Leslie
- To remove the wording on the insurance card "World Wide Coverage"
Carried

Motion: by Michael Robertson, 2nd George Thibault
- Change the wording "Certified Schools" on page 2 of AIR to "Insured Schools"
Carried

Motion: by Ron Bennett, 2nd George Thibault
- That the HPAC/ACVL cease to offer school insurance.
Defeated

Motion: by Michael Robertson, 2nd Rick Hunt
- To adopt procedures as proposed by Wayne Bertrand re: noncompliance of HPAC/ACVL policies.
Carried

Motion: by Ron Bennett, 2nd Wayne Bertrand
- to Grandfather Chris England as a senior instructor.
Defeated

Motion: by Ron Bennett, 2nd Rick Hunt
- That Quebec and the HPAC/ACVL share the cost of sending Wayne Bertrand to Quebec to run an Instructors course.
Carried

Motion: by Craig Janes, 2nd Martin Polach
- to grant Michael Gates his Tandem 1 instructor rating.
Carried

Motion: by Michael Robertson, 2nd Owen Jones
- To grant Canadian equivalency to USHGA basic instructor rating provided they meet extra Canadian requirements and pass HAGAR exam and be an HPAC/ACVL member.
Carried

Motion: by Ron Bennett, 2nd Craig Jones
- To support Michael Solaja to undertake a comprehensive analysis of towing standards.
Carried

Motion: by Craig Janes, 2nd Michael Robertson
- That the HPAC/ACVL accept the instructors ratings issued by Heinz Hefti to; Bernadette Younk, Rick Robinson, Rene Marion, Claude Fiset and Denis Bigeault providing they meet all the other requirements.
Carried

Motion: by Bernadette Younk, 2nd Francois Dussault
- That Claude Fiset be grandfather'd for his Senior Instructors rating
Defeated

Motion: by Bernadette Younk, 2nd Michael Robertson.
- Mike Solaja be given his Tandem 1 certification.
Carried

Motion: by Rick Hunt, 2nd Michael Robertson
- That Heinz Hefti's Instructors certification be temporarily revoked while allegations concerning him are under investigation, and that a letter advising him of this action be sent from the HPAC/ACVL Instructors Committee Chairman.
Carried

Motion: by Ron Bennett, 2nd Craig Janes
- That Michael Robertson be given his hang gliding Tandem II certification.
Carried

Motion: by Michael Robertson, 2nd Gus Larson
- That as the Tandem I endorsement has been awarded to Micheal Solaja and Claude Fiset, that the same be extended to Bernadette Younk and Denis Bigeault
Carried

Motion: by Barry Bateman, 2nd George Thibault
- That the AIR magazine circulation be increased from the current 4 issues to 6 issues per year.
Carried

Motion: by Barry Bateman, 2nd by Craig Janes
- That the AIR magazine production be increased to 1000 per issue, the increase in production being offset through bulk postage therefore allowing it to be distributed to all HPAC/ACVL pilots (including Quebec).
Defeated

.....continued on page 25

**PARAGLIDER
ON
GROUND**

**IN THE
CLASSROOM**

**ON HILL
TALK**

**PARAGLIDER
INFLATED**

**HANG
GLIDER AT
TAKE-OFF**

Clockwise from top left: Lucille de Beudrap gets ready to ground handle while Bernard Winkleman looks on, Chris Muller talks to the paraglider instructors, Mark Tulloch assist Lucille, Barry Bateman prepares to take off, Willi Muller giving a lecture inside the Quanset hut. Note gliders hanging from roof ready to be flown! Photo's by Vincene Muller

The Annual Alberta Pilots Migration to UTAH.....

BY ROB K STEFANIUK

LUCELLE IN THE MORNING

Lucille de Beaudrap takes an early morning flight at Point of the Mountain. Below; Evan Sampson prepares to launch at Randolph. Photos by Ed de Beaudrap

The annual, autumnal, Albertan contingent of air-hungry hang (& para) glider pilots gaggled together into a loose convoy around September 22 and headed South for a last chance at some serious airtime in Utah. The first stop planned was in the North-East corner of Utah near a small town called Randolph.

Randolph has a very nice ridge about 1300' AGL with (rented) 2-wheel drive access to the top. The ridge runs for miles but the best part of it is about 1.5 miles long and faces West. There are a few good locations along the top of the ridge which are suitable for launching hang gliders & paragliders. The land out in front of the ridge is a smooth, flat collection of flood-irrigated hayfields with few obstructions and a small stream. Most chose to land in a hayfield near the road which leads to the top of the ridge. Those who chose more challenging locations to land fared well enough but next time will probably choose the area the rest of us used.

Randolph is apparently not a nice site until after a good frost which kills off the hungry hordes of mosquitoes which thrive in the shallow water of the summer-flooded hayfields below. Those pilots we'd met there who were familiar with the site were quick to point out that we arrived at a good time.

Saturday saw most of the group getting hours of good air-time in fairly smooth late afternoon ridge lift. Having arrived late, as I often do, I missed out on the Saturday flying. Mike Sadowinski performed a very impressive, no-bounce belly landing; a technique which must've taken practice to perfect to that level of smoothness! Few of us were into camping on this trip so we headed across the border into Wyoming to spend the night at Evanston in a nice clean motel; close to 'real' beer. Randolph has few amenities to offer unless all you need for a good time is gas.

Sunday had us back to Randolph where we grabbed some quick food and met up with Glen Lowe and his family who had arrived that morning. We ended up spending the better part of the day sitting around the hill waiting for the winds to improve. Thermals were starting to cycle through and became more consistent by mid afternoon. By late afternoon everyone who was going to fly had made it off the hill. The first few off sank out and came back up for a second try.

Conditions were almost entirely thermal and provided a good challenge. Some experienced pilots found themselves more challenged than usual and spent an envious afternoon counting under-surface battens on intermediate pilots' gliders. Flights varied between about 15 minutes and 2 hours.

Stewart Midwinter took advantage of the conditions to explore Southward along the ridge and was soon out of sight. I thought I'd made up for the previous day by being the last one to land but before I could get too smug, Stewart slid into the field virtually unseen from his tour of the area.

Most noteworthy event of the day was Ken Harapnuik's launch and landing. This was Ken's first flight in nearly four years after having recovered the use of an injured shoulder. Ken showed fine form and continued to demonstrate his prowess when we flew at Point of the Mountain later that week; clipping the windsock mast just right to announce his arrival and top-landing smartly without a scratch on anything!

Monday had us at the South side of the famous Point of the Mountain site where most of us got in some air-time in decent but decidedly bumpy conditions. Roger & Donna Nelson, who had been there for the previous week, endured cold, food poisoning, and conditions too strong for paragliding and decided to leave that day.

Thermal activity and air traffic along the ridge kept things interesting on the South side virtually everyday. Paragliders would get pretty thick which left little room for those of us who fly boney wings. Conditions in the mornings were often light and the edge of the ridge was

EVAN SAMPSON AT RANDOLF

RICK MILLER AT POINT OF THE MOUNTAIN

littered with paragliding students practising their ground-handling and launches. Stewart & Lucille made the most of these conditions with Stewart getting about as much paragliding time as hang gliding time for the trip. Afternoons would get fairly strong and bumpy as the thermals played over the edge of the small ridge. Roller-coaster rides, anyone?

The rest of the week went by with a South day virtually every day. All of us were keeping our fingers crossed for a chance to fly the North side but it didn't happen.

Garrett Smith made his arrival and was eager to join in the fun but seemed (a little less than) content, breaking down his glider at the bottom of the hill.... Regularly enough to earn the moniker, "Catfish." It didn't seem to be Garrett's week and he probably fared the worst driving to flying time ratio of the group. Hopefully, Garrett, you'll make up for it next year.

Kevin Caldwell took a break from whatever he was doing in the area & joined us for some flying on Wednesday. Our good friend and local pilot, Jerry Worsencroft, volunteered the use of his old Sport which Stewart flew, leaving Stewart's Xtralite for Kevin. I later saw Kevin and Stewart adjusting the bow of some Sport downtubes and mumbling some-

thing about resetting the "safe flight counters." Apparently someone had forgot to do this on the Sport since it hadn't been flown for a while; this may have been the cause of the bent downtubes... The next flying session had Kevin on the Sport which was later flipped; earning a compliment from Sharon on his low altitude aerobatics abilities.

Thursday was a noteworthy day for a few reasons. Few local pilots were around that day. I realized why shortly after launching. Conditions quickly became strong and very thermally and while many of the heavier pilots rejoiced in the abundance of lift I was too busy dodging hay bales being blown up from the field below. Somewhere, around the time that I was experiencing the first occasion I'd ever been wishing I was on the ground looking up instead of avoiding the ground and looking green, the Space Shuttle (Atlantis?) flew by the site on the piggy-back jet carrier.

This tumultuous day also had us convinced it was going to give us a chance at the North side. While flying smooth, late afternoon lift on the South side, gliders quickly began sinking lower. Some managed to squeak in a top landing (reset your counter too, Mike!) while others went to the bottom. Within the two minutes I spent looking for the reset button on yet another Sport the wind switched and started blowing from the North. My tied down glider decided to weather-vane... Vertically! It repeated the trick a few more times before, during, and after it was hastily stuffed into it's bag! We

scrambled to the North launch only to find it wasn't really good at all. Some intrepid fellows tested their mettle in the marginal conditions only to find ground-suck.

We had all awaited the shuttle's approach to Salt Lake International airport the previous day but it disappointed us by taking a flight path behind the ridge to the East of the site. That provided us with only a few distant glimpses of the aerospace marvel as it made it's approach. A novice pilot flying from Francis Peak was lucky to get a very close look at it while he was making a sled run. He was quite awed by the experience; more awed when informed about the existence of wing tip vortices and realizing how lucky he really was!

Somewhere in there it rained for a day, giving many of us a chance to do a little shopping or partake of some general tourist activities. Fly-hard pilots did sled runs from the bench on the North side.

Friends Jerry and Sharon Worsencroft treated the Canadian pilots to a home-cooked meal one evening and some of us looked like we were glad to get back to 'normal' life for a few hours. We watched some TV and did a lot of visiting with Jerry and Sharon and their six boys. Ken, who was at one time overheard saying he'd cut off his pony tail when he started flying again, was held to it and Sharon pulled out the scissors. Ken opted for a conventional haircut while Rick and Evan, after a few hastily gulped beers, decided to let Jerry's son Brigham perform a radical hair-ectomy. Fearing for our own locks, Glen and

LUCILLE AT RANDOLF

SAMPSON AT RANDOLF

Top; Rick Miller soaring Point of the Mountain.
Bottom right; Lucille gets some air at Randolph.
Bottom left Evan Sampson on his APCO Nimbus at Randolph.
Photo's by
Ed de Beudrap

I tried to politely leave the neighbourhood. Rick seemed proud of his new 'velour-cut' but Evan was looking a bit undecided the next day. No doubt they had the coolest heads around!

Saturday came with the last chance to fly the North side. Optimism was slowly replaced by

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pessimism and then exodus as most of the group packed up and pointed their radiators North by late afternoon. The light conditions weren't sufficient for hang gliders but paragliders who were ferried to the top of the upper ridge had some spectacular flying. Lucille spent most of the time on top of the stack and set a new personal best for duration, getting nearly 1.5 hours. You wouldn't have known it was dusk when she landed; she was absolutely beaming! This was great for everyone who came to supper later since the beer was on Lucille.

Roberto Roque and André Lafreniere who had arrived for the weekend with subdued expectations were well rewarded when, as Murphy's Law would predict, Sunday was a "North day."

And what a North day it was! Even the locals weren't expecting it to happen. Fortunately for those of us who remained we were set up and ready for it when it happened. About 2:30 in the afternoon the wind was coming in light but steady with thermal cycles bumping up the average velocity.

Rick Miller and Jerry Worsencroft, who was playing hooky yet again from work, were first off and quickly found a thermal to take them back to the higher ridge. It looked too easy! I rapidly completed my preflight, stuffed some groceries down my neck and had André assist me with my first launch from the North side. I nearly declined the opportunity because of a bit of a leftover cold I was entertaining but adrenaline got the best of me and I enjoyed all 4 hours and 14 minutes of my first North side flight! This cost me some beer since it seemed to be the beginning of a trend for pilots to buy a round for their peers when they had achieved a new personal best. Not to be outdone, Rick Miller posted a few minutes over five hours for his flight that day. Had the horizon not jumped

up and blotted out the sun we could've undoubtedly flown for longer.

The lift that day was abundant and plentiful and Rick led me out on a couple of excursions, probably having realized that after a couple hours over the ridge, even a first flight there can become a bit tedious. We managed to fly straight out and away from the ridge for over a mile with virtually no loss of altitude. So this is what those stories of "wonder air" are about! He also urged me to follow him across the gap towards Lone peak. Wind through the gap was moderate and the poor speed performance of my glider had me deciding to turn back after getting nearly half way there. Lift at the front of the gap was sporadic but usable. Someone who'd drifted farther back into it was thermalling very arduously! Rick managed to get about three quarters of the way there when he decided to turn back, too. It was quite likely we both could have made it if we'd have been more motivated to do so. Maybe next time if the real estate developers haven't contaminated the potential landing areas along the way with expensive housing developments.

Monday was also a decent North day but we were under the influenza and even Rick landed after about 1.5 hours to take a nap.

Tuesday the winds were once again not cooperating and Rick decided to make his break for the border. The following days saw it blown out, rained out and becalmed for hang gliders but Lucille kept at it and managed to get still more airtime. Doug Skye and his wife/driver arrived and joined in the fun.

Wednesday had Brian, Yoyo and Rod arrive from Calgary and they were still there when we left. Many late afternoon flights were had from the top of the large North ridge by paraglider pilots who took advantage of the adventurous 4-wheelers willing to drive them there.

By Friday the last of us were ready to leave and after bidding farewell to our friends and extended family, the Worsencrofts, we too headed for home.

Just as I was packing up to leave the South side on Friday, John Heiney and Blue Sky pilots Dave and Tom showed up to test production prototypes of the Preda-

PAUL CAKI

tor. Watching these new wings slice through the strong conditions with incredible speed was quite impressive. These may just be the gliders to watch out for in speed contests over the next couple years!

Overall we had a great trip. Everything went well with a minimum of distorted aluminium and no need for Lucille's triage skills unless you count Mike who wanted a couple band-aids for his sprained downtubes. They're probably well healed by now. Only the doctor chose to examine a small amount of blood and fortunately it was his own! But after all, that's what kneecaps are for.

Memorable aspects of the trip were as follows:

Lucille de Beaudrap enjoyed numerous personal best and was probably glad we didn't need to make use of her vocational abilities (we had a tougher group this trip) despite some instances of pilots flying with an excessively high "testicular/cerebral ratio." Driving honours go to Ted who ferried Lucille to the top of the North side on those days when there was no other way to get up there.

Kevin Caldwell got to fly that Xtralite of Stewart's that I've heard so much about as well as flip a Sport. It had to be better than being at work that day!

Ken Harapnuik seemed to be glad to get back at it and showed us he didn't forget how to fly. He was often at the top of the stack when flying the South side of Point of the Mountain.

André Lafreniere bagged some wind on Saturday and Sunday on the North side and prob-

RICK MILLER AT POINT OF THE MOUNTAIN

ably managed to get a decent amount of airtime for the few days he and Roberto were there.

Stewart Midwinter, passed the 1000 hour mark on this trip and no doubt enjoyed being the last one down at Randolph on Sunday.

Rick Miller enjoyed his flight on the North side that netted him over 5 hours and a chance to get near Lone Peak. He also expressed a good deal of pride and satisfaction for his students who'd come along, enjoyed some good conditions and flew really well. He was a bit disappointed though, by finishing the trip with only 5 hours short of 500 hours total airtime.

Miles Parenteau managed to get his log book total over 100 hours on Tuesday. He also managed to perform numerous top landings on the South side but couldn't seem to find dark beer that was to his liking.

Roberto Roque spent a lot of time driving but at least flew the North side on Sunday.

Evan Sampson nearly quadrupled his total airtime to date and performed numerous top landings on the South side. Randolph would likely also be his first experience at mountain flying. A new longest flight of 1 hour & 36 minutes and a multi-launch & top-landing

Rob Stefaniuk enjoyed skying-out at Randolph on the first Sunday while, from above, watching many more experienced pilots set up their landing approaches. Definitely didn't enjoy the strong conditions one day and certainly spent too much money; much of it in restaurants to maintain ballast.

Glen Lowe made his first trip to Utah this year with his propane powered van. Glen hopes to

on the South side. The American pilot was fortunate he crashed the way he did since he may have been only a matter of one or two feet away from being critically injured or worse. He broke his glider and probably his budget as he later handed out checks to cover the property damage he'd done.

So if you get the urge to join us for next trip, do what you can to make it. It's a chance to do

some good flying and have a lot of fun. It can help you develop skills you normally wouldn't be able to at our usual flying sites; such as the paraglider slalom, thermal 'avoidance,' and touch and go landings.

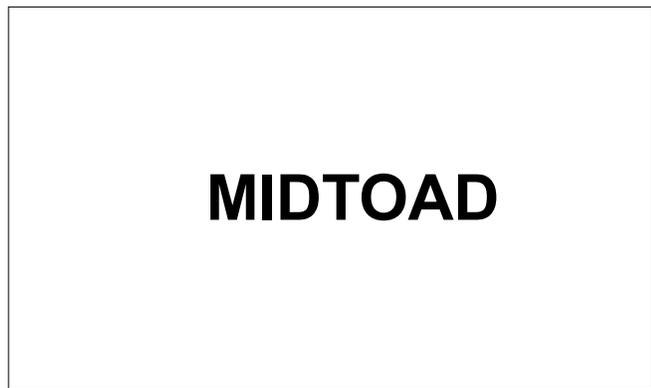
Fly it while you can. Development is killing the site and we may only be able to use it for a couple more years. It would be a pity if you miss out on flying on of

North America's most consistent (I don't know where THAT label came from!) sites while it's still available.



get a larger propane tank for the next trip since he often had to stop for the night to find that rare commodity his van runs on. Glen managed to pack quite a bit into his trip including about five hours of air time, watching the space shuttle fly by, a brake job, buffalo sighting, and Yellowstone National Park, complete with a venting from Old Faithful (the geyser). Glen's sense of humour was enjoyed by all of us and his four and a half year old son Kyle amused highway travellers by wearing his Groucho Marx nose and glasses.

Opposite page, top; Paul Caki flying at Point of the Mountain. Bottom; Rick Miller untying his glider just prior to launch from the "South Side". This page, top; Ken Harapnuik comes in for a landing. Center; Stewart Midtoad demonstrates excellent ground handling skills. Is that downtube bent or is it the picture? Bottom; Lucille and Stewart catch some late afternoon flying. Photo's by Ed de Beaudrap

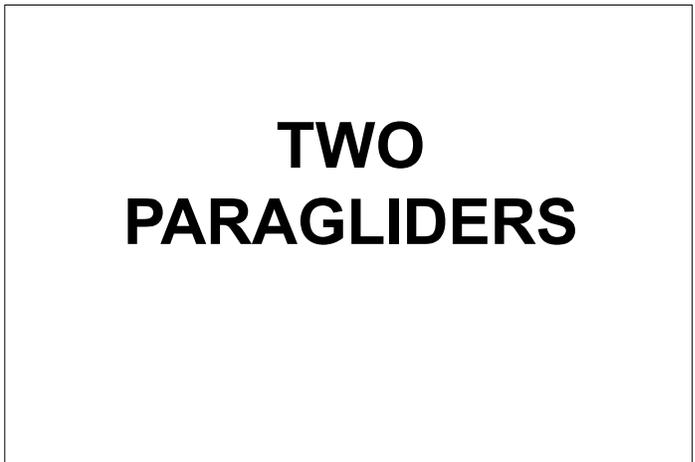


speed record; Four times in five seconds! Ask to see the video. Revelling in his new abilities he returned to Tofield to do about 6 miles XC over 30 minutes in near zero weather.

Mike Sadowinski looked like he was generally enjoying himself on this trip and we could not derail his good mood, even after resetting the safe flight counter.

Garrett Smith spent too much time repacking his glider at the bottom of the South side and will likely want to lose the "Catfish #1" title as soon as possible. Make way!

Glen was also one of the few of us who saw an American pilot hit a couple of parked cars on the top of the South side. It was a sobering experience for all of us that day and served to remind us of the importance of good decision making; especially in the often crowded air



ALAS DEL HOMBRE

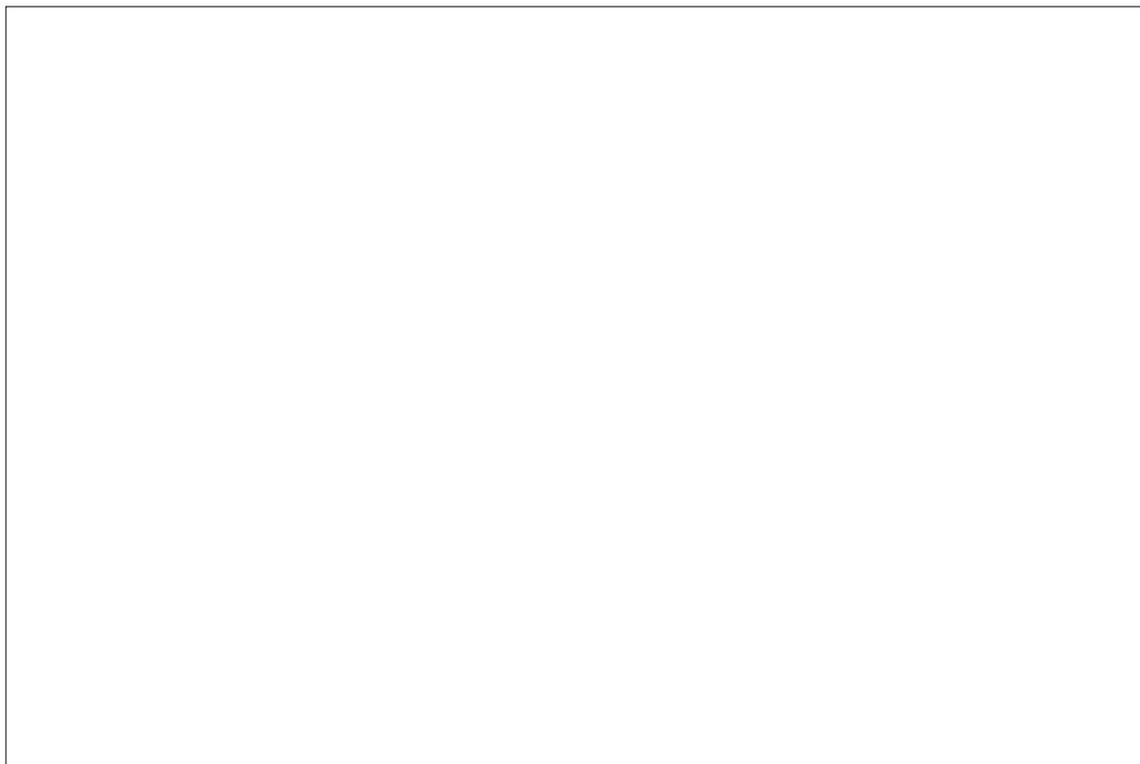
Got the itch to fly? Well don't just sit at home this winter dreaming about it, come to beautiful **MEXICO** and **FLY** with us. Join Miguel Gutierrez (7 times Mexican National HG Champion and rated 7th in the world in 1994 - USHGA Class III PG and Advanced HG) and Chal Hale (HPAC Certified PG Instructor) for an exciting and unforgettable flying experience in **MEXICO**.

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A MEXICAN EXPERIENCE

IGUALA, Guerrero, Mexico Las Microondas de Tuxpan

by: Chal Hale & Miguel Gutierrez
Alas del Hombre

While all you Canadian pilots are putting away your equipment for the long and cold winter ahead, here in Mexico, our best season is just around the corner (November/March). So don't put it away! Get it ready for your Mexican experience.

enced pilots the ability to top-land. Rotors are not usually a problem as there is very little wind.

Iguala is suitable for all levels of pilot skill, and would be ideal for an advanced manoeuvres clinic. Beginners should have their zero wind take-offs perfected. The launch area has had a concrete slab poured with hang gliders in mind. Care needs to be taken to avoid catching lines in the twigs and rocks.

Pilots with little or no thermalling skills can enjoy smooth sled-rides until 11:00am at which time the first thermal cycles kick

800fpm) are quite common in the winter and can take you up over 7,000 feet above launch putting you 10,000 feet above the valley floor. This opens the window to great cross-country potential. The main X/C route is to fly NE over the back to a large lake called Tequesquitengo approximately 40 kilometres away. During the summer and fall the upper winds are from the north and make this route more difficult to fly. However, fabulous triangles and out & returns are possible in the main valley year round.

One would normally go over the back from the antennae side of the mountain, following the road that leads to Buenavista and Cuernavaca. Be sure to follow the road until you are above the main Buenavista valley, otherwise you may be in for a serious hike out if you don't find lift. Leave with at least 3,000 feet over launch heading for the first mountain you see. You will encounter sink until you get over it. At this point you should get your next thermal. Take it up to cloudbase and proceed diagonally over the town of Buenavista towards the right side of the cliffs. Thermal along to the end of the cliffs and again take it up as far as you can. Beware that the thermals near the

A flying tour of Mexico would not be complete without a visit to Iguala. In a valley (2,500msl) almost 5,000 feet lower than Mexico City, one can fly pretty well year round. It can be raining in the city, and yet two hours away one normally finds a hot, humid and sunny valley with zero wind that has some of the best flying that Mexico has to offer.

The mountain itself offers 2,900 vertical feet with access via a stone road to a microwave station (as with many Mexican sites). Access to launch is from km 81.5 of the Mexico - Iguala cuota (toll) road. You will see a sign that says "MICROONDAS DE TUXPAN". The ride up takes about 20 minutes, and no special vehicle is required. A path to launch is located slightly below the main antennae systems, and leads to a group of smaller antennae. The main station is always manned and they can provide directions or emergency assistance if required. Be sure to bring adequate water, sunscreen, and snacks. The mountain overlooks a large lake that usually appears as a sheet of glass. The main ridge has many deep fingers, each one providing an inviting thermal. A field behind launch allows experi-

in. Mild thermals with increasing intensity and frequency continue until after 1:00pm. During this time beginners can take advantage of broad, gentle thermals to improve their thermalling skills. Cloud base usually extends not more than 2,000 feet above launch until the inversion layer clears somewhere around 1:00pm. At that time, beginners should be on the ground or flying near launch with landing in mind. There is a late afternoon thermal cycle around 4:00pm that is a pleasure to fly, and the evening glass-off provides a fantastic end to a great flying day.

Thermals as strong as 1,600fpm (usually

Top; Arriving at Tegnes after a smooth 40km flight. The last 20 km is flatland flying. Bottom; A view from launch showing the main Iguala valley. Photo's by Chal Hale

.....continued on next page

continued from previous page.....

cliffs can be quite strong. As well, there can be a venturi at the end of the valley where winds coming from Taxco meet the local valley winds.

Here you should have a clear view of the Teques lake off to the NE, and you will be flying flatlands from this point on. Proceed towards the SE corner of the lake. The large black fields and small towns on your flight path generate good thermals. Take each thermal as high as you can until you arrive at the SE corner of the lake. This corner works well. Take it up with the NW corner of the lake in mind, either crossing the lake directly or following the east side. There you will see an ultralight airport where a warm welcome awaits you. If you prefer, continue following the main highway on your left towards Cuernavaca.

While waiting for your chase crew, meet the local ultralight pilots. They can take you for a wonderful flight around the valley and over the lake for less than US\$15.00 Teques is also a skydiving centre so keep a sharp lookout for small planes and fast moving parachutes. There are many good restaurants around the lake where you can enjoy the local fare while knocking back tequilas and margaritas. Several water-skiing clubs are in the area for anyone interested, or cool-off at one of the marinas, the water is great!

For anyone flying XC be sure to fly with several litres of water, a few snacks, and some small change. Walk-outs can take some time and you will be in one of the hottest areas of Mexico. It's would be best not to fly alone. Wherever you land, usually a large group of over anxious kids will find you. They will be glad to help you get back to the main road and will even carry your equipment. Be sure to reward them for their efforts, a few pesos goes a long way for them.

Stay in either Iguala, Teques, or Taxco. Iguala is the least expensive, where rooms can be had for as little as US\$10.00 If you visit on a weekend, stay in Teques, hotels cost a little more, but it has a better night life. Taxco however has the best hotels by far, and is about 45 minutes from either Iguala or Teques. It is a beautiful colonial mining town and the silver centre of Mexico, so be sure to

bring something home for mom. A cable car can take you up to MONTE TAXCO, a beautiful hotel high up on a hill overlooking the town. A short walk behind the hotel you will find a launch site. Or plan a day at the beach, Acapulco is only two hours from Teques, where the only flying to be done will be at night!

Access to the lake at the foot of the site is via a small town called Tuxpan. The north side has many rustic beach restaurants where one can eat quite inexpensively. Be sure to relax and enjoy the water. After a few hours of flying, its refreshing coolness is a welcome relief from the heat. The lakeshore offers many landing choices. Local pilots prefer one of the fields alongside the main road. If you decide to land in a field, be sure to have a good look, as many have crops (corn) ten feet high.

Just north of Buenavista (1km) on the road to Cuernavaca, there is a group of leather artisans. They can custom make leather cases for your vario, radio, camera, etc.. Belts, sandals, hats, purses, or a real Mexican saddle are all inexpensively priced. Don't forget to bargain.

Local pilots can often be reached on 2M ham radios. Try 145.800, 145.950 or 144.580. Be aware that you will be operating them illegally. Generally its not a problem, but keep them out of sight of anyone looking official.

For anyone interested in flying in Mexico (HG and/or PG) we can be reached at (011-525) 514-1649 in Mexico City. Come and fly with us **MEXICAN STYLE**.



Above: A view of the Buena Vista valley on the way to Tegnes. Fabulous altitudes potential in February and March. Photo by Chal Hale

COMPETITION PILOTS and the HAGAR EXAM

In case you have forgotten, at last years HPAC/ACVL AGM a motion was passed that states that in order to receive competition points in an HPAC/ACVL sanctioned meet after 1995, you will be required to have passed the HAGAR air reg exam, or has held a valid Transport Canada Pilots licence within the last 5 years.

The reason behind this is quite simple. Seeing as all sanctioned competitions in Canada are cross country orientated, one would assume that sooner or later you will have to enter controlled airspace and the only way that this can be done legally is if you have written and passed the HAGAR exam or hold a pilots license.

Winter is a good time to study for this exam so that you will be ready for next years flying season.

The best source of study material is the newly revised Transport Canada publication TP4310E called:

Ultralight Aeroplane and Hang Gliding Information Manual which is available from T.C. for \$8.56 at:
Transport Canada
AANDHD
Ottawa, Ontario, K1A 0N8
ph (613) 991 9970
fax (613) 998 7416

This will cover about 95% of the information that you will need to know to sit the exam. As far as I know, the only thing missing from this manual is the oxygen requirements (required if longer than 30 minutes above 10,000 ft, minimum of 2 hours supply or the flight duration) and how to read air navigation charts.

The HAGAR exam consist of 40 multiple choice questions requiring a 60% pass mark.

A group study session at one of your club meetings over the winter would be an excellent way to study for the HAGAR exam. It may be possible for you to arrange for someone from T.C. to attend your club meeting and get them to explain it to you. (This could be interesting as from my experience not many people at T.C. are even aware that there is an HAGAR exam!)

So put down those old hang gliding and paragliding mags that you've already read 10 times and give yourself a "higher" education.

Barry Bateman

1996 Canadian Hang Gliding Championships

SITE: Eastend, Saskatchewan
DATES: 30 June to 6 July 1996
(pilots registration 29 June, 1996)
FORMAT: Towing with Ridge days (weather permitting)
ENTRY FEE: Cdn\$70

CONTACT: Mike Reibling w (306) 352 3337
h (306) 586 8679
Garth Hemming w (306) 259 3233
fax (306) 295 3581
Bruce at Eastend Tourism w (306) 295 4144
fax (306) 295 3571

Complete Information package with video will be sent to all requests while supplies last

WHY EASTEND?

Eastend is a modern energetic community hidden next to the Cypress Hill located in the south east corner of Saskatchewan. The atmosphere in this town is second to none. The kind nature and eagerness of the volunteers is certainly an outstanding asset. This relatively unknown dynamic New Hang Gliding area was first flown in 1993. There are many sites and many more still undiscovered. This area has offered excellent XC's to the few who have taken advantage. Jones Peak: a 700ft by 6 mile long ridge all flyable with intermediate landing has become a favourite with the Saskatchewan Pilots.

WORLD RECORD POTENTIAL

Eastend like most of Saskatchewan has wide open skies and uninhabited landing areas in all directions. Task to fit this potential can and will be called. Our distance from restricted airspace will make record breaking flight task a real possibility.

ABOUT EASTEND

We are located on the eastern edge of the Cypress Hills: some of the flora and fauna that exist here are unique to this area only. The climate is semi-arid, high country desert with some of the ridges in the area exceeding 3700 ft asl.. Jones Peak will be noticeable in the video and is the highest and longest that Saskatchewan has to offer. Thermal activity over the Frenchman River Valley is plentiful and makes flying here an experience you will not soon forget.

Your family will not soon forget an opportunity to visit Eastend due to its close proximity to the beautiful Cypress Hills Provincial Park: located 30 minutes to the west. As well your family can visit the now famous recent discovery of the largest and most complete T-Rex dinosaur ever found: just 10 minutes east of Eastend.

ACCOMMODATIONS

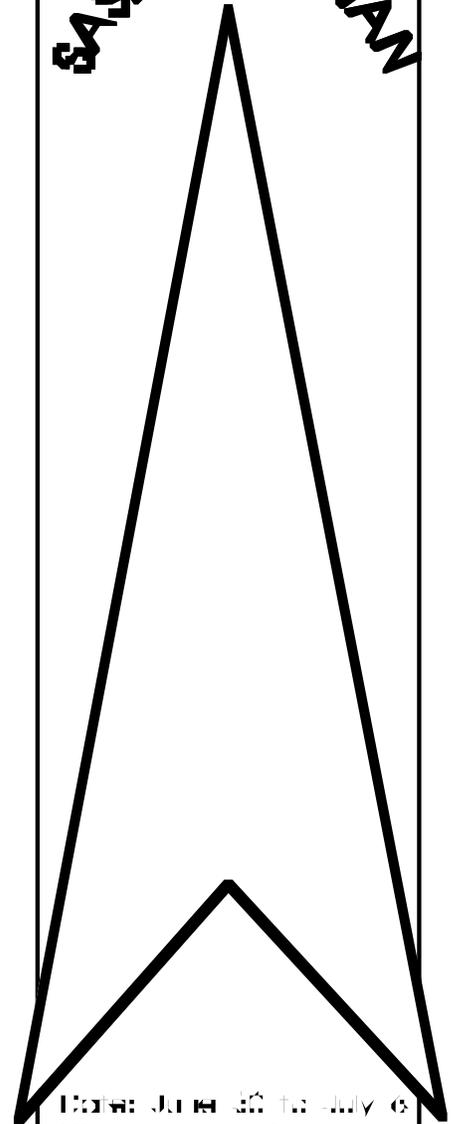
Cypress Hotel: (306) 295 3505 Cdn\$30 single Cdn\$34 double plus tax
The Riverside Motel (306) 295 3630 Cdn\$36 single plus 6 fully serviced camp sites and space for non-serviced camping at \$8 per night

There are also several bed and breakfast homes within the community.

Camping: For the camper, we have an excellent campground located along the Frenchman river within the town limits. It has 21 electrical and water serviced sites, 4 water sites only, and unlimited non-camping along the Frenchman River bank.

We look forward to meeting new friends and introducing old and new alike to the wonders of flying the Canadian Prairies. We would also like to take time to say a special word of thanks to the 15 or so tow rig owners who have already committed to attending the meet.

1996
CANADIAN
NATIONALS
IN
SASKATCHEWAN



Date: June 30 to July 6
Site: Eastend, Sask
Type: Towing & Ridge
For Pre registration
& Video Package
Contact: Bruce
Eastend Tourism
Ph: 306-295-4144
Fax: 306-295-3571
Meet Director: Mike Reibling
306-352-3337

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Hang Gliding Magazine



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