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VOLUME 10 ISSUE 2



HPAC/ACVL Certified Instructors and Schools

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Rick Robinson	Timberlea	NS	(902) 876 8583		Inst

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

If you don't see your name on this list but it was listed in the Dec issue, it probably means that your certification has expired (31 dec 1995). In which case you will have to attend an Instructors "Re-certification" course which can only be administered by a Senior Instructor. B. Bateman

HPAC/ACVL Certified Hang Gliding and Paragliding Schools as of Wednesday 4th April, 1996

Name of School	HG	PG	Owner	Address	City	Prov	Post code	TeI
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	Box 2, Site 13, RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Pirate Gliding	No	No	Mike Solaja	9667, 5th Street	Sidney	B.C.	V8L2X9	(416) 620 0115
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave	Langley	BC	V1M 2A5	(604) 888 5658
Max Paragliding	No	No	Max Fanderl	P.O. Box 564	Invermere	BC	V0A1K0	(604) 342 0461
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Skyline Paragliding	No	No	David Stanek	16011 - 14th Ave	Surrey	BC	V4B1E9	(604) 824 1988
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	219, Greenwood Ave	Timberlea	NS	B3T1H8	(902) 876 8583
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	465, Castelneare	St-Hyacinthe	Que	J2S6S1	(514) 261 0993
L'Eole Buissonnière Inc	No	Yes	Ken Risden	7773 Avenue Royale	Chateau Richer	Que	G0A1N0	(418) 824 5343

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

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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. Contributions may be sent in on a IBM disks, 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 Feb, April, June, Aug, Oct, Dec. Deadlines are two weeks prior



HPAC/ACVL

President's Report

Well, Ron was supposed to send me a report but as he hasn't, so now he's left me with an empty page so I guess I had better babble on and fill it in myself.

I always seem to have something to complain about, sorry but it gets so frustrating having to deal with the same old problems over and over again. The biggest headache for me is the **Intermediate rating**. It seems that most pilots are under the assumption that all they have to do is fire a copy of their HAGAR results of to me and that's it, they get an Intermediate rating; **WRONG!!!!**

If you look at the requirements for an Intermediate rating they are;

- * A minimum number of flights (different for HG's and PG's)
- * A minimum number of hours
- * A minimum number of different sites flown
- * \$10 rating fee
- * **AND** the HAGAR exam.

In other words, the HAGAR exam is just **ONE** of the requirements for the Intermediate rating.

So, when you are ready to apply for your Intermediate rating please, please, please, do the following;

- * Take your log book to a certified instructor and have he verify the number of hours, sites and flights you have made.
- * Have him fill in a Rating Application Form (HPAC R-04 Rev 95-10) He should have them, if he doesn't get him to contact me and I will send him some!
- * Give him the \$10 Rating application fee
- * give him a copy of your HAGAR results **OR** fax or send it to me directly if you wish the information to remain confidential.
- * Have the instructor mail the above mentioned documents to the HPAC administration office.

In future, **ANY** rating applications that are not complete **WILL BE RETURNED**. My rating "limbo file" is getting so large that it will not fit in the file holder any more! Enuf said!

I would like to thank a lot of you for your patience. At this time of the year things get pretty hectic what with everybody renewing their memberships at the same time, trying to deal with the insurance agent, getting insurance cards and stickers printed, processing school and site insurance, issuing new ratings and producing the AIR magazine.

If you've had to wait a bit for me to reply I'm sorry for the delay, but sooner or later I will get back to you... promise! Just remember, I'm only paid for about 5% of the work that I am doing so don't always expect me to be there at your beck and call, especially at 11pm in the evening!!

As for the golf and T shirts, I'm working on them. As I said above, time gets a bit short this time of the year but we should have them available real soon.

I am a bit disappointed with the lack of articles from anywhere east of Alberta. This magazine is for ALL of Canada. I get calls sometimes asking why it contains so much west coast articles and pictures.... the answer is quite simple, I can only print what I receive and if I don't get anything from east of Alberta then I can't print it! It's as simple as that. So you folks back east, send me your pictures and articles. If you read some of the ones that are printed in this issue you will see that they have not had to experienced anything outrageous in order to write about it. A simple sled run can make interesting reading if written with a bit of thought (and humour!).

Feedback. I like to hear for pilots across the country to find out what they like or dislike about this magazine. In the last couple of issues some pilots have suggested articles on various subjects, and guess what, they are already being published (Canada's Master Rated pilots for example).

If you have any concerns about anything, including the HPAC then let us know. I'm not the sort of person to screen what I print if I don't agree with your opinion. This magazine is your forum to let other pilots across the country know how you feel. Use it!

I hope you enjoy this issue, sorry about all this dribble but if Ron had got his act together you wouldn't have to be reading this!!!

Fly high, far and safe, but mainly..... have fun. Barry Bateman Ed.

The Complete History of the HPAC/ACVL and the Provincial Associations

I think it is time to start collecting the history of hang gliding and paragliding in Canada, before we lose all the information. I would like to volunteer to compile this information, which I imagine will take a few years.

I would like each provincial association to find a volunteer to research the history of their provincial association. This way we can have a Provincial history for each provincial association as well as the National history. I have also volunteered to be the Alberta representative.

If you wish to volunteer you can contact me at;

Vincene Muller

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HPAC/ACVL Directors Reports & Updates

Towing Committee Report

Hello from the still thawing out Toronto. Since the last issue, a few concerned members have got in touch with me via the good old postal service. Electronic mail has still eluded me and my family, so..., yes we have no idea what we are missing. Even so, I will try to keep every one posted on the development of the HPAC Tow Guidelines and Procedures Manual.

Now since everyone in the country has a slightly different tow rig and particular way of going about getting high as a kite, I am tempted to write up a few pages/paragraphs about safety tips and necessary steps to follow, before and after the command "clear"!! I would like to send out one more request to all the tow rig owners/operators, especially in Alberta and Saskatchewan. Please drop me a note to indicate what type of tow rig and system you are presently using to put people into orbit.

I personally know two groups of pilots in Canada, one in the West and another in the Central region of the country, who are not members of the HPAC and who will be towing in our country in the future. Basically I feel we as an Association should be prepared to inform newcomers to this sport, beginners may pick up a USHGA mag. and buy some used gliders, a winch and pretend an article on towing and some good advice from the seller will make them skygods. However, so much we may not want to be associated with such renegades we must offer the opportunity for newcomers to pick up our mag. and see all the clubs and schools that offer towing as an alternative to the conventional slope foot launched flying. Besides... our associations, clubs, and local instructors can only benefit from more members sharing the costs of maintaining and operating our "mountains on a drum." It is only inevitable that the association will follow the USHGA and the rest of the World in standardizing the tow rating, procedure rule and signals.

Now, I will also like all you tow pilots, tow operators and instructors to write to me if you don't fill Canada/the HPAC should slowly organize and create tow ratings and/or endorsements. Lets use the summer nationals as an example, and tell me if you feel that the meet can run better with or without the addition of tow endorsements. Also, if anyone wants to express their ideas about requirements for each individual tow level and prerequisite for in-

structors and schools to teach novice pilots how to go about towing safely. Basically I would like to approach the HPAC directors at the next AGM in Calgary with a list of clubs and schools that tow, a ratings system which would include 5 levels of towing to parallel the present one. Along with all this I would like to put forth guidelines for schools that use towing as a teaching method, and for tow operators and tow meet organizers. Below I have compiled a list of schools and clubs that I personally know that offer towing for their members:

Schools	Clubs
High Perspective	Kitchener
Grand Valley	Pickering
Prairie Wind	Sault Ste. Marie
Mescalito	
Mt. Seven	
Distance de Vol Libre Inc.	

The Tow Guide will also include safety tips on stationary and payout towing, as well as suitable weaklink and towline materials, and floatation devices for towing over water. So lets all try to stay in touch, until next time -

Mike Solaja
HPAC Towing Committee Chairman

PACIFIC AIRWAVE Magic Formula 154 ADVISORY

A recent Canadian accident report stated a "too short washout tube" snagged on the last curved tip rib and caused the glider to enter into an uncontrollable turn. Pacific Airwave Inc. confirms the first Magic Formula 154's built from October 1989 until January 1990 were made with washout tubes that were 15" in length. In January 1990 the length was revised to 15³/₄". Advisories were sent to dealers alerting them to the potential for the washout tube to catch on the rib pocket and urging them to retrofit the effected gliders with the 15³/₄" tube.

All pilots of Magic Formula 154's should verify the length of the washout tube at 15³/₄". If you find a discrepancy please contact the factory.

Pacific Airwave Inc.
791, Neeson Road
Marina.
California. 93933
Phone (408) 883 3600
Fax (408) 883 3605

Product Advisories

Pac Air confirms the 1st 40 gliders of the **FORMULA 154** model were made with the washout tubes too short. A Recall advisory was posted some time ago. Measure existing washout tubes to see if they meet current certification specs. A recent accident report stated a too short washout tube snagged on the trailing edge seam and caused the glider to enter an uncontrollable turn.

Subject: C-G 2000 Advisory

There have been two incidents reported that the main webbing on the C-G 2000 has slid off the side of the frame. This causes the pilot to hang off to one side of the harness making it difficult to control the glider. On the C-G 2000 the slider moves farther forward than on the C-G 1000, putting pressure on the metal clips that keep the webbing in the centre of the frame. Eventually they work loose and the webbing moves. This can easily be fixed by removing the clips that are loose and duct taping (1/8 thick wrap) the webbing in place on the frame. All harnesses should be inspected on a regular basis. If you have any questions please contact Centre of Gravity Inc.. The C-G 1000 and the C-G 2000 are manufactured by Jay Gianforte of C-G Inc. 315-687-3724.

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 were 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 foreword-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 week 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 weak handles are found.

Sincerely, John Yates PRO DESIGN USA,

HPAC/ACVL Directors Reports & Updates

Safety Report

I'd like to thank Doug Wallace and others whose revisions to the HPAC Accident Report Form should remove any perception of lack of confidentiality in our system. Some of these steps were fairly obvious and simple - in hindsight.

The Form is 2 sided to avoid situations where the reverse side could be used as an application form. Secondly, any personal information which can identify the pilot is contained in the top 1/3 of both sides. This will be returned to the sender from now on. No other paper copy will exist.

There still seems to be confusion as to what constitutes an Accident or an Incident. **Accidents are defined as** any injury requiring any medical attention and/or all aircraft damage greater than simple control bar or control line damage (A, B, C Lines, Brakes and Risers.) Accident reports also include all burns, all Mid-Air collisions, any significant near misses and all in-flight reserve parachute deployments.

Incident reports are collected for our own internal purposes: where a lesson might be learned and where the information might be used to prevent a recurrence. **Incident** reports are defined to include those events in which only very minor injuries and no damage occur greater than listed above.

Pilot reports are voluntary. Our instructors are required to provide a complete report of all accidents which occur while instructing - in order to retain their certification.

It's appropriate for an investigation review process to take place after a serious event. This should include the Club and/or the Provincial Safety Officer and at the very minimum the pilot involved. This often results in action or recommendations which it is hoped will prevent a recurrence. They may improve sites, develop better procedures, policies, or innovative approaches that can benefit many other pilots - not just the parties involved.

Haddons Matrix is an investigative tool which you may find useful to break the sequence of events into its nine distinct components. I think if you will use this, you may find it assists you understanding that it usually takes more than one contributing factor for an accident to occur. Good luck will often get you past one mistake.

Haddons Matrix:

	Human	Vehicle	Environment
Pre-Crash	1	4	7
Crash	2	5	8
Post-Crash	3	6	9

We have excellent safety attitude in this sport. I hope that pilots continue to feel comfortable with reporting accidents. Something good will come about from learning from our mistakes. Our safety programs and attitudes do continue to grow and improve.

The HPAC's accident statistics have improved dramatically over the past few years, due to the extraordinary energy of a few Safety people who have taken the time to spur pilots on. (It's often a thankless task.) Thank you.

Our weakest provinces for forwarding and/or reporting accident and incidents to date have been Ontario and Quebec. I look forward to receiving updated information from them. The accuracy of our statistics will improve even more so - and we are already pretty good.

The Phase of Flight Versus the Index of Experience.

Its pretty clear data to every living pilot. If you're going to muck up you are going to do it in one of three places. On launch, in the air or whilst landing. So is it a surprise that accident updates keep focusing on these three areas?

For statistical purposes we've broken the Phases of Flight down into 5 sections:

- During Take-off manoeuvres;
- Directly relating to towing;
- In-flight;
- Directly relating to Landing manoeuvres; and
- Not-applicable to flight (events which occur before or after flight while not hooked into the aircraft.)

Launching is one area we practice, practice, practice at. We should not be at the mercy of the elements here because we develop the knowledge and experience to assess suitable launching conditions. We've had 13 reports this year of which 5 involved serious HG damage. (No major injuries and no paragliding damage were reported) So why is it that so many accidents occur on launch? The answer is that: 1, All to often we pressure ourselves or allow ourselves to be pressured off launch; 2. Pilots wear themselves out, mentally AND physically - while waiting for ideal conditions.

So what constitutes a good launch? What is an ideal launch? The answer to question one is: a combination of a good unobstructed launch area with an ideal slope, enticing air conditions, familiarity with the site & aircraft and above all; a good mental attitude.

The answer to question 2 might get as many answers as there are pilots -but for me, the ideal launch is best described in the actions of a handful of truly proficient pilots. If you wonder what I am talking about, take a quiet moment some time and (unobtrusively) watch the likes of Willi Muller and Zdenka Hruza on launch. It can be quite a learning experience. How many times have you thought (or heard) "Now there was an accident waiting to happen!" We all know the type of Pilot who needs to reassess their launching procedures.

Watch Willi or Zdenka to get a practical lesson in fluid launching procedures. They don't wear themselves out on launch. They rarely pick up the glider unless the air has every indication of being suitable. Their launch is also characterized by a calm, controlled walk to the launch slope while they assess the glider, the air and their mental attunement to the task at hand; usually stepping right into a smooth acceleration into flight. If You feel good, the Glider feels good and the Air feels good: its time to go. Period.

When it comes to in-flight events there are again two rules to expect to live by. Rule 1: you are bound to get into air that is beyond your capabilities and experience. Rule 2: You are almost certain to run into air that is beyond the capability of your aircraft. The technical term which describes the 2nd situation in particular is "OH SHIT!" This phraseology is common throughout aviation: regardless of your discipline or background - even clergy may use accurate descriptive terminology like this when appropriate. Fact is we are often flying blind into an invisible roller coaster.

In order to be prepared for this eventuality and for our peace of mind there is no better alternative yet devised than to perform a spring glider breakdown and inspection or to participate in a parachute deployment and repack clinic (Thanks again to Willi Muller for yet another bout of spring training sessions).

How many of you have looked at the manufacturers maintenance procedures provided in your owners manuals? Can you say don't cheat by looking!) what the recommended life ex-

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pectancy of your flying wires or Paraglider Lines are?

How many of you bought reserve parachutes back in the 1970's (and how many of those expect said 'chute to survive the shock load of a real life terminal velocity opening?) Certified riggers and qualified repair facilities can take a real load off your mind (or your pocketbook if you've really let things slide!)

In Flight Parachute deployments reported this year alone were: One HG Related to aerobatics at Savona, BC. The glider was a write off. Four PG deployments occurred during Advanced Manoeuvres clinics (Golden in July, and Blue Grouse) or Active Flying Weekends (Woodside and one undisclosed location.) In addition three PG reserve deployments occurred: one at Golden in strong conditions (the pilot was blown back into the rotor, crashed on the backside and had significant injuries.) The other two occurred at Blue Grouse (again) and Wasa. If anyone can add additional details to these events or can identify others we haven't heard of yet, please let me know.

I regret to say I have had SEVERAL reports this year from pilots who were ragged by other pilots who witnessed their reserve deployment and 2nd guessed their decision making process. Crikey guys and gals. Comments such as "That was stupid; You had lots of time/lots of Altitude to pull it out." "The air is not THAT rough!" and so forth and so on are totally out of place at a time like this. Let's see: No Injuries, Minor glider damages if any, no reserve chute damages, they's a walking and a talking. Kinda refutes all arguments? Doesn't it?

The ONLY person who can make the decision as to whether or not to throw their reserve is the pilot in question: based upon their flying experience, experience on type, feel for the air, familiarity with the attitude of the aircraft, closeness to terra firma all wound up into making a snap decision as to whether or not they have time to manipulate normal recovery. It is impossible to make a critical assessment made sitting on the ground especially versus the information overload the pilot has to deal during this crisis.

This is really personal to me. My father was killed in a light airplane crash. One of my best friends blew it into the back of Grouse Mt. flying blindfolded on a night flight refresher course. Every time I hear of another light airplane crash and fatality it breaks my heart.

It's so unnecessary. HG and PG pilots LEAD the world in this area. Our fatality rate is a fraction of what it would be without reserve parachutes.

NO FATALITIES THIS YEAR

but we had 9 Reserve Deployments. We've had 53 Total Fatalities and 65 total Reserve Deployments in our history. Add it up and shut it up. There is a place and time to give constructive advise just as there is a time for celebration and happiness; to thank your god that one of your compatriots has survived near certain disaster. If this isn't one of them, what is?

There were a total of 36 accident and incident reports attributable to in-flight errors in 1995. Five HG'ers were seriously injured as were Seven PG'ers. In addition Seven HG and Three PG events resulted in serious aircraft damage.

Landing is where we really fell apart this year. There were a total of 35 reports during this phase of flight.

- 28 of these were classified as accidents, 7 were incident reports.
- 14 HG'ers were seriously hurt as were
- 5 PG'ers.
- 3 hang gliders pilots suffered significant permanent disabilities.
- 2 hang glider pilots were hospitalized up to a month.
- 3 hang gliders and
- 4 Paraglider pilots were hospitalized up to a week.
- 11 hang gliders received significant structural damage.

Not good at all. We may not have had any fatalities this year but it was a truly disturbing year when it came to serious injuries.

Seven HG'er accidents and 2 PG'er accidents were directly attributable to restricted landing field approach problems.

The final Accident Statistics for 1995 read as follows.

Out of 94 total reports:

- 3 Hang Glider pilots suffered Significant permanent disabilities.
- 3 Hang Glider and
- 2 Paraglider pilots were Hospitalized 8 to 28 days
- 5 HG'ers and
- 6 PG'ers were hospitalized at least over night but less than 7 days
- 10 HG'ers and

- 4 PG'ers had a Significant hospital visit (but not over night)

In terms of damage statistics:

- 2 Hang Gliders were a total write off.
- 14 Hang Gliders had Multiple Leading Edge, Cross Bar, Keel, Sail and Control surface damages.
- 1 Paraglider was reported to have had Extensive sail and line damage (at Yamaska).
- 8 Hang Gliders suffered Leading Edge or Cross Bar or Keel Damage (1 unit only) along with Sail and Control surface damages.
- 1 other HG'er had major structural damage and
- 2 Hang gliders and
- 5 Paragliders had significant sail damage.

That's enough for this issue. I hope you take this information to heart. Improve your launch, landing sites, flying skills and familiarity with the gliders and locations you fly. With some descent effort to get out and fly on a steady basis after having a good go around on your equipment you are far more likely to stay off my list and stay in the air. Thanks to all who sent in reports this past year. To the rest of you, keep up the good work.

FAI Report NEW WORLD RECORD

The FAI has now homologated the following

Class O record: Claim Number 2779:
Sub-class: O-1 (Hang Gliders)
Category: General
Type of record: Speed around a triangular course of 150 km
Performance: 30.77 km/h
Pilot: Martin Henry (BC, Canada)
Site: Mansfield, WA (USA)
Hang-glider: Wills Wing HP AT 158
Date: 15 July 1995
Previous World Record: 26.31 km/h (Drew Wayne Cooper - 10 June 1989)

We congratulate the pilot on his splendid achievement.

Vincene Muller
HPAC Records and Statistics

HPAC/ACVL Directors Reports & Updates

Transport Canada Liaison Report

I was warned not to say anything, but! I have a attitude. AT the HPAC AGM In November the Quebec Association stated that the AIR publication only goes to fill their trash cans, because it was in English only. Fair enough so only 40 or so Quebec pilots subscribe to the AIR publication while over 100 Quebec pilots subscribe to the USHGA HANG GLIDING publication which I should point out to those who are not aware it only comes in ENGLISH! God I'm proud to be an American. If you have any comments Barry our newsletter Editor would love to put them in the Airmail column for everyone to read.

To update you on the continuing saga of the HPAC quest that will allow are wings to take to the skies in more advanced and reliable methods or simply put what's happening with the Authorization to Aero-Tow? Well there is a draft copy that is right now being processed. First it has to go in for translation into French which will take about 2 weeks to process. Then it goes back to Aviation Licensing to be signed for approval. What this all means is that we should be able to legally Aero-Tow by late spring (notice I made no commitment to a specific date)

This authorization will be only temporary. It seems that in the CARS program (CARS is a very long story) a more permanent solution can be founded. So Lindsay Cadenhead who I mention in previous newsletters, drafted the authorization under the same guide lines that will be in the CARS. So once the CARS is implemented we will lose are authorization,

but will be able to operate under the CARS.. This is not confusing IT'S BIG GOVERNMENT AT WORK!

The important thing is the guide lines by which we can legally Aero-Tow. The following list is a basic out line of Transport Canada (TC) requirements:

To start, the operator for the time being has to be a HPAC affiliated school or club. Once the CARS is implemented the only change will be an any operator can register as a flight training facility and does not have to be affiliated with the HPAC.

Other requirements are, the operator will have to notify the appropriate TC office to supply the following information:

- A) the legal name, trade name and address of the hang gliding school or club.
- B) the base of operation, so TC will know where it is happening.
- C) the type and registration marks of the ultra-light airplane(s) being used. Yes this means that you have to register your ultra-light even if it's a Trike, it's an ultra-light. Which also means you need a ultra-light pilots licence to fly the tug.
- D) proof of appropriate liability insurance. This means does not mean HPAC insurance, but insurance to commercially operate a ultra-light to tow a hang glider!
- E) the names of the operator or flight instructor who shall be responsible for the operational control of the operation. This I hope will made the pilots involved in this type of operation responsible for their actions and decision. It may also offer some protection in that if there is a problem with one operator hopefully only that one operator will be penalized, and the rest

of us will still be able to legally Aero-Tow.

This of course is not the stone casting of the authorizations but a general out line of things to come. Like the HPAC Aero-Towing procedure, tug and hang glider pilot ratings. Or what type of Tug will the HPAC approve for Aero-Towing. I know of one pilot that is building his own tug and another who is converting a 225 Falcon into a trike to Aero-Tow. Should we promote such activity or condemn it?

If you or your club decides to start Aero-Towing don't re-invent the wheel! start with the existing technology and go from there. Go to Florida or some place that has a Aero-Towing facility and learn as much as possible. Lets just say that it is easier to learn from someone else mistakes then your own!

Comments and/or suggestions? Send them to me. Fly High, Fly FAR, Fly Safe
Armand Acchione

INTERMEDIATE RATING

There appears to be some confusion as to what is required to obtain an Intermediate rating.

Apart from your HAGAR (which you or an Instructor can fax to the HPAC office) you will also need to have an **Instructor verify** your log book for the **number of hours, flights, and sites flown**. Then he Instructor will have to fill out a **rating application** form and submit that along with the **\$10 rating fee**.

ALL INCORRECT RATING APPLICATIONS WILL BE RETURNED

Barry Bateman, HPAC Administrator

ADVANCED MANOEUVRES COURSE

hosted by

AERIAL SENSATIONS PARAGLIDING

July 26, 27, 28 1996 at Mara Lake, B.C.

All level of pilots welcome.

Manoeuvres will be from easy big ears to full B-line stalls. This is an excellent way to get to know your glider as well as hone your flying skills. Manoeuvres will be performed over water, with radio guidance, rescue boat, proper briefings, mountain launches and possibly tow launching. Come for a great weekend of flying with professional, safe instruction. Equipment demos as well as great thermalling at one of the smoothest sites in the province. This is also a great tune up for the Nationals in Golden on Aug. 3-5th, 1996

Registration deadline, July 1, 1996. COST = \$139/day or \$45/flight.

Call (604)765-2359

First Aid Kits for Pilots.

BY FRED T. L. WILSON
HPAC ACCIDENT REVIEW &
SAFETY COMMITTEE CHAIRPERSON

Several pilots have asked me to advise on first aid supplies that are appropriate for recreational pilots and schools. My response has always been to advise pilots to first take a First Aid Course first.

Let me explain something first. The Good Samaritan Act in Canada protects care givers in that you would not be held liable for providing assistance to a person in need provided that an equivalently trained person would act in a similar fashion in a similar situation. Therefore, if you are untrained and uncertified you would be best advised to keep your hands off the patient.

If you are not trained in mouth to mouth respiration you can easily do more harm than good. (Work sites do not have a CPR Pocket mask unless someone is trained in its use.) Extrapolate another scenario where someone has a spinal injury and you have no excuse for not catching my drift.

A good way to have fun and a practical method to ensure a First Aid Course meets your needs is to arrange to have a course put on for your club members. Explain to the instructor the nature of injuries you are likely to encounter and they can adapt the course for you.

Here in B.C. our WCB (Workers Compensation Board) has recently designed an outstanding new product: *The Basic First Aid kit*. It (or larger versions) now replaces all previous Kits in the workplace. Pilots across Canada can take advantage of the fact that production quantities have driven prices down to bargain basement values. You can pick this kit up (it comes in a soft pack bag) for \$28.21. If you want to include a proper pocket mask (c/w one way valve) add an additional \$8.93. Universal (EMT) scissors at \$7.73 will cut through pennies: they are ideal for cutting a pilot out of a harness, or cutting harness straps or webbing for that matter. Sacrifice the harness (rather than aggravate pilot injuries) in such a manner that it can be easily re-sewn if possible. All prices include GST. Can't beat them apples. (Mail shipment or express delivery charges may apply.)

- A Basic Kit includes;
- 12 BZK Antiseptic towelettes,
- 30 Hand cleaning towelettes,
- 50 assorted band-aids,

- 6 Sterile Gauze pads,
- 2 Pressure Dressings with crepe ties,
- 2 sterile abdominal pads (great fracture padding)
- 4 Triangular bandages,
- Bandage scissors,
- Sliver forceps,
- Q-tips, adhesive tape,
- a 3: tensor and
- 6 pairs of sterile latex surgical gloves.
- We will chip in an instant ice pack and
- 10 butterfly closures (surface sutures) n/c in order to increase its practicality even more.

You would be pretty hard pressed to think of anything else that might be needed, but if you do, let us know. (There's plenty of room in the bag for additional items.)

This is an outstanding kit is very similar to what we used to sell as a home or office Earthquake kit.

We have also put together a lightweight harness kit made up of;

- a pressure dressing,
- 2 Sterile gauze,
- adhesive tape, 1
- 10 hand cleaners,
- 2 latex surgical gloves,
- band-aids,
- 5 butterfly closures and
- a space blanket

for a total price of \$14.78. (price may vary by a few pennies depending upon market costs.)

To order (VISA/Mastercard) call;
Columbia Fire & Safety Ltd
1-800-661-5090
from anywhere in North America. If your wish to design your own kit, fax us

the contents list to 604-386-3941 for a quote.

Previous articles extolled the virtues of putting instant ice packs and hot cold packs into harnesses. I wish to discourage pilots as strongly as possible from doing this. These work by chemical reaction to produce heat or cold. They are very susceptible to breakage and have a short life expectancy. They will most likely break inside your harness due to rough handling or a solid crash. I for one would not like to have this stuff on my skin - or my harness or parachute material for that matter.

HPAC/ACVL HOME PAGE

The HPAC/ACVL now has its own "Home Page" thanks to Stewart Midwinter. Check it out at:

http://www.cadvision.com/Home_Pages/accounts/midtoad/hpac.htm

The Complete **HAGAR** STUDY GUIDE

Have you been wondering what you need to study? This guide is focused on only the things you need to know for your HAGAR test.

Lighter and easier reading than the HANG GLIDING AND ULTRALIGHT MANUAL.

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**Call Jamie Christensen at (604) 763 8596
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20 Years ago today.....

A continuing saga of the first 20 Years of events and history of the Hang Gliding and (Now) Paragliding Association of Canada.

By: FRED WILSON, VINCENE MULLER
AND CONTRIBUTING FRIENDS

Those of us who have been in the sport from virtually the beginning have developed some pretty strong and fond memories over the past 20 Years. It may interest you to know that 20 years ago, virtually to this day saw the real beginnings of Hang Gliding and the Hang Gliding Association of Canada (HGAC as it was then called). Vincene Muller and contributing friends are going to take a little of your time in each issue from now on to pass on some of our passion and memories such that you may experience some of the events and occasions which got us down the path to the places we are today.

We are actually a year or two late in getting off to the races here. In the beginning, a few people saw a future in what we were into and got things sailing. One of the founding fathers of Hang Gliding, a man who put a tremendous amount of time and energy into establishing a link across Canada was Bill Taylor. It was very hard for us to take when we learned that he became one of Canada's first fatalities in September 1974 after flying into a mountain enshrouded by cloud at Hope BC. People with his charisma leave a lasting impression on everyone they touch. His was a good portion of the development and character of the Alberta Hang Gliding Association (AHGA) and ultimately the formation of the HGAC on September 8th 1975. Thank you Bill.

Actually it took a lot more than one person to get the ball rolling. The AHGA (via Bob Iverach) was the organization which had the impetus to make the first proposal. It's interesting too note that the first HGAC Constitution was drawn up and signed exclusively by Alberta Residents. It bears the signatures of some people you may still be aware of: the very first Directors of the HGAC; Willi Muller's name appears first on the list, followed by Hans Verstraten, Wayne Bamber, Jim Buckley and Bill MacDougall.

1976 rolled around and the first recorded HGAC meeting was called: July 13th in North Vancouver. The Canadian West Coast Hang Gliding Association (as the BCHPA was then called) and the Alberta Hang Gliding Association were the first to join, (the Ontario Hang Gliding Association (OHGA) and the Quebec

Hang Gliding Association were invited making up four member provincial associations.)

In attendance was Mr. Backbone-of-the-Sport himself, Willi Muller, along with Colin Lamb and Don Arney. Don Miller is credited with designing the HPAC Logo which continues to this day (with minor minor revisions - the addition of a Paraglider). The meeting established Instructors clinics, Senior Instructors status, and the first Instructors manual developed by Dean Kupchanko (who also travelled across Canada to run a course in Ontario). They also directed a team to be selected from the Canadian Nationals to attend the CIVL World Hang Gliding Meet.

For the record: our very First President was Colin Lamb, the first Vice President was Don Arney and Willi Muller was Secretary/Treasurer. *(so that's how he got his hang gliding business started Ed!)* The remainder of our founding Board of Directors were Bill MacDougall, Barry Howie and Dave Toop. The Quebec Hang Gliding Association had just become incorporated but it was not as yet a financial member and the Ontario Hang Gliding Association were days away from getting their membership forms.

The Royal Canadian Flying Clubs Association had been of great assistance in getting us established. Mr Paris attended our meeting on their behalf.

The Ministry of Transport had been both a thorn in our side and a provider of great and helpful advise and we note that Mr C Cowie, MOT Ottawa was in attendance. This was a name that was splattered across the country and immense amounts of communication, documents and meetings carried on between our associations and the MOT. In the end we all drew a huge sigh of relief, we'd done it! We had obtained the unique right in aviation circles to be self regulated!

The HGAC's first National Champion was Lew Neilson, one of my home town heroes. A man who threw himself into everything he took up. A real competitor and a tremendous positive source of energy and enthusiasm in the sport.

My first encounter with Hang Gliding was when Lew brought an early Seagull (standard by all modern standards) to Tillicum Ski Hill for a night flight during the Vernon Winter Carnival. It was quite a site. All the lights were turned off, flares were lit and hung on the cross bar, attached to the wing tips and keel and off he flew, ski's dangling, the glow from the flares lighting up nearly the entire run. I was hooked.

My last memory of Lew Neilson was as his driver, heading up Quest lookout in a futile attempt to find and fly a new launch. Cold and wet we retired to the Sicamous pub and got thoroughly smashed. I was the driver. Dead drunk, I got in the car and hadn't gone more than a mile or two when we ran straight into a police drinking/driving road block. The boys were in the back, open beer and all. In response to questioning by the RCMP I gave the stock answer: "They're too drunk to drive!" and fumbled for Lew's insurance papers. The cop's response was to slap me on the back and congratulate me for my GREAT safety attitude - and off we went, me careening nearly into both ditches as we drove away, the Policia mercifully still looking the other way. Bill and the boys were just a howling and a rolling on the floor.

Lew lost his life believing his strength and experience alone were all he needed to control a glider. The fact that early gliders were aerodynamically unsound was not understood at the time - it took until 1979 before aircraft engineering and the design of hang gliders brought us into the modern age. The tremendous human cost of our early exploration into self launched free flight gave our sport and its participants a reputation we are still struggling to shrug off - no matter how irrelevant those early comparisons are today.

Our Flying Clubs and Associations grew out of a desire to learn from other's mistakes instead of having to learn the hard way; and to pass along the experience we developed as pilots to others interested in our passionate dream of flight.

To be continued....

TOTAL TIME to GOAL (TTG Scoring)

A simple scoring system that might be of interest

BY RON BENNETT

Basic Scoring

- lowest total time wins.
- pilots landing short of goal receive the last time to goal (LTTG) plus 1 penalty minute for each kilometre short.

Last Time to Goal

- the LTTG can not exceed a calculated maximum. The maximum time is calculated by grossing up the average time to goal by the percentage of pilots making goal. Pilots making goal cannot score higher than the maximum and will have their times adjusted downward if necessary.

Zero Completion

- all pilots receive 1 minute for each kilometre short of goal.

Glide Zone Distance

- all pilots will be deemed to have flown at least glide distance (distance determined by the Meet Director) even if they didn't launch.

Minimum Distance

- the Meet Director will declare a minimum distance required to validate the day which should be approximately 3 times glide distance. At least one pilot must make this distance or the day is invalid.

Devaluation Rule

- if less than half of the pilots make Minimum Distance, the day is devalued. All times are recalculated based on the percentage of pilots who did make Minimum Distance that day.

The Benefits of TTG

- scorekeeping can be done without having to use a computer.
- each pilot can look at the score board daily and know exactly how many minutes s/he's behind.
- if one or two pilots are really slow getting to goal it won't have a major impact on those pilots landing short of goal, unless completion rates are high, in which case it becomes more and more important to finish, and to finish quickly.
 - no one has to launch in bad conditions just to get a score.
 - a pilot who just makes a glide can not out-score a pilot who attempts to work the available lift but ends up sinking out to the LZ.
 - the day is invalidated if condi-

tions aren't good enough for anyone to go more than three times glide.

- the day is devalued if conditions aren't good enough for the majority of pilots to make a minimum distance, and no single pilot or small group of pilots can walk away with the meet because of a "lucky" thermal on an otherwise marginal day.
- all days are not created equal (from a hang gliding point of view) and TTG ensures that marginal days don't weigh as heavily in the overall outcome.

Scorekeeping

- determine the average time to goal for all pilots making goal, as well as the percentage of pilots making goal, in order to calculate the maximum for the day. For pilots making goal, any scores exceeding the maximum should be reduced to that figure. This then becomes the LTTG for purposes of calculating scores for all pilots short of goal. - all pilots who landed short of goal measure the distance (in kilometres) from where they landed to goal (including any subsequent turnpoints) which is then added to the LTTG in order to get their score.
- if less than half of the pilots made Minimum Distance, calculate the percentage of pilots who did, and apply that percentage to the pilots' times for the day to get their adjusted scores for that day.

Left; Jan Nielsen, APCO harness designer launches his Skydiving canopy at Gilboa, Israel.
Right; Launch at the beach in Netanya, Israel. Photo's by Vincene Muller

Three Canucks and their Bags head south

By BERNARD WINKELMANN

Well, for all of you that were hurting for a flight at the end of February, here's a story to make you all really jealous. Let's see, it all started one day when I cut off Chris Muller in the parking lot to get a closer parking spot. Chris ended up at the far end and had to walk a huge distance. Feeling bad, I decided that I would wait and walk with him, you know grace him with my presence. After waiting about 10 minutes, he parked very far away, He caught up with me and we started talking. The usual chit chat went on, and since it was near the end of our flying season, the subject of escaping our loathsome winter came up. Chris was toying with the idea of going to a PWC in Venezuela. For those of you who don't know what that stands for, it's Paragliding World Cup. Pretty big stuff. Now, I was all for it, but as you all know, being a student has its financial limitations. To make a long story short, the ticket cost too much, the uncertainty of the weather, a major factor, the fact that it would only be for experience and not the glory of victory, and last but not least, the ticket cost too much! Damn!!!

So, it is January 1996. My name is Bernard Winkelmann, and I have not had a flight in two months! There must be a 12 step program for this type of withdrawal. Boy was I hard up for a flight. So one day in the semester break, I called up Chris and told him, "I'm going to Southern California during reading week, you can come if you like, and if not, I'm going without you! You make a choice." It didn't take much, it was basically a done deal! We're going SOUTH!!! You know where it is warm.

February.... Thank goodness for warm Chinook weather, I had my first flight of the year, the first sled ride of the year, the first climb back up the HILL of the year (If you think that you are out of shape now, just try hiking the 300ft at Cochrane, you find out how out of shape you are), and of course, my first flight in three, count them, three months. I have the picture to prove it as well. Check out the picture in the advertisement for the Xtra in the Muller's new catalog. That's ME!!! So with reading week fast approaching, and of course the onslaught of mid-term examinations, preparation was needed. 1. Study; 2.. Pack Glider; 3. Pack Clothing; 4. Accommodations; 5. Write Tests; and last but not least, my one and only reason for living.... strike that... my

one and only reason for going on this trip... My GLIDER!!!!

The debate of whether to fly or drive was short and sweet. Neither of us could rent a car, so in order to provide ourselves with wheels down there, we had to bring them with us. Well, as some of you know, I drive a sports car that does not have a trunk, in other words a useless set of wheels for a flying trip or any trip for that matter. So Chris provided our little jaunt to So. Cal. with the WEAPON! This is one amazing car. It is a Mazda 626, 4 door family wagon. This car had about 205,000 km on it when we left, it came back with about 213000 on it. Quite the road trip wasn't it?

So, the week before, I called up my cousins and got us a place to stay, and most importantly, a place to shower! At this point our party consisted of two. But upon being informed of our little adventure, Thane Phillips dropped his week long getaway to Fernie with a "church group" to come with us. Great! Another person to help with gas, and above all, have tons of fun with. Only downer was the lack of space in the Weapon. But we managed just fine! By the end of the trip, we were master rated car packers. The extra driver definitely helped Chris and I for our maiden voyage. (You see, we plan on doing a lot of travelling this summer, and I think that we needed this trip to toughen us up for the long drives ahead.)

On Sunday morning, we left this cold country in search of warmer, thermalling air. Chris drove the first leg to just before Lethbridge, and I got the pleasure of driving the second. This leg brought us to somewhere in Northern Utah. (But during my part of the drive, I came across a weird feeling. Going 80 mph and not having to worry about it was very strange.) From there, Thane took over the driving duties. He was unlucky in the draw.

We arrived in Salt Lake about 13 hours after we started, but the only problem was that it started to rain. The further south we went, the higher we got, the more the rain, heavy at that, turned to snow. The snow was so thick that our plans on doing Point of the Mountain were cancelled. When we drove by, you could not see Point of the Mountain from the Interstate. From then on, it was very slow going. I don't think we went any faster than 35-40 mph. I still

don't know what Thane was looking at when he was driving, cause I couldn't see the road. He claimed he was looking at the side markers, but I couldn't see those either!

The snow ended somewhere in Arizona and started again in Nevada. We were so lucky to be in Las Vegas the only day it snowed all year! Finally in California, with snow capped peaks and all (it felt like home), we visited Rob Kells at the Wills Wing factory. He gave us the best factory tour I have ever been on, but wait, I think that I have only been on one, but hey, it was very interesting. After the tour, we got down to business. We wanted to know where we could fly that day. So being the cool guy Rob is, he called all the available wind talkers and established that Torrey was the best place to go that day. ~20mph straight west. (Oh yeah, I got to meet the Famous Larry Tudor, that was kind of neat.) So off to Torrey we went.

The usual hour and 45 minute drive took us only about an hour. For those of you who are in Law enforcement and Donna, don't read anymore but skip on to the next paragraph. Chris got the weapon to over 100 mph fully loaded with gear. That's 160 km/h!

When we got to the flight park, we realized that it was blown out for the punters, so we decided to browse the gift shop. "Can I help you?" "Yes we would like to fly here." "Have you got all your qualifications, insurance....blah..blah.." Boy is this guy rude (Some of you may know him, his friends call him Roger the idiot, can't imagine where he got that nick name). Chris, being the sky god that he is, had everything, but Thane and I were stuck. Now Chris figured with enough talking, especially to the Famous Bill Bennett, he could weasel me in. But it wasn't till the end of the day that he did, but even then it was still blowing 20+ mph. All was not lost, Chris being biwingual was able to test fly a glider for the Wills Wing boys for about 2 hours. Boy was that boring watching Chris float about over the ocean with Larry and Rob at his side. While he was up there, someone got blown back in a HG, but no one knew who it was. No one knew where he landed either.

Eating the worst Burger King burgers know to man, we headed back to LA to stay with my cousins. I had to visit my aunt, which proved to be very profitable. The next day, I called all the

Time Out Means... Just Have Fun

Doug Beckingham captures the true spirit of why we fly

wind talkers, and the best place seemed again to be Torrey. The wind talker on top of Crestline was frozen so that was no good. We decided to visit Elsinore along the way, but it was blowing down. So we pressed on.

Torrey was marginally soarable and I had to fight for the 20 minutes I got. I ended up landing on the beach. To avoid the naked people (Naked Men, I don't mind naked women), I had to land down wind. No I didn't whack, I ran it out. (A little side note: Do you know what is more perverted than the perverts naked on the beach? The guy I spotted half way up the cliffs with his lunch and giant binoculars!)

Thane still not having a flight, pushed us onward to Mexico. Searching for a place to fly, we drove about 80 km south to a place called Ensenada. That night we got severely hammered, and I don't remember much of what happened, and the stuff I do remember, I could do without.

Feeling really gross the next day we went north to a place called Las Salinas. On the way, this came from the back seat: "Guys can you stop the car?" I thought, what does he want to take a picture or something? Then "I have to puke." I don't think there is a car and driver combination in the world that stopped faster than Chris and the Weapon. After Thane managed to clean himself up, we found the ridge we were looking for. After driving (rolling) over many boulders that lifted the car, we finally arrived where we wanted to be. In Las Salinas, there is a ridge that is about 9km long and faces the ocean. The wind was out of the North West at about 8 mph. Since it was a cliff, it was very soarable. The lift was very smooth, between 200 fpm and 800 fpm, and I got about a 1000 over. I'm sure Chris got the same or more. I was still sick from the night before, and stupid me, had no jacket on. I was very cold by the end of my flight. Chris got somewhere close to 3 hours, and I got close to 2. Thane got his first few soaring flights. All in all, we were all happy. We returned to LA that night.

The drive was long. By this point I was ready to unload my breakfast. But I just could not bring myself to do it. We returned to my cousins to waiting food. The Next morning, we checked the forecasts, and they did not look

There is not a whisper of wind in the LZ on a warm summer night some 10 years ago. The wind sock sat still. An experienced pilot launches in no wind seemingly to glide straight out. After launching, he quickly turns back into the hill. I now notice a faint breeze luffing the windsock at the top. The pilot seems to soar, effortlessly, with a wingtip almost carving a contoured line within a few feet of the hill. His path through the air seems to merge with the contours of the hill. Every tree, rock, clump of grass is accented perfectly by his movement. This moment lasted minutes where the pilot was truly birdlike. The pilot and glider were one. Not until the pilot landed and unhooked did I realize just what he had done. The flight was pure precision and beauty, something more than training, experience and

good. We decided that we would start heading back home that day. We first had to return to Wills Wing to get something. While there, we learned that Marshal might be a good place to try before we left. We drove the hour it takes to get there and were lucky enough to fly. I met up with Joe Gluzinski and I was able to test fly a Nova Xyon. It was a nice glider, but I would not buy one. You can find my review of it on the net in the digest archives if you are interested. This is a great place to fly. If you ever visit So. Cal., go and fly at Marshal if the conditions are right. The lift is very smooth, 600+fpm, in FEBRUARY!!!! I got about an hour there, Chris I think got about the same, and as always, he was on top of the stack in his lightly loaded Zen. Thane I believe got his very first thermal flight. Again, a very happy day for all of us.

On our way out, I talked the guys into seeing Beverly Hills and Rodeo Drive and the such. Thane was not enthused, but Chris was supportive. "See Thane, I can now say that I have been on Rodeo Drive, and I think my life is better letting everyone know that." The ride back was pretty uneventful except of course, the super straight road between Bakersfield and San Francisco. Boy is it ever STRAIGHT!!! All in all it was a super trip and I enjoyed every minute of it, even getting horribly sick (I will never drink again!). I'm sure Chris and Thane would agree with me and if anything would do the trip again.

will. It had heart. There was no hoopla in the LZ as he landed with perfection. It was not needed or called for to capture the moment. All of us experienced it. This pilots' being was in expression and I was lucky enough to both witness this and realize it at the time.

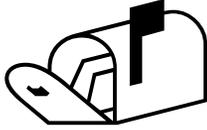
This pilot and the witnessing of this flight brought out in me a tremendous respect for flying skills, human ability, judgment and the sport. Sometime later I was told that this pilot gave up a very promising hockey career just to fly. This must have been something he then loved more than hockey. It was in this pilot where I saw so many of the good qualities which has brought hang gliding in this province the opportunities which it has today. It was in this flight where I recognized the great potential of the sport for anyone who seeks it's best.

Since this time I have travelled from the Manitoba flatlands to the Qu'appelle Valley and back perhaps a couple of hundred times; have been to points south in search of airtime and fun; have been to the West to experience it's best and worst. In this time I have been to three HPAC AGMS, none of which I was a voting member in - just an observant volunteer. I have helped and run the local school and helped produce some experience and memories which I hope many will call great. As an instructor, there is no better feeling than seeing the elated state of being which comes to a pilot recognizing a dream. This is one of the good things behind years of work, study, practice, training and money spent.

Hang Gliding has gone from rogallos and sling harnesses to Swifts armed with a GPS. Pilots have gone from being thrill seeking nature lovers to world class pilots sitting at governors dinners. In all, there is the same underlying component. It all comes down to fun.

Most of us started looking for something to fulfil a dream or a hobby within which to feel good. Something challenging, active, pro-active, helpful and fun. I have found all of these things and more in my 17 years in the sport. My wish is that you find what you are looking for too.

Taken from the Manitoba Hang Gliding Association's "Flatland Flyer"



Airmail.....

Rebuttal To: HPAC's "AIR" Presidents Report; February '96

The Hang Gliding & Paragliding Association of Canada (HPAC) and its relation to the provincial members in general and the British Columbia Hang Gliding & Paragliding Association (BCHPA) in specific... appears to be developing as a issue... for our HPAC President.

Winters are long in the frosty Prairie and that should have provided time to research an important editorial comment. Before Ron Bennett moves in an attempt to foreclose on the founders of the HPAC i.e. the BCHPA and its fellow provincial bodies of members... perhaps fact rather than fiction should be considered.

British Columbia has dedicated provincial directors representing each area of the province. Five years ago the directors were required to make extensive presentations to the B.C. government to prove that our Constitution, By-laws and methods were not only democratic but also that we were acting as a prudent Provincial Sporting Organization (PSO). In the three years that followed, Mark Tulloch and I led a redirection of the Association to improve our standing among British Columbia PSOs and more importantly the effectiveness of the BCHPA. The current provincial President Rick Hunt and Treasurer Derek Hutchinson have just spent countless hours preparing for and meeting with the B.C. Government 'Discovery' committee in the tri-annual PSO valuation. Detailed reporting of BCHPA programs and provincial HG & PG management have been required of the directors annually for the past 5 years.

The BCHPA is well organized and representing pilots in each area of the province, effectively and prudently. B.C. was the first province to introduce a 'Discovery' process to evaluate ongoing PSO effectiveness.

According to Alberta pilots the BCHPA has been extremely effective... i.e. British Columbia flying sights appeared to be 1995 flying heaven... for Alberta hang gliding and paragliding pilots (Mt.7, Deadmans, Lumby, the Team Meet, etc.).

Anyway... a few comments:

i) **The Bennett pocket theory:**

B.C. is well populated with pilots outside of the Fraser Valley. Hang gliding and paragliding is alive and well on Vancouver Island (Victoria to Campbell River), in the Kamloops Valley (Kamloops Valley Racers), the Vernon/Lumby area (Lumby Air force), Kelowna-Osoyoos. B.C. pilots are active all over the province... in addition to Vancouver's elite Grouse Team and back-biting West Coast Soaring Club. Lets see.. Randy Haney is from Dawson, and our BCHPA director Reverend Kim Staus, also from Dawson. Lets not forget the active Whistler-Pemberton PG & HG sights and pilots including world class PG pilot Peter MacLaren.

ii) **The HPAC fizzle:**

Yes there are only a few pilots in Newfoundland. So?

The HPAC executive time should be focused on the roll currently assigned to it: i.e. setting national HG & PG standards, creating study guides for HG & PG level exams etc., representing us internationally and publishing AIR. The areas of responsibility (BCHPA vs HPAC) are very different. Recognition that some provincial organizations are organized and effective in provincial matters would be a start to achieving some national synergy.

iii) **The Bowle-Evans factor:**

Peter has been a wonder. I was fortunate to have been BCHPA President during Peter's fantastic accomplishments and to see him in action. Peter was a very active BCHPA director then as well as now. The money and permits which he negotiated from the B.C. government and B.C. agencies were done with finesse and much hard work. But, he used a credible association to negotiate on behalf of and he did it effectively - i.e the BCHPA. My fax and toll-free phone line was very active between Vancouver and Golden for two years.

iv) **The real issue:**

Canada is a very large country with a small population. For this reason alone Newfoundland and Manitoba and British Columbia require equal votes in order to provide a voice for each provincial flying population. One should not forget the HPAC is run by volunteers appointed by the provincial associations but... seldom also filling a provincial directorship. For the most part, the provincial directors are not confrontational: resulting in the real problem... the extended and sometimes over extended tenures of HPAC executive appointees.

HPAC appointees should be cooperating with BCHPA directors as a primary requirement of remaining in appointed positions. Enough said?

Summary

All pilots flying BCHPA supported flying sights including Golden,... which has been massively supported by the British Columbia taxpayer, should be aware that the provincial association (BCHPA) is alive and working effectively on your behalf... as it has been for the past two decades.

Darryl Staples
Past President; BCHPA

And from an HPAC Member...

Dear Barry,

I felt I had to respond to your "Administrator's Comments" on page 26 of the December 1995 issue of AIR. In that you lamented the provincial focus of the supposed national organization. I agree that the way things are the HPAC is really nothing more than a collection of provincial associations with a definite lack of national priorities. Ron Bennett also mused on this same subject on page 4 of the February 1996 issue, without proposing any solutions. I realize that the provincial representatives generally want to block any changes that will diminish their power in the HPAC and so an impasse is created. As far as I can see the only way to change anything is to make a series of proposals to the actual membership and let all of us vote on it directly. It is clear the organization needs to be restructured, just ask Martin Henry! Naturally to even put anything to a national vote would require a majority of the directors to agree, so perhaps each province could be asked to submit a proposal on restructuring along with a proposal from the national office, and put all of the proposals, plus even the status quo situation, to the members for a direct vote. If the HPAC is in existence to serve the needs of the members, then ultimately it must be the members who must decide whether to re-invent it to meet those needs.

Adam Hunt, Ontario

Boy, have I got a deal for you?

Can anybody tell me what Richard Noel has been up too? Well it seems that he was flying a paraglider in airspace of Quebec City Airport without obtaining Air Traffic control clearance. So he was fined \$100! He claimed at his hearing that he had no intentions of flying that day, but had the misfortune of a thermal accidentally picking him off launch (280' vertical) to a height of 200 feet above! He was then stuck up there for over 20 minutes trying to get down! What bad luck.

The full story is about 2 pages long and can be found in the March issue of the Canadian Flight General Aviation News. If you buy this story, I have some land to sell.

Name withheld by request

From Across the Country and Around the World....

Restricted Circulation to the Brain?

I have read some Accident Reports in the Air and Hang Glider magazine over the past 15 years about the sport I love and respect. What I am trying to understand is how some pilots get killed after launching and they showed no response trying to correct their glider's deadly flight path. I would like to know if the pilot had passed out, or fainted, or just too scared to do anything and just hung on? We all know tight clothing, a tight helmet, or tight shin strap can cut the blood flow off to his/her brain. When the pilot goes prone does pressure on the chest cause circulation of the blood to be cut off to the head? As a child I remember playing a game of deep breathing then hold your breath while someone squeezed you around the chest and you would pass out. (THIS WAS A DANGEROUS GAME TO PLAY)? I have discussed this concern with some pilots, and I have heard of one experience of tunnel vision on a high stress launch. This is scary. I have recently taken over as the safety officer in Alberta, and I would like to know if you have had a scary experience such as this? Your name will be kept confidential. I believe that we would all benefit from such knowledge. Keep your air speed up, fly safe.

Gus Larson 5824 51 Ave, Beaumont, Alberta
T4X 1B7

From Cochrane, Alta

The first event for 1996 was a study session for the HAGAR Exam. An incredible turnout of 50 people listened to an in-depth presentation by Bernard Winkelmann. Bernard wrote the exam at Xmas and spent a lot of time and effort on his presentation. The Map Reading segment was presented by Ross Hay. Both Bernard and Ross were able to add a little humour to their presentations. 25-30 people will write the exam at Cochrane, the rest will go into Transport Canada to write. TC were a little 'shocked' at the large amount of people wanting to write the HAGAR at Cochrane, they are scrambling to get enough exams and maps ready.

And from Ontario comes this tidbit;

Wilf Grignon, who will be 70 years old on his next birthday, and has recently taken up paragliding believes that he has heard the quip of the year. After telling his wife Shelley about Michael Robertson's launch of the CN Tower in Toronto back in the '80's to promote Diet Pepsi she quipped, "You could do that for Geritol!"

And from the Ed...

Want to be famous? Ever wanted to be on the front cover of a prestigious magazine? He's your chance! Send me your photo's (regular pictures are fine) and you may end up having it published in AIR and you might even find yourself on the front cover! Send stamped addressed envelope if you want them returned. Barry Bateman. Editor

NEWS FROM EUROPE

From Parapente Magazine

Well the crazy French are up to it again. Michel Bruno launched a giant paraglider (105 sq./metres, 25 metre span, 14 metre line length!!) from the Dome du Gouter, altitude 4300m. Designed by Paul Amiell, formerly of ITV, it carried seven passengers who released to free fall more than 2000m before deploying their parachutes. It doesn't say whether the pilot flew the monster to landing or if he also parachuted down.

The youngest FFVL licensed pilot in France is a 14 year old girl, Cybele Aliaga, who weighs only 35 kg and flies a Carlit 21. Ninety six year old Yvan Cudry enjoyed a tandem in Neufchatel, Switzerland and is looking forward to doing one on his one hundredth birthday. ACPUL has just homologated the smallest paraglider on the market. Commissioned by the FFVL, the ETNA was designed for children and lightweights. With a weight range of 47 to 60kg (the manufacturer assures us that 40-70kg is no problem) it combines a surprising simplicity with great performance and is rated Standard. Also due on the market is a true mountain wing, the Kenya, designed for the hike and fly enthusiasts. Weighing only 5kg, *harness and bag included*, it has intermediate performances and the stability of a "Standard". It is in the process of homologation.

A new record has been set for the most paragliders in the air at once. A total of 191 wings filled the Swiss skies over the Flugshule Tanner at Emmeten. The air space was divide in nine sectors and each pilot had a designated flight plan and landing area. It went off without a single incident. The Variable Geometry paraglider, designed by Dr Gerard Pascal, has undergone tests by Aerotest. It consists of a paraglider that reduces its surface area by folding the inner cells, accordion style, on itself when the pilot pulls on a single centre line. The result is a wing with less span and surface area, like Big Ears, but with the advantage of a greater forward speed and full use of the toggles for manoeuvrability. No abnormal behav-

our was recorded except for the system which will need to be designed to withstand the structural demands of the ACPUL tests. Many new products will be on the market for the spring such as harnesses for kids, new wings, back protection systems, etc... keep in touch with your local school who should be up to date on such things.

New Paragliding World Records.

Tandem, 164km by Pierre Faucon under an Edel Galaxy, set in Chile. Speed record around a 25km triangle by Patrick Berod on an Edel Energy, averaging 28.28k/h.

Finally a tandem speed record around a 25 km triangle of 19.42k/h by Gerard Florit and Isabelle Sigwalt under a UP Pick Up.

The doctor for the French Federation of Free Flight (FFVL 30,000 plus members) notes that

1. 1995 has seen a slight drop in accidents to beginner or novice under prototype or competition wings, it seems that pilots are finally accepting to fly under wings more suited to their ability
2. 60% of ankle injuries are due to pilots flying in running shoes or thongs.
3. The full face helmet is still not standard use resulting in several severe facial injuries.
4. There are less solitaire accidents so it seems as though pilots are realising the benefits of not flying along.

(Stay tuned for a complete article on these items in the next AIR as well as a complete overview of the reserve, from type to use to those rated by AFNOR/ACPUL)

Report submitted by Wayne Bertrand

And if you can get to Cochrane Alta..

The Rob Kells Annual Chute Pack Weekend will be April 20/21. Rob, President of Wills Wing, comes to Cochrane each year to run this clinic. Pilots are taught to repack their own chutes under supervision. If you are interested in participating, please call

Willi Muller (403) 932-6760 or
email: mullerhrg@cadvision.com

Date: April 20 & 21, 1996

Place: Cochrane Hill Flying Site

Time: 9am Saturday and Sunday

Cost: \$30.00 for a repack - no charge for the seminar

BBQ: 6:00pm

A BBQ will be held on Saturday night at 6:00pm (or whenever the flying is over) - everybody welcome. There is no charge for the BBQ, but we would appreciate if you could phone and let us know you are coming - we need the numbers. If you do not eat hamburgers, let us know, we will arrange Chicken and tofu burgers.

Buying a Paraglider

BY DENNIS TROTT

Dennis Trott runs a flying and accommodation centre in Chamonix in the French Alps. This article was taken from BHPA's "Skywings" magazine and is printed here with their permission. This is one of a series of articles that Dennis has written and in this one he reviews paragliding equipment with an examination of the glider itself. Although written from an Alpine flying point of view, these guidelines make good advice for either UK (mainly windy small hills) or mountain flying.

Before you rush off and buy the latest glider with all the fashionable go-faster stripes and full-race whatever, take a little time and have a serious look at your own ability and experience. Where do you really think your flying will take you?

Glider level

Designers have been working hard in recent years to produce user-friendly gliders. Now we have four levels of gliders: beginner's intermediates (AFNOR Standard), performance intermediates and advanced gliders (AFNOR Performance), and competition models (AFNOR Competition).

If you are a newly rated Novice Pilot looking at your first glider then you should choose a sensible and practical glider from the beginner's intermediate range. You are still a beginner! A new Novice rating with just a couple of hours flying doesn't qualify you for a performance intermediate glider.

Although it is possible to fly almost any design of paraglider comfortably in smooth dynamic lift conditions, if you have decided to venture into serious cross-country flights or mountain thermalling and seek the excitement of high flight, then choose a performance intermediate glider

with AFNOR Standard or Performance rating.

Before even entertaining the idea of a Competition wing, decide whether you want to fly a glider that has not been tested for pitch stability or for recovery from (slow release) B-line stalls, deep stalls, asymmetric stalls or symmetric tucks. Competition rated wings are for competition pilots who fly on a regular basis. Unless you have completed at least one SIV course and fly more than 100 hours a year then you don't need this type of wing.

Resale considerations

Old rags, and there are plenty of them about, are usually a waste of money, although there are a few older models around which were popular four or five years ago and are still serviceable and safe to fly. If the glider was a 'limited edition' and not many were made then don't waste your money unless it is really cheap and in excellent condition. Be prepared to fly this type of glider without expecting to sell it later. When buying new, think about the glider's possible resale value in the future.

Will it be a sought-after wing in 18 months or a couple of years time, and what is it likely to be worth then?

The ideal glider?

We would all like a glider with exceptional glide, speed, safety and handling! The ideal wing will launch well, have a large speed range (20 - 45km/h), be able to turn on a dime and accelerate quickly without losing too much height. Most modern gliders have excellent ground handling characteristics in both Alpine and reverse launching. There are some wonderful claims for speed, and it is important - but not if

the price is a big height loss during transition. So what do you buy? The market is huge, so lets look at a few points.

1. Will it come off the ground easily during Alpine or reverse launches. Better still, can *you* get it off? If it has mediocre launching characteristics it will give you many frustrating hours trying to get flying, although anybody with a few hours practice can launch a wing in smooth conditions. Remember, launching is the most difficult of our exercises!

2. Look seriously at speeds and glide angles. Will the glider fly slowly? How will it fly at full speed with hands and tabs off and speed bar on? Some of the claims in this area are comical!

3. Look at the build quality and the materials it is made from. Has the glider been made by a reliable manufacturer and does it come with a guarantee?

4. Old style wings may be slow and difficult to pilot. The acceleration and deceleration rates and turning ability may be sluggish. Remember, some of the competition specials from yesteryear had self-packing tendencies in bumpy conditions!

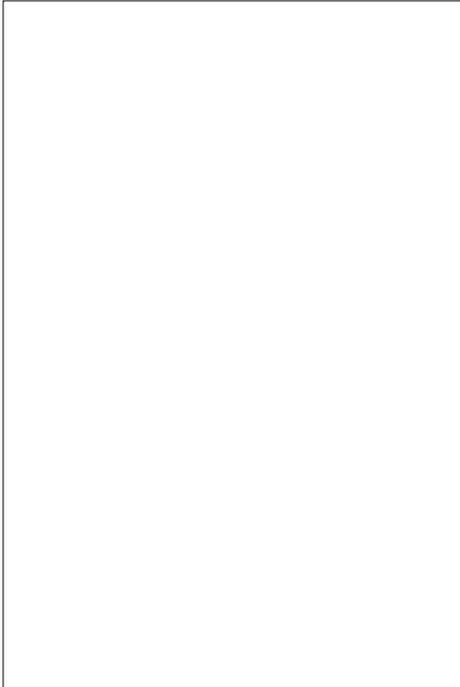
Be realistic when considering a new wing and make sure you are ready for it. Do you really want a glider that will only take you on mammoth cross-county flights or (potentially) put you in the world's top ten at the expense of stability and security?

Finalising your choice

Having decided on your level of glider, choose from the market those you feel are perhaps the best three. Spend as much time as you can flying them and comparing them with one another. Don't be swayed towards one model just because it's the one your club, school or friends want to sell you. Choose carefully - there are some excellent wings on the market, and some very expensive ones. Take your time and don't rush to part with your hard-earned cash. When you have made a decision, try and place yourself in the middle of the weight range for the model, remembering that the quoted weight ranges are almost always all-up weights. The total weight of your canopy, sack, harness, reserve, suit, lunch, drinks and whatever will probably add at least 20kg to your own weight.

More flying time!

Choosing a glider of the correct size and stability for your weight and experience will enhance your flying time and give you far more pleasure than something that is a little twitchy and which you'll only fly comfortably in certain conditions. If you are an aspiring pilot with 50+ hours and want to fly cross-country, you'll need a performance intermediate wing with steady handling. For mountain thermalling and cross-country this class of glider



Willi Muller soars over Ian Currer of Britian in Israel. Photo by Vincene Muller

WINTER HIGHS

For paraglider and hang glider pilots winter can be a very long haul, especially after the West Coast style winter we called our summer of 1995. Here in Golden the flying season is about as short as you will find anywhere, leaving some of us to depend on those cold winter highs to get us through to spring. January 31, 1996, it's been nearly two months since my last winter flight.

We have had sun for about three weeks but it has been bitterly cold. To cold to fly? Well the last time I flew it was -17 Celsius. Not to bad, though lately the mercury has been slipping down dangerously close to the -40 mark at night and only getting up to between -24 to -26 Celsius during our winter shortened days.

My fear of freezing my butt off is finally overcome by my wish to fly and the fact that Environment Canada has forecast a temperature inversion. Besides this high can't last for ever. It's time to fly, cold or no cold.

Nine a.m. Thursday morning, as soon as my feet touch the floor, I know it is still very cold. -37 Celsius to be precise. The day is sunny and cloudless, so I decide to go for it. After breakfast it takes me close to two hours to get my 1974 Arctic Cat to run. Some gentle persuasion with a tiger torch finally does the job.

With my gear all in the truck and the snow-machine loaded, it's off to town to find a driver. Usually my brother Barry, (also a glider pilot) and I take turns driving each other up for winter flights,

but on this day he had to work. So I persuaded my friend Bill to drive, (surprisingly easily) and we're on our way.

The snow-machine ride up Mt.7 was anything but enjoyable. It was extremely cold and the frozen suspension was a far cry from the soft ride my sofa had been affording me during this cold spell. Wait a second, is it getting warmer? Three quarters of the way to the top you could



Jerry Delyea about to take off from Mt 7. Photo by Bill Eoaskemidias

feel the difference. Could the forecast have been right?

A short time later we arrive at the top to find -5 Celsius and a 15 to 20 km wind from the north-west, perfect. A half hour later I'm geared up and ready to go. My reverse inflation was solid. That was until I stepped off the snowshoe trail I had packed a few weeks prior. I wind up lying on my side in thigh deep snow, with my canopy flapping in the breeze and my goggles fogging up fast.

The second attempt pays off. Check my lines, turn around, another check and we're airborne. After a few minutes my goggles start to clear. I attempt to get into my seat, which proves to be quite a chore as I'm hampered by layers of clothing. Finally I manage it. Time to enjoy my brief time aloft. As I sink lower the inversion layer becomes very evident as the smoke from the mill and so many wood-stoves forms a cap on the valley below. Another thing that comes to my attention is just how damn cold it's become.

One more turn, sit up out of my seat and get ready to flare. Perfect landing, until my feet get stuck in the crust on the snow and I go sprawling onto my stomach. Still in one piece? Yes, good enough for me. Yahoo, first flight of 1996.

OH THOSE WINTER HIGHS. BLUE SKIES EVERYONE.

Jerry Delyea, Mt 7, Golden, B.C.

fits the bill perfectly, especially when conditions are rough; many of my clients who come to the mountains and fly a performance intermediate have a whale of a time. If, on the other hand, you're an experienced 100+ hour pilot or a conditioned mountain pilot who lives and regularly flies in such environments, an advanced glider may be all you need for serious cross-country and home competition flying. Being seen with the right glider does not make you a better pilot, and the opposite often applies. Remember Jocky Sanderson's dictum: It's better to fly an intermediate glider at 100% than a performance one at 60%. Take a hard look at the market, take your time and fly the wings on your short-list before you buy. If you're happy on your new wing, the sky will be yours!

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 Chalet Touze, Place de la Mairie, Les Houches 74310, France. Tel or Fax (00 33) 50 54 59 63

Canada's Master Rated Pilots

Who they are and their contributions to the sport of Hang Gliding and Paragliding in Canada

In the last AIR magazine, one member asked for a column about some of Canada's 19 Master Rated Pilots; wanting an idea of the extent of some of the contributions which have been made. We, on the other hand, want to encourage other pilots to apply their particular skills and talents to the benefit our sport and membership: and so in turn earn our highest commendation.

This article is dedicated to Stewart Midwinter, affectionately know as Midtoad to all and sundry; the 2nd pilot in Canada to be recognized as a Master Rated pilot and probably one of the hardest working people you will ever meet when it comes to promoting Hang Gliding and Paragliding and enthusing those of us already addicted to the ultimate recreation.

He first stepped into the federal limelight in 1981, becoming Vice President, and Committee Chairperson for Ways and Means, Ratings and Technical Committee: Certification. (We were just giving up on Building our own gliders in Canada.) In August 1983 he had dropped the first two committees noted above and took on Parks, as part of our effort to obtain our right to fly in National Parks.

As President of the HPAC from 1984 to 1991 he took on the departments of Ways and Means (again) AND Public Relations. By 1987 Airspace issues were becoming an all consuming topic as pilots quickly learned we were legislated out of airspace essential for the enjoyment of our sport. He was instrumental in acquiring our right to obtain CYA Special Use Airspace and the hang gliding soaring symbol as a recognized symbol on VFR Charts which warns other aviators of our presence in that area. He was also our negotiator for the 123.400 MHz Aircraft radio bandwidth.

Insurance also began to enter the recurrent nightmare we experience every alternate year now and Stewart, with his diplomatic, trilingual tact was chosen to head this committee as well.

During this period he oversaw the development our system into a recognizable body capable of overseeing the standardization of policies and procedures across Canada - basically the job description of the HPAC. He did much of this by simply defining our responsibilities and the Committee's job descriptions. He was my predecessor as the HPAC Accident Review and Safety Committee Chair, taking on this chair in 1987 (and continues as an Alberta Committee member to this day). Along with Rodney Nicholson from Ontario, he developed the Scales for use on Accident Report Forms and which forms the basis of our statistical database. This database is slowly going international and it, or something similar may soon become the international standard for Accident Report statistical packages, thus allowing us to develop a better picture of the extent and nature of accidents, injuries and Aircraft damages occurring world wide.

In early 1991 the task load was beginning to take its toll. Paragliding and Sailplane flying were demanding greater chunks of his recreational activities, so he stepped back out of the main spotlight, retaining "only" Public Relations, Ways and Means, Technical Committee:

Certification and our Airspace Committee Chairs. Must have felt like he was having a holiday!

In 1992 I took a hiatus and went to Australia for a year of blissful (administrative free) flying and in my absence Stewart once again took over the reigns of the Safety Committee, dropping the rest of his committees and taking on AERO Club / CIVL Duties.

He has been the HPAC's CIVL Delegate since 1989 and took on

the position of FAI/CIVL Records and Badge Chair, overseeing the homogenization of World Records and Badges for Planet Earth.

You should be able to figure out by now that Toad plays as hard as he works. Toad is still the only pilot ever - in worldwide history - to have the FAI silver badges in hang gliding, paragliding & sailplanes. Stew wants to try for fixed wing records now - has bought a Manta fledge and 'talks' about building a tandem fledge to get some tandem fixed wing records [there are none yet].

Stewart currently holds the following Canadian records: hang gliding - tandem Gain of Height 1546m August 15/92

hang gliding - solo Duration 7 hrs 50 minutes August 22, 1980 This record is no longer a record category, so he will always hold it.

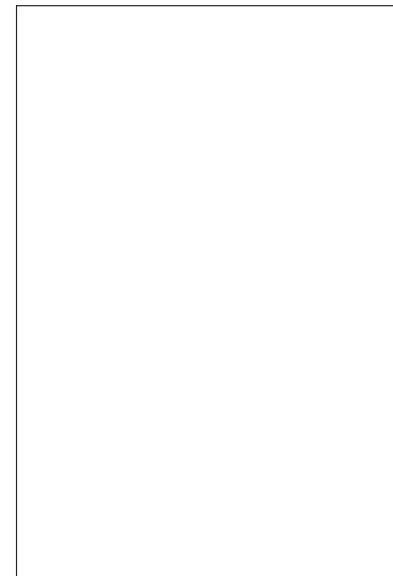
He used to hold the following Canadian Records: - all solo hang gliding Gain of Height - 1650m - September 19, 1982 100km Out & Return- 27.91km/h - July 29, 1990 Speed around a 25km Triangle Course - 15.828km/hr - July 1, 1991 Triangle Distance - 25.32km - July 1, 1991

In 1993 he packed his bags and moved for a three year tour of duty in Argentina, making many contributions to the sport down there. He returned to Canada and his home in Calgary in early 1996. All his friends would like to take this opportunity to say Welcome Back - Toad! to one of the nicest personalities in the sport. P.S. Like most Masters' out there, Midtoads contributions did not end with his Masters commendation. We turn your attention to the fact that thanks to his efforts shortly after his return home, the HPAC is now found on the World Wide Web! Check the following URL: http://www.cadvision.com/Home_Pages/accounts/midtoad/hpac.htm

He is also in the process of putting an FAI/CIVL Home page up on the internet. Does it ever end? The FAI Tissandier Diploma is a special honorarium given for services to the sport. It is obvious from the list above that Toad certainly would qualify. I think you can pretty much take it for granted that his friends and admirers (basically every past and present member of the HPAC) are going to make just that recommendation.

I would like to say in closing that I hope that the scope of Stewarts contributions do not scare off anyone else hoping to one day attain the Masters rating. The fact is: Stewart has probably earned his three times over!

By Fred T. L. Wilson and friends.



Stewart Midwinter. Master Rated Pilot #2. Awarded in 1982 in Calgary. Photo by Cathy Kay

63Degrees, 25Minutes North

By BRETT SIMPSON

Six issues a year. Wow there really gonna be desperate for articles now. At last my chance for literary fame. Ok I admit I haven't run down a start ramp in the great white north for 2 years now, but that doesn't mean I haven't been flying. I've been bumming around in the land of "Ace of Base" for a couple of years now. Yes the land of sickly sweet disco and pop music, Sweden. I won't BS you about how great the flying is in this corner of Europe but there is flying to be had and Norway is not far away. Vågå is the hot spot in Scandinavia having hosted the European hang gliding championship a couple of years ago and the European paragliding championship next May or is it June? Anyhow airtime is available. Don't hurry over though, at around 10 bucks a beer in the pub (if you can find one) any beer blooded Canuck will quickly dry up and float away with the next thermal. How can one survive such an inhuman land you ask... well there are a lot of blondes here.

Enough cultural side tracking we have got to fill these pages with honest down home hang bull.

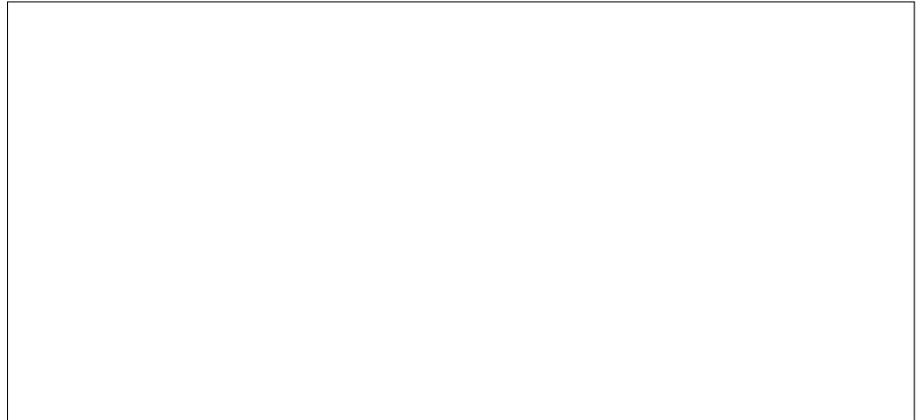
January 6 this year,

...its minus 10°C and the inversion is so, so inverted you can walk on it! Up at launch the temperature is plus 3°C and the wind is blasting a perfect 8m/s. That's metric jive for soarable. With the inversion added we get.... tadaa wave! That wonderful lift which will gently take you up to O² altitudes and beyond. It'll also freeze yer instruments to the point of dysfunction and kill the batteries in yer vario.

I hopped onto the quad lift at the mountain base, which by the way looks exactly like a now infamous lift in whistler. Clutching my reserve I was whisked to the top and continued on foot a few hundred meters to the south start. It's a perfect 900 meters from this launch to the LZ below, that makes for a mellow 15 minute sled ride, snow or no snow. But as I said today we have wave conditions. I set up, clip in and reverse launch. Ya Ya Ya I know, this was supposed to be a hang gliding story, tumbles, loops, broken down tubes or better yet leading edges bent like spaghetti. Tough luck, I know there may be lots of pilots out there who think plus 3°C degrees is perfectly good flying weather but I'm a west coast boy, and I'm not gonna stuff sub zero ribs into icy dacron, crawling on my

belly to get to those last under surface ribs in. No way, this boy is gonna paraglide! Ok die hards, I don't care. Go read the accident reports. It's nothing but big ears, little ears and b-stalls after this. Actually it was only an hour and a half of checking out the lift band and making sure I didn't get to far above launch.

speed on my Supra, little ears to help things along. Wow I'm almost going as fast as my hang glider. Suddenly, bumpity bump bump bump, ouch that inversion hurts. Transition from the tropical +3°C to the nasty -10°C is not only turbulent its bloody cold. I'm out of the lift now, and sinking slowly but inevitably down. 500 meters of frozen hell. There are 2 LZ's in the winter here. The normal LZ is a grass field, football size right beside the lake. The alternative is, you guessed it the few hundred hectares of ice located right beside the regular LZ. Spot landing in the field is no



Brett Simpson Flying in the icy depths of winter in Sweden

The lift gets ballistic about 50 meters up and a kind of venturi at the top of the mountain makes penetration take on adolescent proportions.

Well one of the real disadvantages of sub polar soaring in January soon made itself apparent. It's 2:30p.m. and I'm watching a wonderful sunset... sunset yikes time to haul on those a risers and put this bag of ice on the ground. Full

problem. The valley has been in the shade now for over a month and the temperature has fallen to -16°C. Yeah very thick air. The last 2 hundred meters takes forever and my vario makes a disgusting slow-motion bbbllaaaahhhhhhh in the sink. I land, pack up and run up to the pub... wow there is one in the neighbourhood. Yahoo first flight of 96, but nobody drinks much. Must be the weather!

SOL HELMETS

Are you looking for an excellent helmet at a reasonable cost that still looks cool? The **SOL/PEEL'S** line is just what you've been looking for. Manufactured in Brazil by Starplast, who also make motorcycle helmets for Bieffe of Italy, they offer the best and safest in light weight protection. Construction is a laminated shell with a reinforcing fibre weave designed to distribute the force as it shatters. The internal helmet is an injected high-impact foam which further dissipates energy and is lined with a washable foam/polyester fabric.

The **DYNAMIC** is for those who want the sleek, aerodynamic look. An exclusive and unique profile, you will hardly feel it on your head but you will make other heads turn.

Weights 22-24oz. An excellent introductory price of **\$199.00** (Reg \$229)

The **INTEGRAL** is for those who prefer the more classic look in a full face helmet. It has removable ear pieces for your headphones, ear cutouts to feel the wind and a padded chin strap for comfort. It weighs 25-27oz. Introductory price, **\$149.00** (Reg \$189) Available in white, black or purple and in Small (56) Medium (58) and Large (60)

Prices valid until May 1, 1996

So You Want to Soar the Morning Glory?

The continuation of "100 Miles Before Breakfast"

BY AL GILES

Morning Glories are travelling wave clouds which come ashore from the Gulf of Carpentaria in most dry months, but most often from mid September to late October. They stop when the wet season begins, usually November. They appear to be formed from the collision of seabreezes from either side of Cape York and under the right meteorological conditions they propagate to the south-west over the Gulf and then inland. Near Burketown they can arrive at any time from early to late morning, but most commonly between sunrise and 10 am. This means getting up at 5 am. at the latest and setting up on the saltflats in the pre-dawn twilight.

Glories do not usually occur every day even in 'high season', but appear to come in 'sets'. In our eleven days at Burketown, we had a set of five days straight (two weak, two regular, one weak) followed by three wave-less days, then a strong, a regular, and an early evaporating Glory in the final three days. The average for the last 5 years is one wave every 2.5 days in high season, but 1994 provided waves almost every day in October, while 1993 provided almost none at all.

Predicting an MG for the next day is not an exact science, but there are two useful signs. The first is a good seabreeze the day before

Christie, a meteorologist from the ANU, says that a high pressure ridge over Cape York and a trough over North Queensland almost guarantee a wave. The more saturated the air, the lower the cloudbase on the Glory; occasionally it touches the deck, but this is rare. Typically, base is between 100' and 1000'. On the saltflats, agl = asl plus ten feet (at low tide).

The first week we spent at Burketown we tried car towing up to the wave. It is possible to catch the MG by car tow, but timing must be precise. You will need at least 500 m of rope and have to be at maximum tow height just before the wave reaches you. This means starting the tow

to the south (away from the wave) several minutes before this moment (dadaa, kewpie doll please). The wind at ground level is a gentle southerly which changes abruptly to a brisk nor'easter as the wave arrives. This change occurs as the leading edge of the cloud passes overhead, or just after. If you station someone 2-3 km north-east of the glider with a radio to call the change in wind direction, this will give you a fairly accurate start time for the tow, depending on the speed of the wave.

The waves typically travel at around 40-50 km/hr, but the weak ones are slower (down to 20 km/hr) and the strong ones may travel at 70 km/hr. Fast gliders only! A weak MG looks

like a slowly moving line of cu's. A regular MG looks like a cylinder with a flat base. A strong Glory has the profile of a ski slope, almost flat at the front, then a compound curve flattening out to cumuliform tops at the back. The secondaries may be any shape, and change it in flight.

PK on the Wave

At dawn, the MG will appear right across the coastal horizon as a line of cu's which slowly gets closer. When you can see the smooth outline of the primary, you must be ready to launch. It moves faster than you might expect.

(meaning good seabreezes on the Cape). The second is a heavy dew the night before (meaning saturated air, to form good clouds). The locals say that when the glass fridge doors in the pub show lots of condensation, there is a decent chance of a Glory the next day. We watched those doors carefully. Dr. Doug

We tried towing up to the secondaries but could not get any decent lift off them, although the sailplane boys fly them if the primary dies. Apart from inside the primary of a strong one, we never found much turbulence around the waves, whether below them, between them or behind them. However, the glider pilots warn that severe turbulence can occur behind the primary if you are crossing to a secondary. Our experience was: stay at the front of the primary and you'll get smooth even lift. The lift band can extend out in front of the primary wave for quite some way at cruise altitude.



Burketown is about 30 km inland from the Gulf coast and those kilometres are barren saltflats with a few vehicular tracks. When dry, which is mostly, these saltflats are firm and perfect for towing in any direction. When wet, they can sink a bulldozer. Be aware of spring tides and early wet season storms and get off the saltflats fast if any occur. Even a heavy dew makes the saltflats gummy and a tarpaulin makes for a more pleasant set up area. We had no trouble towing with the dolly, the trike or the 4WDs, however, no matter how heavy the dew.

Aerotowing with a dolly is ideal, and four pilots to one trike is a good ratio. One of the four takes it in turn to drive for the day. As you drive north-east out of Burketown onto the saltflats before dawn, drop the first pilot (ie, third to launch) off with all his gear close to town.

The second pilot gets dropped off halfway to the coast. The third one (ie, first to launch) sets up closest to the coast. When the Glory is getting close, the trike tows this pilot up first and drops him off in wave lift, then heads back for the second pilot. Meanwhile the driver has taken the 4WD down to the second pilot (with

the dolly, if you're using one) and helps him launch, and so on for the last pilot. If you stuff around or if you space the pilots too closely, the wave will leave you behind.

The only problem with this arrangement is when you're the third pilot fully set up and ready to tow, in your harness at sunrise, with

nothing but a streamer on a stick to the flat horizon. Then the early morning barramundi fishermen come along and enquire after your mental health. Especially when they've never seen a hang glider before, but they know that hang gliders only hang around hills, and usually at midday. Bolto kept the Edge wing set up in town and flew out at civil dawn each day to land by the most coastal glider and wait for the wave.

The waves typically travel at around 40-50 km/hr, but the weak ones are slower (down to 20 km/hr) and the strong ones may travel at 70 km/hr.

Burketown has a sealed airstrip with beacon and night lights (for the Flying Doctor). Billo consulted with Peter Rundle of Townsville CASA and arranged clearance to fly within 4 km of the strip. Bolto could fly in and out of the airstrip since he had a VHF airband radio. The local pilots, both rotary and fixed wing, were

quite happy to have us around so long as they knew we were there and we kept out of their way. They don't usually fly over the saltflats or around the wave. The airstrip has about a dozen movements a day and is owned by the local council.

Burketown is the bush. At night there are stars down to the horizon (and cane toads up to it). We carried EPIRBs, signalling mirrors, compasses, maps, water, food and had well worked out procedures for the vanished silent pilot. A GPS would be a good move. Join the Ambulance Fund before you come here. The local 'hospital' has one part time bush nurse, and a Flying Doctor trip to Mt Isa (or Brisbane) costs about what a new glider does. When you're not flying, Burketown offers landsailing on the saltflats, swimming in the pub pool, the pub, broilga baiting, the pub, barramundi (read catfish) fishing, the pub, cane toad golf, the pub and the pub. There are vicious beasts around the rivers with a savage bite, and the crocodiles don't like the sandflies either. There is a store, a servo and a caravan park. The locals are friendly.

If you want to set records, then this is how. It'll be your flying experience of the decade, and it's here in Oz. Be prepared. You'll have a blast.

This article has been kindly allowed to be reproduced from the Australia Hang Gliding Federation's magazine, SKYSAILOR.

If Your Feet Are Wet, You Must Be In Yelapa

BY DENNIS BRUBACHER

When the cold rains of Vancouver, Canada move in, I move South to Mexico. A migration that I have made for the past 12 or more years. Last year I went searching for a new location to call my winter home and put up my portable house or “Yurt”. Tired of freezing my butt off in Central Mexico and flying in crazy wind at 10,000 ft, I headed for the coast where I discovered Yelapa.

Yelapa had been previously discovered by the Hippies in the 60’s and a whole range of gringos. Everyone from dreadlockers to movie stars. Yelapa is indeed a paradise which had special interest for me, consisting of beautiful white sand beaches, tropical seas, 5 star restaurants all run from under Palapas, and most of all the looming mountain in the background. It is a small, friendly village consisting of approximately 500 Mexicans and about 100 or more gringos living here harmoniously either seasonally or full time. They have influenced each other favourably over the decades and now a new element has arrived whose time has come.

Paragliders are very welcome here and the prospect of many more of us is most appealing to everyone. That is, everyone but the flocks of squeaking parrots who seem to object to sharing their air space. The large Turkey Vultures, on the other hand, will gladly share their thermal and make you feel right at home. There are two launches here, the first being what the locals call Tapa Yelapa at 2250 ft elevation, a pasture on at 40% incline and a lower launch at approximately 500 ft which can be good for

soaring if the wind is coming up good and strong.

The hike up to Tapa Yelapa takes about 1.5 to 2 hours. Initially, at least, you will need a guide to be shown the two launches. Angel Castillion (pronounced “Anhell”) is your man. We hiked through the mountains looking for suitable launch sites and then did the necessary work to make them launchable. Anhell did not ask for or receive any payment so please show him consideration when you arrive and need to be shown the sites. He also offers a glider packing service to Tapa Yelapa launch.

When you get into the air you can take advantage of the thermals created on the ridge out in front over the pasture lands. Then swing over to the ridge above the beach, hang out for as long as possible and then come in for a landing beside your favourite bar/restaurant where a cold beer awaits you. Yelapa is a perfect place to bring your family, your mate or solo. There will be no whining or bellyaching while you are flying as they will be sipping margaritas and enjoying the warm waters when you come in for a landing beside the beach blanket.

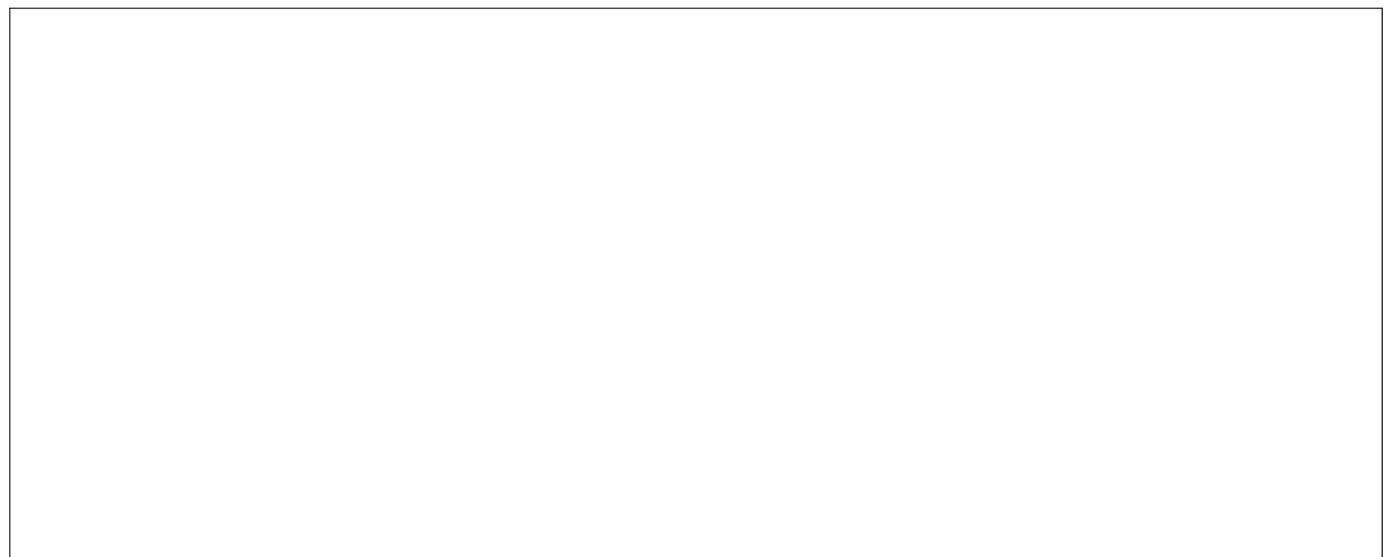
Now that you are already dreaming of flying over the jungle, the next step is to book you flight and when you arrive in Puerto Vallarta, take a taxi 18 km South to Bocca de Tomitlan. From there you can take a water taxi to Yelapa. Did I forget to mention there are no roads in Yelapa or electricity? The water taxis (Pongas) are open boats loaded to the gunnels with people and cargo (no life jackets) travelling at

speeds up to 50 kph in open seas. For 15 pesos or 3 dollars, the water taxi leaves 6 times daily, the first at 0800, the last at 1730. Do not get conned into chartering a boat unless that is your preference and money is no object.

Ok, so you are now standing on the beach in Yelapa with wet feet and wondering where to stay. Look for Hotel Playa Yelapa with Chico’s Restaurant out front and find a man named Javier. Javier, the hotel owner, is an all round nice guy who speaks English. He will put you in touch with Anhell or recommend other accommodation of which there is an abundance. If you are squeamish about creepy crawlers stay at Javier’s as his hotel is constructed of concrete and tile as opposed to palm branches. Homes using palms are called Palapa.

His hotel is also the most modern, clean, secure and economical. Javier will also rent out my Yurt providing I’m not in it. Its located on his property across the river but still pretty much on the beach amidst a garden of Eden. Huge banana trees drape across the deck putting bunches of bananas with reach as the house sits on stilts putting you right up there with the foliage and fruit. Hotel Playa has running water, showers, flush toilets and cooking facilities.

It is important to mention a couple of things about the flying site. Do not come here just for the flying because there are a lot better places to go if that is all you have in mind. According to my paragliding buddies who recently visited



me, Mike Miller, Heino Einfeldt, the flying combined with the entire Yelapa scene is well worth getting your feet wet. The site has proven to be quite reliable but unfortunately for hang glider pilots launch access is an enormous effort followed by an inadequate landing. I know because Anhell and I packed up a hang glider last year. June to September is the rainy season, with a large, cumulous build up resulting in showers everyday which could present some interesting possibilities although this is just speculation.

come out of the South which means its blowing over the back. Flying after 1300 ensures thermals passing through launch. Later in the afternoon a tail wind develops which often subsides around 1700. These times have been relatively consistent November through January.

There are currently two launches with a third being developed. The third launch needs a fair bit of work but includes a ranch house right on the ridge where pilots can stay over night. All sites require constant maintenance and development especially the ranch site.

Anhell Castillion will maintaining and improving the sites as he is learning to paraglide too. His family owns the ranch and suggested its use as a launch site. I suggest that each visiting pilot donate 100 pesos or \$20 towards launch up-keep. As the launches are cleared out of jungle, any clearing

gets quickly overgrown. Please give the money to Anhell and make him aware of any improvements or site maintenance that are required.

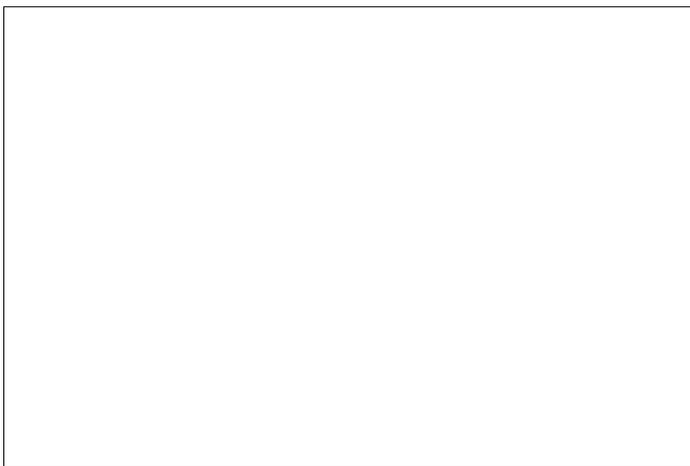
"I Need a Vacation!"

So you need a vacation but don't know where to go! Travel Agents are good but they only handle commissionable main stream stuff. You want to grab your glider and go! But where?

The technology of the Internet has made information almost free. A little hard to find sometimes but we are addressing that problem. Now there is a web site devoted to travelling pilots. Its new so don't expect much yet! BUT it is free so it will grow to be a valuable resource. Because it is free, pilots can easily submit cool information to share with other pilots. Check it out at <http://www.cyberlink.bc.ca/~swanys/hang.htm> or use your favourite search engines to find "Hang Gliding Holidays Page" (there are ones for Paragliding, Kayaking and Water-skiing too!).

These pages are brought to you by the most fun place to hang out in the Canadian Rockies, "Wasa Lakeside Bed & Breakfast and More". A valley with a 200 mile XC flight!

For more information write James Swansburg at email: swanys@cyberlink.bc.ca or fax 604-422-3551 or phone 604-422-3688.



Opposite page: Flying in the sun at Yelapa; Above, The guard dog outside the Paragliding Club. Photo's By Dennis Brubacher

Yelapa is not for everyone. Most love it. Those who need a WalMart when they are out of something hate it. It truly is in the jungle with no electricity except for the occasional generator. There are no street lights or even streets so bring a flashlight and extra batteries. Stony trails wind through the village, the river must be forded where it is shallow. There is no bridge. Some may consider this an inconvenience so bring sturdy sandals. There is far less risk of getting sick from the food here than in Puerto Vallarta and virtually no risk of any crime.

I personally have found paradise here in Yelapa, the colours of our wings against the jungle canopy, the character of the people who fly them can only help make Yelapa a more appealing paradise.

Post Script
Some notes about the weather and site. All weather seems to

HPAC/ACVL 1996 INSTRUCTOR AND TANDEM CERTIFICATION COURSE

April 26 to May 1, 1995, Kelowna, B.C

Hosted by

Wayne Bertrand, Senior instructor & Tandem II pilot and
Glen Derouin, Senior instructor & Tandem II pilot

CRITERIA FOR CERTIFICATION available from HPAC/ACVL administrator Barry Bateman or Ron Bennett. Note that you may obtain criteria **after** completing courses. (6 month time limit)

PLEASE BRING photocopy of last page of log book, valid first aid certificate, HPAC rating card, proof of teaching experience (i.e. letter from school) and an outline of your course syllabus (if you have one)

COST: Instructor course = \$300.00, Tandem course = \$300.00
Instructors and Tandem pilots under re-certification = \$200.00 each course

Minimum 6 participants per course needed to run courses

Registration deadline, April 15, 1996

Cheap accomodation possible

Contact Wayne Bertrand at (604) 765-2359 for info

Introducing

The Sentra

One of the "backbones" of our paraglider line, the Spectra, has faithfully served the flying community for the past two years, with over 1000 pilots enjoying safe and pleasurable flying. We felt that now is the time to introduce a new Intermediate Class paraglider, to continue the tradition of the Spectra, but which would push the edge of performance and safety even further. Therefore we are now launching the replacement for the Spectra, the Sentra, our answer for the most competitive market segment, the Intermediate Class.

Introducing the Sentra

Since introducing the Spectra, the paragliding world has changed and together with it, the ACPULS Certification system, which has been revised and become more stringent to meet the rising safety standards of the industry. From the former system of A, B, & C rating - the certification has now moved to the general classification of the paraglider as: Standard, Performance or Competition. According to today's requirements the Spectra would most probably be classified in the performance class. Therefore the goal we have attempted to achieve was to design a glider for the beginner to intermediate pilot that could combine the safety of a school-beginner glider with the performance of yesterday's "high performance" gliders.

Development Target

To design a paraglider that would:

1. Be the safest that we could make it in the Intermediate range of paragliders.
2. Have easy launch and landing characteristics in any wind conditions.
3. Have quick and responsive handling.
4. Have improved performance [than the Spectra]. A glider that would produce flat turns in a thermal with a minimum loss of sink and minimum bank.
5. More stability for the entire speed range.
6. Be easy to fly with minimum pilot input.
7. Give the pilot a relaxing and enjoyable flight sensation.
8. Be affordable, reasonably priced with resale value.

The Sentra

After over a year of R & D work four conceptual prototype designs were discarded along the way in search for the optimum results. APCO logged over 1000 hours of test flying polishing the glider.

1. Safety: The Sentra was designed to meet and exceed the tough criteria of the "Standard" class requirements. Sizes 28 and 31 of other glider were presented to ACPULS Certification and passed the "Standard" Class requirements with flying colours. Size 25 will be presented in February. The formal classification makes the glider suitable for school teaching and beginner pilots, widening its marketing possibilities to the entire range of pilots on the market. The ACPULS certification proved the "passive" safety of the glider, specifying the manner in which the glider recovers from extreme situations. However APCO have tried to not only design a glider that is quick to recover from dangerous situations, but be very unlikely to enter these situations in the first place - the Sentra is very tuck resistant, has no negative tendency, solid and firm at the entire range of speeds and radiates a secure and reassuring feeling to the pilot.

2. Launch characteristics: These are comparable to those of a school glider. Takeoff is smooth, without a tendency to "stick" halfway or to overshoot. Running distance is very short and the gliders' launch path is very straight without bearing left or right.

3. Handling: Coordinated, direct and immediate with light but progressive brake pressure yet it performs beautifully in thermals, making the glider an easy and efficient thermalling machine. The Sentra is pilot friendly and has no sharp or unexpected behaviour. It has a wide warning range for a stall [which itself is mild] and the tucks - front and asymmetrical, are quick to recover from and not violent.

4. Performance: Do not be misled by the conservative shape of the glider and its relatively small aspect ratio. Despite its resemblance to the Spectra, it is totally redesigned, using a new profile and advanced diagonal rib construction combined with APCO's exclusive line rigging system. This enables Sentra to have the performance of yesterday's hot shot competition gliders.

a. Canopy Design: Sentra 28 is built around 34 main ribs and 34 partial diagonal ribs with 4 additional stabulo ribs, bringing the total amount of ribs to 72 [the amount of ribs usually seen on high performance gliders]. The large number of ribs ensures precise definition of surfaces enhancing the performance. The unique and clever diagonal rib design does not carry the usual disadvantages of conventional diagonal rib design that exist on the market. Sentras' diagonal rib adds very little to the total weight of the glider and uses very little additional cloth for the ribs [Sentra adds 5 meters, versus rival gliders that add 30 meters and more]. It follows that the added labour cost is also minimized and this saving is passed to the customer making its price very competitive. The main ribs of the glider in the front section of the airfoil are manufactured from non-stretch extralight trilam, following our positive experience from the Xtra.

b. Line Rigging - the line rigging of the Sentra presents a major step forward in comparison to the system used before. APCO was the first company to introduce "low drag" hook up points [on the Astra] instead of the widely used webbing-type hook up points. This system was subsequently

Today, based on our accumulated experience we again made an additional step forward on the Sentra and incorporated into the Sentra sail, the 'minimal' drag hook up point system reducing the line drag even further. We were able to take this step due to the know-how acquired from our trouble free experience of the Xtra. APCO are convinced that the Sentra will boast both trouble and maintenance free hook up points for the lifetime of the canopy. The use of micro dyneema line for the "minimal drag" hook up point system enabled us to make the total line length only 292 meters on the Sentra 28 [not including the hook up points]. The total length of line is only 371 meters. This reduces the gliders' drag to one of the lowest on the market.

c: Materials - APCO uses the standard specialized siliconized cloth, which has already gained a legendary reputation for its durability and air permeability.

Lines: are the finest on the market, made by Cousin Freres, from Technora.

Great attention is given even to the smallest manufacturing details.

Colours for 1996 will be White; blue; yellow and violet with a new logo.

THE APCO "SENTRA "			
Technical Data	25	28	31
Cells	(31 x 2) +4	(34x2) +4	(36x2)+(1+3)+4
Area m ²	25.5	28.3	31.09
Area [projected] m ²	22.8	25.28	27.74
Span [including stabilizer m]	10.62	11.52	12.42
Span [projected]m	9.07	9.74	10.38
Aspect Ratio	4.42	4.69	4.96
Aspect Ratio [projected]	3.6	3.75	3.88
Pilot weight, kg [hook in]	60-75kg	70-90kg	85-110kg
Weight of Canopy [including bag]	6.0kg	6.5kg	7.0kg
Root cord mm	3100	3100	3100
Tip cord mm	450	450	450
V-min, km/h	22	22	22
V-trim, km/h	34	34	34
V-max, km/h including speed system	44	45	45
Min sink, m/s opt. pilot weight	<1.1	<1.1	<1.1
Total lines length, m	321.7	371	385
Lines: top Dyneema 0.8mm	70 kg	70 kg	70 kg
Medium floor Kevlar 1.1mm	80	80	80
Bottom Kevlar 2.2mm	150 kg	150 kg	150 kg
Length of Lines on B without V-Lines m	5.915	6.215	6.415
Sail Cloth:	Ripstop 46 gr/m ² "zero porosity", nylon		
Rib reinforcement	Trilam 80 gr/m ²		
Certification	ACPUL STANDARD		
Warranty:	Three years/250 hours		

1995 CANADIAN HANG GLIDING CROSS COUNTRY LIST

The summer of 1995 went down in hang gliding history as one of the wettest on record. Competitions in Golden were rained out - both the XC Classic and the Western Canadian were wet - not one valid round - most of the time nobody even went up to launch.

Bad year for XC flights? Well, not as bad as one would think. One area of the country produced great spring flying and ten flights over 100 miles - all in May. There were no long flights reported anywhere else in Canada.

Doug Litzenberger of Wetaskiwin regained his position on top of the list with three flights over 100 miles - 187; 120 & 106 miles. Ross Hunter of Edmonton had two flights of 130 and 115 miles. Rick Miller of Edmonton flew 141.25 miles. 1994 top pilot, Steve Preboy flew 132.5 miles. Phil Creteau of Edmonton and Kevin Caldwell of Calgary just cracked the 100 miles. Willi Muller of Cochrane had 109 miles. All flights were off tow from Tofield or Wetaskiwin tow sites. Kevin and Willi really scored when they went to the Tow meet put on by the Southwind Hang Gliding Club of Edmonton - their flights were in 'marginal' conditions [either you got up and went far or you sank out quickly after launch].

Pilots who went to the Nationals in Lumby didn't get long flights but they certainly were challenging. Closed courses with turnpoints or out and returns mainly. Only John Theovet reported any flights in Saskatchewan and Rob Leslie sent in flights from Manitoba. Unfortunately, this year I didn't receive any reports from Quebec.

There were some interesting flights. Ron Docherty [100km]; Peter Bowle-Evans [120km] and Geof Schneider [145km] flew downrange from Golden on the May long weekend. Cloudbase was high and there was a lot of snow on the mountains [check the photo in our shop taken by Ron].

Lift was plentiful but the problem was the cold. Both Ron and Peter landed due to frostbite [face] but Geof persevered and had the longest flight off Golden for '95.

Steve Preboy reported an 56km XC flight from Hinton in September, he got to 11000ft and could see the backside of Mt. Robson, 5 ranges to the West. Awesome! he said! John Howard had a couple of dogleg flights from Elko to Elkford. He flew the range rather than straight line [60km straight line but 100km his route].

The best day at Golden was the Friday before the Western Canadian Hang Gliding Meet [the day before the rain started]. Dave Adams of Australia flew to Radium and back to Nicholson - 190kms.

For the first time I received results of a year long XC competition run by the Kitchener-Waterloo Club. Their flights were all aero-towed behind Armand Acchione's Dragonfly. Gary Tichnor who sent in the report said they are planning on having this competition again in 1996.

All in all, the flying wasn't as bad as it seemed. Numbers on the list are way down - mainly because so many of the competitions got rained out.

1996 looks good - the extremely cold winter with so much snow should mean great XC flying especially in the spring [how's that for positive thinking!] - joking apart, in other years when there has been a lot of snow [I don't think cold temperatures have much to do with it, but snow may], there has been long flights the next season. Alberta got a lot of snow - so did the interior of B.C. It should be good. I hear that Quebec had a big snow year - there hasn't been a +100 mile flight since 1993 when Daniel Ouellet flew 168km - maybe this is the year!

You will notice that some pilots flew a large number of km. in the 'total of all flights', but these flights did not originate in Canada and therefore do not appear on this list. A list of XC flights by Canadian Pilots outside of Canada will be in the "Out of Country" list.

HANG GLIDING CROSS COUNTRY FLIGHTS NUMBER 61-80

1995 CANADIAN PARAGLIDING CROSS COUNTRY LIST

Glenn Derouin topped the 1995 list with three flights over 70km. His most spectacular flight was from Lady MacDonald, Canmore to Millerville. This flight out onto the flatlands of Alberta was the longest flight from Canmore. Hang gliders several years ago flew straight east landing close to Cochrane and from Chinamans Peak into Kananaskis Country.

The miserable weather in the summer of '95 meant that there was little opportunity for long flights at Golden. Hang Gliders had a great [but cold] day in May, but the best day of the year was the day BEFORE the Nationals in August. That Friday there were Paragliders and hang gliders littering the skies from Golden to Invermere.

Many pilots flew to Radium, driving by on the highway, pilots were appearing from every side road waiting for a ride back to Golden. Longest flights that day were Willi Muller, and Nate Scales at 100km. Once again Golden was the place for pilots to record their longest flights, Peter Graf and Laureen Miki of Vancouver, flew 75km tandem. Hang

Gliding 'Pirate' Don Glass flew 45km on his first XC on a paraglider. Bernard Winkelmann flew 55km on his first XC. Denis Bigeault from

Quebec after sitting in the rain and enduring numerous sled runs the week before was finally rewarded with a 56km flight.

The longest flights of the year were on Wednesday before the meet with Josh Cohn [110km]; Zach Hoisington [109km]; Mark Telep [108km] and Gene Randall [100km].

Richard Noel flew 20.5km from St-Nicholas, Quebec in September. This was the only flight reported from Quebec. Chris Muller had a 40km flight off tow in May. He was moving right along, not too much slower than the hang gliders but landed due an impending storm and the proximity of being drifted into controlled airspace.

Gary Nesbitt had two 24km out and return flights from McBride, the first paragliding XC flights flown at this spectacular site.

The Nationals will once again be in Golden in 1996- long range forecasts are for a long hot summer. Sounds good for long flights again in Golden. Maybe there will be some distances off tow in Alberta and out and returns from Quebec.

You will notice that some pilots flew a large number of km. in the 'total of all flights', but these flights did not originate in Canada and therefore do not appear on this list. A list of XC flights by Canadian Pilots outside of Canada will be in the "Out of Country" list.

PASTE
"PARAGLIDING CROSS
COUNTRY FLIGHTS"
HERE
(8.5" X 5.125")

1995 PARAGLIDING CROSS COUNTRY FLIGHTS ORIGINATING OUT OF CANADA

Not many paragliding pilots reported out-of-country paragliding flights in 1995. Glenn Derouin of Alberta spent the winter in New Zealand and Australia. He totalled up 231km in Australia and 292.2km in New Zealand, placing 3rd in the NZ Nationals.

Chris Muller had XC flights in Japan at the World Championships where he placed 28th but they were shorter flights than those in Australia. Eric Oddy and Michael Solaja did not send in their flights from Japan.

Chris and Willi Muller went to Australia for the Flatlands. The tow meet in 'outback' Australia was attended by an international field of pilots. Most pilots used a winch tow system either 'pay-in' or 'pay-out'. However both the French team and the Mullers used the 'static' line system. It worked well but was rather stressful. T Willi Muller had his longest paragliding flight during this competition, 120km on the open distance day. Chris Muller won two of the four round competition.

Keith MacCullough had a 25km out and return from Mansfield, Washington off Martin Henry's tow system.

PARAGLIDING CROSS COUNTRY OUT OF COUNTRY

1995 HANG GLIDING CROSS COUNTRY FLIGHTS ORIGINATING OUT OF CANADA

Martin Henry topped the list this year. He had one flight with multiple turnpoints of 158km and another 152.6 FAI triangle which is a pending world record for Speed Around a 150km Triangle.

Mia Schokker has a pending world feminine record for Speed Around a 100km Triangle flown the same day. Geof Schneider and Martin Polach took a trip to the Owen's Valley in August and reported their flights. Henry Maciesowicz of Ontario had an Out & Return in New York.

The best flying in 1995 seemed to be at the worlds in Ager, Spain. Chris Muller flew more than 40 hours in 11 days of competition and almost 1000km. Chris had his flights in competition, 175km flight to goal during the Flatlands in Australia and the rest were at the World Championships in Spain. He flew 420km in the 4 days flyable at the Flatlands. Don Glass and Randy Haney's flights were at the Worlds in Spain.

Stewart Midwinter reported flights in Argentina and the US - towing with Martin Henry in Mansfield.

HANG GLIDING CROSS COUNTRY OUT OF COUNTRY

1996 COMPETITION SCHEDULE

DATE	PLACE	COMPETITION
▲ Jan 26-Feb 10	Australia	WOMENS WORLDS HANG GLIDING CHAMPIONSHIPS: 1st Kari Castle, USA; 2nd Rosi Brams. Germany; 3rd Francoise Mocellin; France. Team: 1st Germany; 2nd Great Britain; 3rd Switzerland; 4th Australia; 5th USA
▲ April 21-27	USA	EAST COAST CHALLENGE Dunlap, Tennessee. Entry fee \$250 (included TTT membership fee) \$50 deposit must arrive by April 1st 1996. 60 pilots only. Contact Katie Dunn (423) 949 4969 (evenings CST)
▲ April 5-7	BC	EASTER MEET Savona. XC racing. Entry Fee \$? Contact Dave Wagner (604) 579 9182
▲ April 20-21 April 27-28	BC	FRASER VALLEY XC SERIES Mt Woodside, Agassiz. XC racing over 2 or 3 weekends. Rain days May 4-5. 2 categories; Light weight, and Heavy weights. Entry fee \$25 Pilots meeting/registration at launch at 11:00 am on the 20th April. Contact Brett Hazlett (604) 421 0130
ÿ Apr 20-21	BC	PARAWEST COSTUME FLY-IN Whistler. Fun meet, duration, target landing, costume etc. Entry fees: \$40 (\$50 after April 1st) Contact: Claude Fiset ph/fax (604) 932 7052; email: parawest@whistler.net
ÿ April 27-May 1	Italy	PWC Feltre. Contact: Para e Delta Club Feltre ph/fax (39) 43981770
ÿ May 7-12	France	PWC Grésivaudan. Contact: Sylvain Piroche fax (33) 7608 3399
▲ May 18-20	BC	AIRBORNE CLUB CUP Vernon - Lumby area. Individual and team competition. 4 member teams - handicap for low mileage pilots \$40.00 entry includes dinner, with all the beer you can drink and a cool mug to drink with - courtesy of Airborne. For more details contact Todd Hixson at (604) 477 3888
▲ May 25-26	Alta	GET HIGH IN MAY MEET Nr. Beiseker. Tow launch, XC Racing. Contact: Geof Schneider Ph. (403) 286 3770
▲ June 8-14	Spain	WHGS MEET Castejon de Sos, Pyrenees. Contact: Salvador Mogas ph (34) 3210 7752 fax (34) 3568 2903
▲ June 9-16	USA	SANDIA CLASSIC Albuquerque, New Mexico. Great XC racing. Entry fee includes: pilot and glider transportation to launch, turnpoint film, free oxygen refills, BBQ, T shirt, plus more. 60 pilot maximum field. GPS recommended. Entry fee before May 1st us\$300, After \$350. Contact: Mike Gregg, 12177 St Mary's Drive, Albuquerque, NM 87111. (505) 275 5978 or Mark Mocho (505) 298 2922
▲ June 16-22	Spain	WHGS MEET Sierra Nevada, Grenada. Contact: Juan Morillas ph (34) 58 488560 fax (34) 58 488726
▲ June 23-29	Spain	WHGS MEET Peidrahita. Contact: Steve Ham ph (34) 20 362215 fax (34) 20 362215
ÿ June 25-30	Austria	PWC Zillertal. Contact: Monica Eberharter ph (43) 5282 2281
▲ June 30-July 6	SASK	CANADIAN NATIONALS (HG) Eastend, Saskatchewan. Racing and open distance. Task set to break Canadian/World records. Towing and ridge soaring meet. Entry fee \$70 Spare tow rigs/planes available. For more info contact: Mike Reibling W (306) 352 3337 or Garth Hemming W (306) 295 3233
ÿ July 3-7	CH	PWC Grindelwald, Switzerland. Contact: ph (41) 3653 1212 fax (41) 3653 3088
▲ July 6-11	USA	CHELAN CROSS COUNTRY CLASSIC Chelan, Washington. Contact; Davis Straub (206) 322 1184
ÿ July 15-20	Spain	PWC Granada. Contact: ph (34) 58 488560 fax (34) 58 488726
▲ July 13-20	USA	US NATIONALS (HG) Dinosaur, Colorado. Several meets within one; Over 45's, Rookie, Intermediate and Never made the top 50 divisions. Also a driver comp will be running. Loads of prizes. Organised and run by G.W. Meadows. Entry fee before January 30 us\$325, after \$375. For Information and accommodation info contact "GeeDub" at (919) 480 3552
ÿ July 19-21	BC	BC PARAGLIDING CHAMPIONSHIPS (The Great Canadian Paragliding Festival) Bridal Falls, Chilliwack. Entry fee, \$40. (\$50 after July 1st) Includes dinner and dance. Pilots meeting 9:00am July 19 at Bridal Falls Golf Course clubhouse. Contact Dan Curylo (604) 251 1500
ÿ July 22-29	Spain	PARAGLIDING PRE-WORLDS Castejon de Sos. Contact: Anna Lopez ph (34/3) 7908482 fax (34/3) 7908656
▲ July 24-31	USA	WHGS Reno, Nevada. Contact: Rat Leonard ph (702) 883 7070 fax (702) 884 4030
ÿ July 24-30	USA	US PARAGLIDING NATIONALS Chelan, Washington. Entry fee ??? Mandatory pilots meeting 7:00pm 23, July. Advised to reserve hotel early (1-800-829-5448) Contact; Don Marcy; days, (206) 587 0700; Even (206) 322 3794
ÿ Aug 3-5	BC	CANADIAN NATIONALS (PG) Golden, BC. Open distance Sat/Sun, race on Monday. Prize to be given to the competitor with the best combined score from the US PG Nat's and this meet! Entry fee; \$35 includes Sunday breakfast. 105 pilots entered last year. Book early! Contact Vincene Muller (403) 932 2759 or email: mullerhg@cadvision.com
▲ Aug 3-5	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden, BC. Entry fee \$30. Racing to goal. Team format = 3 man team including one level 1, 2, or 3 pilot. Contact Doug Keller at (403) 293 4008
▲ Aug 6-11	BC	FLY WEST XC INVITATIONALS Golden, BC. 6 meets in 1; HG heavy weights (600 hrs+), middle weights (300-600 hrs) and light weights (50-300 hrs) PG = 250+hrs, 150-250hrs, 50-150 hrs. \$20,000.00 prize money (no, that's not a typo!) 1st prize heavy weights \$5000.00; Middle weights \$3000.00; lights weights \$2000.00. Entry fee can\$250, Entry deadline May 15th. Sponsors welcome. For more information contact; Fly West Hang Gliding Ltd, 199, Marilyn Place, Calgary, Alberta, T2A 3K9 ph (403) 272 0450 or Email to Portecour@Cadvision.Com
▲ÿ Aug 10	BC	20th LAKESIDE EVENT Invermere. Spot landing in the lake. BBQ, party, free camping. \$1000 cash + prizes. PG's welcome (special class) Minimum Intermediate rating. Entry fee \$25. Contact Dano Sauders (604) 342 0355
▲ Aug 20-25	Slovenia	WHGS Preddvor. Contact: Bojan Marcic ph/fax (386) 61 612646
ÿ Aug 27-Sept 1	France	PWS Chamonix. Contact: Yves Mollier ph (33) 50555281 fax (33) 50545295
▲ Aug (?)	USA	CAN-AM Black Mtn, Maple Falls, Washington. Friendly Can-Am contest. Contact:
▲ÿ Aug 31-Sept 2	BC	CACHE CREEK TEAM MEET Cache Creek, BC. 4 different sites to be used. 4 man team format. (Team Format may be changed if enough paraglider pilots show interest, let me know!) Entry fee \$30 Contact: Barry Bateman (604) 888 5658
▲ÿ Sept 19-22	France	COUPE ICARE St Hilaire. Contact: Syndicat d' Initiative: ph (33) 76083399 fax (33) 76972056

▲ = hang gliding; ÿ = paragliding.

Note: Meet directors; Please phone/fax your meet results (first 3 places would suffice) so that I can publish the results ASAP. Thank you.

For Sale

BRITISH COLUMBIA

Moyes Mars 150

Suitable for small or lady pilot. Made of 7075 tubing, weighs only 42lbs. 30% double surface. Almost new, factory demo. Beginner/intermediate glider. \$2600 & **Aircotec Alibi vario** One season only \$500 Call Suja (604) 421 0130

Firebird Apache II Paraglider

Current intermediate design for a medium weight pilot. #1900 Call Mike at (604) 932 3636

Wills Wing SuperSport 143

1992 glider with 130 hrs Light handling with good performance for 130 to 170 lb pilot Excellent shape, \$2400 Vince at 936 2605

Tired of having the same new wing as everybody else? Hey, be a trendsetter instead of a sheep! One only, mint **Oly 180 #175**. Discovered this beauty under 2" of dust in a little old lady's barn. All original equipment, no rust, cherry control bar and factory bag. Will trade straight across for XC 142, Predator, Blade of Klassic. Call Dano Saunders, Invermere BC

ALBERTA

Getting out of the Sport! I lack the time required to pursue the sport I love and I am forced to sell my stuff. I must sell everything and will entertain offers on any and all items. The list is as follows, all items in excellent condition:

- 1991 Rumour 1** 13.5 sq. metres (145 sq/ft.), less than 60 hrs. \$1800
 - PVC storage tube** for this glider. This tube is extremely durable and is excellent for storing your glider outside, yet away from the elements. (12" I.D. x 20' long): \$300
 - Cocoon harness** fits 5'8", 160-180 lb. pilot: \$150
 - Round reserve parachute** 20 gore, non-PDA: \$325
 - ICOM A2 aircraft radio** with charger, headset, VOX, and PTT. \$450
 - Soaring helmet** size large, not full face. \$45
- Contact Ken at (403)734-3112, or email at kshack@agt.net

ONTARIO

Wills Wing Sport 167 only 30 hours. Also a **CG1000 harness, Parachute and instruments**. All of the above for \$3500. Call Steve at: (905 274 2353

WASHINGTON, USA

'96 "G" Sport. Medium 26 meter Purple and White. Only 2 flights. With Harness. us\$3000 obo Call Jeff (509) 683 1158

Wanted

Aviation Band Radio

Preferable second hand. Call or Fax Janet at (604) 932 8750

THIS SPACE FOR RENT

CHEAP!

CONTACT THE HPAC EDITOR

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.

- Business card** \$25
- 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 and send to: HPAC Administration Office 21593, 94a Ave. Langley, British Columbia. V1M 2A5

HPAC/ACVL SUPPLIES

- FAI SPORTING CODE FOR HANG GLIDING** \$15.00
3 1/2" Computer Disk. Includes the complete FAI Sporting Code for hang/paragliding
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Everything required for Badge and Records plus all pertinent forms and information.
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Hard back, royal blue covers with gold embossed HPAC/ACVL logo. Convenient size for travelling.
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Contains 9 of the Worlds best scoring systems. Individual or team formats, GPS coordinates, Great circle calculations. Easy to use with help screen and technical backup support if required!
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Is there anything that you would like to see the HPAC/ACVL produce or supply to its members? Please contact the HPAC/ACVL Administration office with details or suggestions..... This is your association

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

ATTENTION INSTRUCTORS

Recently I mailed out a request to all 1995 certified instructors asking them to return a form letting me know how many exams they required. On the form I listed all the different forms and exams available and also which language they preferred but I forgot to mention that they were supposed to enter **HOW MANY** exams were required in the appropriate box. If you anticipated this and entered it in thank you, If you just "ticked" the box please fax/phone me again indicating *how many exams and which type and language* you require.

Thanks
Barry Bateman; HPAC Administrator

Airtime of San Francisco



The Airtime **J**estream

\$1095.00

Tailored for the more "serious" pilots who are into XC and/or competition. This harness combines ease of entry, lots of storage space, easy access to accessories (cameras, radios, water) in a low drag, snug fitting, single-suspension design that also provides a good upright position for landing.

The Jetstream also includes as standard features:

- * Prone-positive line
- * Platform tow loops
- * Aero Tow loops

Options include custom hip pockets, custom colours and an O² bottle pocket.

The Airtime **L**aZer

\$1070.00

This harness is for those pilots who prefer extra mobility. It has a shorter internal frame and a set of external, front-to-rear lines to provide the same amount of support with increased flexibility.

Standard Features

- * Adjustable shoulder straps
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