



# AIR

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

VOLUME 10 ISSUE 6

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Joe Ricardo launching at the 1996 Canadian Nationals



# HPAC/ACVL Certified Instructors and Schools

## HPAC/ACVL Certified Instructors

as of Sunday 1st December, 1996

Name	City	Prov	Tel - Res	HG Status	PG Status
Darrel Bossert	Jasper	Alta	(403) 865 1230	Inst	
Lucille de Beaudrap	Edmonton	Alta	(403) 461 3240		Inst
Glenn Derouin	Canmore	Alta	(403) 678 4973		Sr Inst; Tandem II
Derek Holmes	Calgary	Alta	(403) 270 7678		Inst; Tandem I
John Janssen	Calgary	Alta	(403) 286 9257	Sr Inst	
Stephen Kurth	Dawson City	Yukon	(403) 993 6524		Inst; Tandem I
Dean Leinweber	Calgary	Alta	(403) 244 3724		Inst
Rick Miller	Edmonton	Alta	(403) 461 3592	Sr. Inst; Tandem II	
Chris Muller	Cochrane	Alta	(403) 932 2759	Inst	Inst
Willi Muller	Cochrane	Alta	(403) 932 2759	Sr Inst	Sr Inst
Richard Ouellet	Calgary	Alta	(403) 247 2861		Inst
Linda Pynaker	Calgary	Alta	(403) 249 4465		Inst
Jeff Runciman	Calgary	Alta	(403) 293 9027	Inst	
Georges Thibault	Edmonton	Alta	(403) 457 2507	Inst	
Bernard Winkelmann	Calgary	Alta	(403) 249 6763		Inst
Denis Bigeault	Lasalle	Que	(514) 363 7378		Inst; Tandem I
Michael Globensky	Mt-Tremblant	Que	(819) 425 0083	Inst; Tandem I	
René Marion	St-Férol des Neiges	Que			Inst; Tandem I
Philippe Thibodeau	Saint-Hyacinthe	Que	(514) 261 0993	Sr. Inst; Tandem II	
Bernadette Younk	St-Mathias-sur-Richelieu	Que	(514) 658 3829		Inst; Tandem I
Kevin Ault	Cultus Lake	BC	(604) 858 8837		Inst; Tandem I
Barry Bateman	Langley	BC	(604) 888 5658	Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		Sr Inst; Tandem II
Karl Buchegger	Williams Lake	BC	(604) 394 4127		Inst
Jamie Christensen	Kelowna	BC	(604) 763 8596		Inst; Tandem I
Maxim de Jong	Sardis	BC	(604) 858 2300		Sr Inst; Tandem II
Sean Dougherty	Penticton	BC	(604) 493 6447		Inst; Tandem I
Zdenek Erban	Vernon	BC	(604) 542 4465		Inst
Max Fanderl	Fairmont Hot Springs	BC	(604) 345 6278		Inst
Claude Fiset	Whistler	BC	(604) 932 7052		Snr Inst; Tandem II
Armin Frei	Vancouver	BC	(604) 737 7440		Inst
Russell Fretenburg	North Vancouver	BC	(604) 990 9010		Inst; Tandem I
Andrea Gagel	Vancouver	BC	(604) 732 4418		Inst
Don Glass	Kelowna	BC	(604) 491 4944	Snr Inst; Tandem I	Inst
Peter Graf	Vancouver	BC	(604) 732 0045		Inst; Tandem I
Mike Harrington	Burnaby	BC	(604) 294 1394	Inst	
Brett Hazlett	Burnaby	BC	(604) 421 0130	Inst	
Rick Hunt	Peachland	BC	(604) 7676717	Inst	
Manfred Loos	Peachland	BC	(604) 767 2203		Inst; Tandem I
Peter MacLaren	Golden	BC			Inst; Tandem I
Scott Nicholson	Nth Vancouver	BC	(604) 986 3708		Inst; Tandem I
Eric Oddy	Golden	BC	(604) 344 5653		Inst; Tandem I
David Palmer	Victoria	BC	(604) 385 2970	Inst; Tandem I	
Randy Pankew	Surrey	BC	(604) 501 1331	Inst; Tandem I	
Robert Polach	Vancouver	BC	(604) 662 8084		Inst; Tandem I
James Reich	Coquitlam	BC	(604) 469 8400		Inst; Tandem I
Edmond Rivere	Kelowna	BC	(604) 764 8566		Inst; Tandem I
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		Inst; Tandem
Michael Schulte	Fort St John	BC		Inst	
Michael Solaja	Etobicoke	Ont	(604) 812 5464		Inst; Tandem I
Tom Spann	Chilliwack	BC	(604) 793 6885		Inst; Tandem I
David Stanek	Surrey	BC	(604) 535 8304		Inst
Mark Tulloch	Victoria	BC	(604) 658 0119	Sr Inst; Tandem II	Inst
Peter Watson	Kelowna	BC	(604) 763 1904	Inst	
Laurie Young	Sardis	BC	(604) 858 2300		Inst
Rick Robinson	Timberlea	NS	(902) 876 8583		Inst
Douglas Beckingham	Winnipeg	Mb	(204) 489 1762	Inst	
Barry Morwick	Winnipeg	Mb	(204) 254 4056	Inst; Tandem II	
Rocklyn Copithorn	Stouffville	Ont	(905) 640 4339	Inst	
Karl Dinzl	Etobicoke	Ont	(416) 626 2227	Inst	Inst
Michael Gates	Downsview	Ont	(416) 636 1696	Inst; Tandem I	
Siamak Mardani	Ottawa	Ont	(613) 721 1597	HG Inst	
Michael Robertson	Claremont	Ont	(905) 294 2536	Sr. Inst; Tandem II	
Kevin Thomson	Kitchener	Ont	(519) 742 5744	Sr. Inst	
Gary Ticknor	Kitchener	Ont	(519) 742 8351	Inst	

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

## HPAC/ACVL Certified Hang Gliding and Paragliding Schools

as of Sunday 1st December, 1996

Name of School	HG	PG	Owner	Address	City	Prov	Post code	Tel
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P.O. Box 2662	Canmore	Alta	T0L 0M0	(403) 678 4973
Pirate Gliding	No	Yes	Mike Solaja	9667, 5th Street	Sidney	B.C.	V8L 2X9	(416) 620 0115
Aerial Sensations Paragliding Ltd	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams	Yes	Yes	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
Flight Paragliding	No	Yes	Russel Fretenburg	Box 75521, 3034 Edgemont Blvd	Nth Vancouver	BC	V7R 4X1	(604) 988 1111
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave	Langley	BC	V1M 2A5	(604) 888 5658
Max Paragliding	No	Yes	Max Fanderl	P.O. Box 564	Invermere	BC	V0A 1K0	(604) 342 0461
Mescalito Adventure Co Ltd	No	Yes	Maxim de Jong	50639, O'Byrne Road	Chilliwack	BC	V2R 1B4	(604) 858 2300
Parawest Paragliding Ltd	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Skyline Paragliding	No	Yes	David Stanek	16011 - 14th Ave	Surrey	BC	V4B 1E9	(604) 824 1988
Sun-Wind Paragliding Aviation School	No	Yes	Karl Buchegger	P.O. Box 4788	Williams Lake	BC	V2G 2V8	(604) 392 4131
Take Off	No	Yes	Zdenek Erban	8450, Silver Star Road	Vernon	BC	V1B 3M7	(250) 5424465
Valley Wings Hang Gliding Inc	Yes	No	Randy Pankew	13284, 79th Ave	Surrey	BC	V3W 8H4	(604) 501 1331
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	B3T 1H8	(902) 876 8583
High Perspective	Yes	No	Michael Robertson	RR #5, 865, Conc 7	Claremont	Ont	L1Y 1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	430, Vera Place	Windsor	Ont	N9A 5W3	(519) 255 9711
Sky Adventure Hang Gliding	Yes	No	Siamak Mardani	Box #245, Stn "B"	Ottawa	Ont	K1P 6C4	(613) 721 1597
Skysailing Ontario Flight School	Yes	Yes	Karl Dinzl	23, Deancourt Road	Etobicoke	Ont	M9B 3K8	(416) 626 2227
The Hang Gliding Shop	Yes	No	Armand Acchione	P.O. Box 128	King City	Ont	L0G 1K0	(905) 833 1975
Atelier de la Glisse Inc	No	Yes	Benoit Tremblay,	M. 201 Boul Tadassor	Tremblay	Que	G7H 5A8	(418) 545 8368
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	465, Casteineare	St-Hyacinthe	Que	J2S 6S1	(514) 261 0993
Eole Buissonnière Inc	No	Yes	Ken Risden	7773 Avenue Royale	Chateau Richer	Que	G0A 1N0	(418) 824 5343
Spirits Up	Yes	No	Michael Globensky	2180, Chemin au Pred de la Montagne	Mont Tremblant	Que	J0T 1Z0	(819) 425 0083

*(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 it's 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

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# HPAC/ACVL President's Report

I have just recently been nominated as your new president, so this report will be brief. I will start by thanking our ex-president and all the other people involved at any point in the past for their involvement and the work they did to promote our favourite activity. There are those pilots every one know about, because they devote a lot of time and effort to promote the sport, and there are those who take flying for granted and don't realize all the work that goes on in the background, such as developing the flying sites, getting a good insurance program for the association, setting up an instruction program etc, etc. I believe in doing my share to help the sport, and that is why I accepted the nomination.

I will not repeat what was discussed at the AGM, since the minutes will be published in this issue, and I did not get a lot of time to think about this report, so I will start by introducing myself to all of you fellow pilots who have never heard of me.

I started paragliding in 1992 at Mont Yamaska in Québec, I then started teaching a little in 1994. I have flown pretty much all the sites in Québec, I have flown a little in France, in the states of New Hampshire, Vermont,

New York, Oregon, Washington, and of course I have flown a little at Golden (when it did not rain... the week before the planned nationals in 1995).

I started to get involved at the provincial level 2 years ago, as the treasurer of the Québec association, and I was the liaison person between Québec and the HPAC. That is how I got to know Barry and some of the other executives. I believe that every pilot needs to get involved to help, develop and safeguard our sport. As you have read in a previous issue, Transport Canada is planning some changes in air regulation, which may affect more than one site in Canada. Some local clubs have to fight local battles to keep their sites open, that is why we all have to put our strengths and efforts together if we want to fly many more years... and everyone needs to do his/her share whether it is at the local, provincial or national level. So please let me know about all of your concerns, complaints, ideas, projects... that will help promote our sport.

Bernadette Younk  
HPAC/ACVL President

## HPAC/ACVL 1996 AGM MINUTES

Cochrane, Alberta 9-11 Nov 1996

### Attendance:

#### *Voting delegates:*

Ron Bennett, Pres	Martin Polach, Sec
Rick Hunt, BC	Bob Loudon, BC
Gerhard Dickmeis, Ab	George Thibault, Ab
Bob Yarnnton, Sask	Chris Walters, Nfld
Jan Pranoziach, Mb	Nes Shumka, Mb
Kevin Thomson, Ont	Bruce Busby, Ont
Bernadette Younk, Que	Andre Gallant, Que

#### *In Attendance:*

Barry Bateman, BC	Vincene Muller, Ab
Lucille deBeaudrop, Ab	Jim Reich, BC
Charles Mathieson, BC	Doug Kellar, Ab
Michael Solaja, Ont	Ted deBeaudrop, Ab
Miles Parenteau, Ab	Randy Parkin, Ab
Bernard Winkleman, Ab	Don Glass, BC
Willi Muller, AB	Tony Barton, SAC

Meeting opened by Ron Bennett presented changes to agenda.

### Motion: To accept Agenda:

Proposed by Rick Hunt, sec. Barry Bateman

**CARRIED**

### President's report: Ron Bennett

Ron indicated he was resigning at end of meeting.

**Treasurer's report:** Martin Polach (see attached)

**Administrator's Report:** Barry Bateman Exam/forms completed, instructor's packages, 160/180 ratings issued this year.

### Instruction: Ron Bennett:

Few problems with delays in certification. attributed to Senior instructor's tardiness. Ron indicated he was resigning.

### Safety: Fred Wilson

Presented an extensive written report (see attached)

### Insurance: Ron Bennett

Insurance by 12 month periods accepted by Co. Policy renewal seems assured. Tandem status is unclear. No claims in past year.

### Competition: J.C. Hauchecorne

Was conspicuous by his absence and the absence of any form of communication to the executive?

### Ratings: Rick Miller.

Rick indicated that he was stepping down.

### Editor: Barry Bateman.

Going well. Good content. Increased advertising. We all agreed that Barry had done an excellent job.

**FAI Records & Badges:** Vincene Muller

Extensive written report. (see attached) S. Mid-winter had applied for 4 World records with his Swift... paperwork looks good.. S. Docherty had a 125 km Can. record.. (Congratulations to both!!) Vincene made a plug for fund raising for upcoming World Paragliding Team.. entry fees are very high. Made a gracious offer of general assistance.. (thanks)

### Aeroclub:

General discussion ... our dues went from \$1470 to \$2500 in one year. Our FAI fees are disproportionate to out population... much discussion .. but no resolution

**Tandem Flying:** regulation... compliance voluntary? peer recognition? no resolution.

**Membership:** 904 members. (BCHPA = 302; AHPA = 131; SHGA = 9; MHGA = 51; OHPA = 100; AQVL = 226; HPAN = 8)

### Provincial Reports: (presented in seating order)

**Alberta:** George Thibault. 131 members. HG down PG up.. Edmonton Airshow successful. provincial disappearing. To review structure due to changing circumstances

### Ontario: Bruce Busby.

Membership delays internal. Province to move to national registration. Government funding diminishing. Project to offer tandem flights to disabled (obtained special harness) (VERY

# HPAC/ACVL Directors Reports & Updates

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COMMENDABLE) K/W success with new site. Airshow not so successful. Mike Solaja concerns with tug pilots. ins/liability/air regs. **NFLD.:** Chris Walters.

Representing Atlantic Canada. Halifax centre for PG. Good season. Concern re powered PGs.

**Quebec:** Bernadette Younk.

Concerns with ultra lights. 2nd yr. for new board of directors. More public access. Yellow pages, web page. New CO to promote PG. Anticipate increased membership. Concerns regarding lack of Senior instructors/instructors. Lots of activity. Membership down slightly.

**Sask.:** Bob Yarnnton.

Few changes 10-12 members. First PGs appearing. Fatality with powered paraglider (not members. Minimal or no instruction. Minimal or no knowledge?) Nationals went over extremely well. Plan on a 3 day event at same location (Eastend) next year. Rep at Moose Jaw Airshow. Sight problems with new land owners. No instructors in province. RCMP & road towing little interest in ratings/hagar etc. 2m radios and GPS. Nobody's lost .. they just haven't been found!

**Manitoba:** Jan Pranozioch.

Rob Leslie has left the country. New exec. Growing pains. New pilots trained by Barry Morwick. Anticipate new members. Flight park N. of Wpg. Stationary/trike/platform 8 existing tow systems 2 under construction. Gov't red tape increasing but funding still at \$7,000! overall positive.

**B.C. :** Rick Hunt.

Numbers's growing. PG increasing. MT 7 landing zone for sale (\$525,000!) Prov. funding decreasing. Landing fees going up in Victoria. Various site problems. Kudos to Peter Bowle Evans. (Mr. Golden!!!!) Respect landowner's properties.

## **Motion:**

1997 Paragliding Nationals by the Cochrane Club. Aug. 02/04 at Golden. Put forth by Randy Parkins. 1996 had 110 entrants with 40 more on the way... then the rain came down. proposed by Rick Hunt. sec by Nes Shumka. **CARRIED**

## **Administrator's Remuneration:**

A long discussion with Barry indicating that the job deserved 6 months full time compensation. Discussion as to work load, responsibilities time expenditures. Bob Loudon commented on his experience with the Australian situation.... BREAK for LUNCH... Discussion continued re the admin. position benefits to mem-

bers. Data base is centralized. reliable. National membership is centralized. Unanimous in acknowledging Barry's unique knowledge, background and commitment.

**Motion:** To pay \$1200. per month for the Administrator's position.

**CARRIED**

**Comments by Tony Barton** (Soaring Asso of Canada. (SAC))

Administrator people are hard to come by and must be paid. Discussion regarding the size of our cash float. (Initially indicated at \$45,000) Some provinces felt it was too high. (Please note Treasurer's comments). Quebec had some specific concerns existing high club fees. The discussion wandered indecisively back to the Editor/Admin. position held by Barry. How much money will it take? Where is it coming from?

## **Motion:**

In light of the proposed increase in remuneration to the administrator (Approx. 50 %) to increase the National fees by \$10.00 (due to the collective groan from around the table this was amended to a \$5.00 increase)

Proposed by Martin Polach seconded by Lucille de Beaudrap

**Voting was tied.** Ron Bennett broke the tie by voting against.

**Motion DEFEATED.**

**Tony Barton** (SAC):

Gave us a short talk. Related to airspace concerns. (increased controlled airspace). Strongly suggested that his experience indicates that we maintain our cash at \$45,000, in fact we should strive to increase it! More airspace concerns will affect us and a strong treasury would invaluable for future National projects. Suggested we could all benefit from more cooperation with each other. (thanks Tony)

## **Motion:**

Maintain the Fee structure.

Proposed by Bob Loudon, Sec. by Andre Gallant

**CARRIED**

## **Motion:**

No Fees for instructors

proposed by Andre' Gallant sec by B. Bateman.

**CARRIED**

## **Motion:**

To accept Mark Tulloch's proposed amendments to instructor's requirements. i.e. change

50hrs to 25hrs on slope, change 200hrs to 100hrs, strike apprentice instructor.

Proposed by Ron Bennett, sec. by Lucille de Beaudrap.

**CARRIED**

## **Motion:**

To advertise all instructor's courses 6 weeks in advance in the Air Magazine.

Proposed by Ron Bennett, sec. by Lucille de Beaudrap:

**CARRIED**

## **Motion:**

To require 90 days between ratings.

proposed by Lucille de Beaudrap sec by Chris Walters:

**DEFEATED**

Discussion centred around paragliding Intermediate rating criteria of 80 flights above 250m etc. Proposed it should be changed to 'high flights' which in turn floated on regarding the definition of high flight requirements. What is a high flight?

## **Motion:**

To change the PG Intermediate rating requirements from the current 80 flights above 250m and 40 above/below 250m to 80 high flights. Proposed by Chris Walters sec. by ???

**CARRIED**

Immediately after the last motion Barry Bateman pointed out that the PG ratings were generated by a committee that was formed at an AGM two years ago which consisted of many PG instructors/pilots who discussed the rating requirements in depth for over 4 hours. The last motion was passed after a 5 minute discussion by 70% hang glider pilots!!!

## **Motion:**

To change the PG Intermediate rating requirements back to there original form.

Proposed by Barry Bateman, sec. by George Thibault

**CARRIED** (No comment!)

## **Motion:**

That a paragliding student should not have to wear a emergency parachute during high flights when under the supervision of an instructor. Proposed by Andre Gallant, sec by Bob Loudon: **CARRIED** (this particular issue invoked a lot of heated discussion. There are Definitely two logical sides to this issue)

.....continued on next page

# HPAC/ACVL Directors Reports & Updates

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*continued from previous page.....*

Discussion as to Mark Tulloch's "Lynch Mob Proposal"... what policing powers does the Asso. have regarding non compliance with National policies (focusing on tandem PG flights... technically illegal unless the passenger is under instruction etc.) No real resolution

Discussion initiated by Ron Bennett as to proposed restructuring of the National Association. Direct membership nationwide. Dissolve Prov. Associations in the HPAC. Emphasis to shift to local Clubs. Doug Kellar (representing a Calgary Club) indicated his group's support for direct membership, more emphasis on smaller groups, Provinces to fade away at National level.

**Motion:**

To support Mark Tulloch's written motion to remove Bob Newbrook's tandem rating.  
Proposed by Ron Bennett, sec. by Kevin Thomson:

**CARRIED**

**Motion:**

To ratify instructor status as tabled in new business; conditional to meeting all requirements (hagar etc.)  
Proposed by Ron Bennett, sec. by Kevin Thomson:

**CARRIED**

**Motion:**

To grandfather Philippe Thibadeau as a Senior Instructor for paragliding.  
Proposed by Rick Hunt, sec. by Andre Gallant:

**CARRIED**

**Motion:**

To accept Fred Wilsons amending definitions (as per written proposal)  
As proposed by Fred Wilson, sec. by Martin Polach:

**CARRIED**

**Motion:**

To accept Fred's proposal regarding conflict of interest (as per written proposal)  
As proposed by Fred Wilson, sec. by Martin Polach:

**CARRIED**

**Motion:**

Insurance/Membership to be sold for a 12 month period from time of application.  
Proposed by Ron Bennett, sec. by Andre Gallant:

**CARRIED**

Back to Pressing Issues: Structural Changes?  
**Alberta:** leaning toward club structure... diminished role for the Province

**Ontario:** clubs/regions... Why change?  
**NFLD.:** Regions... clubs band together.

**Quebec:** Retain Provincial status. Objective body to co-ordinate over 15 individual clubs  
**Sask:** Retain Provincial association to co-ordinate.

**Manitoba:** Local clubs

**B.C.** Bob Loudon representing a very strong club wants a solid proposal. Discussion drifted.. re site benefits going to instructors, referendum BC. vs the Nat? New organization requires full time Administrator.. no resolution..

**Motion:**

To have the National Hang Gliding Championships at Sun Peaks, Kamloops (June 29/July 05/97 To include a speed flying contest!  
Proposed by Ian McArthur.

**CARRIED** (thanks Ian)

**Motion:**

To post in Air Mag. a request for applications for inclusion to the World Paragliding Team. Michael Potter has volunteered as team manager (thanks Michael)  
Proposed by Ron Bennett, sec. by Bernadette Younk:

**CARRIED**

**Motion:**

To appoint Mark Tulloch as Instructor Committee Chairman.  
Proposed by Ron Bennett, sec. by Kevin Thomson:

**CARRIED**

**Motion:**

To appoint Lucille de Beudrap as Ratings Chairperson.  
Proposed by Ron Bennett, sec. by Rick Hunt:

Competition Chairperson unresolved?!

Discussion wandered back to compensation for Administrator (currently Barry) Barry indicated an administrator should be paid more.... and that he was definitely RESIGNING, both as Administrator and Editor. He did agree to produce one more issue of the Air Mag. (in fairness to Barry... he has an intense personal commitment that precludes him continuing at this time.)

**Motion:**

To raise membership fees by \$10.00. (sound familiar?)

Proposed by Bruce Busby, sec. by Nes Shumka:  
**CARRIED**

Bruce Busby volunteered to develop a form for an all purpose national membership application.

**Motion:**

To appoint Kevin Thomson as Committee Chairperson to investigate the feasibility of changing the HPAC/ACVL from a Provincial to a Club structure with direct National Membership.

Proposed by Ron Bennett, sec. by Bruce Busby  
**CARRIED** (Kevin to try to complete within a six month time frame)

**Motion:**

To appoint Stewart Midwinter as FAI. delegate.  
Proposed by Fred Wilson, sec. by Lucille de Beudrap:

**CARRIED**

**Motion:**

To appoint Armand Accione as official delegate to the Aeroclub.  
Proposed by Fred Wilson, sec. by Bob Loudon:

**CARRIED**

WEB site to be maintained by S. Midwinter/Pamela Andrews... trying to get domain address..

Martin Polach nominated Kevin Thomson as President..... respectfully declined.  
Michael Solaja nominated Bernadette Younk as president, seconded by Rick Hunt... accepted.

Ron Bennett moved to close nominations for President, sec. by Kevin Thomson.  
Bernadette becomes our new PG lady PRESIDENT by acclamation...  
CONGRATULATIONS!!!!!!

Ron Bennett nominated Kevin Thomson as vice-president, seconded by Bob Loudon. Rick Hunt moved to close nominations, sec. by Bob Loudon.  
Kevin becomes our new Vice-President by acclamation... CONGRATULATIONS!!!!!!

**Motion:**

To hold the next AGM in Montreal around 11th Nov. 1997  
Proposed by Ron Bennett, sec. by Jan Pranozioch

**CARRIED**

# HPAC/ACVL Directors Reports & Updates

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## Motion:

To adjourn the AGM.....

Proposed by Ron Bennett, sec. by Bruce Busby  
**CARRIED**

The meeting ended abruptly with several issues unresolved. Most delegates were somewhat surprised that we would adjourn in mid afternoon?!

Personal Comments: (by Martin Polach sec-treasurer)

On a positive note I would like to thank some of the people who have put a lot of unheralded effort into the organization ; Rick Miller, Mark Tulloch, Vincene Muller and in particular Fred Wilson. Fred has put in countless hours revising our Policy Manual. Unfortunately most of the attendees at the AGM have not looked at this manual. (PLEASE read Fred's comments in particular section #3 and #4). Our time could have been used far more productively if we were aware some of the history behind the issues. In a volunteer organization there is a constant stream of new and well meaning members but as the saying goes "He who does not know his past is doomed to repeat his mistakes"

I also felt that the agenda did not leave itself to much constructive input by the delegates. It cost the Association some \$4,555.00 to hold this meeting. Money that comes from your membership fees. The delegates should be fully aware of the majority of the issues that will be discussed well beforehand so they can at least give it some thought and solicit the opinions of the members that they represent. (i.e. the matter of a fee increase went from \$10.00 to \$5.00 to Zero increase then back up to \$10.00!!!! (It is possible that due to space limitations some of the "attached documentation" is not printed with this issue, however copies of the relevant papers are available from your Provincial executive)

Martin Polach  
HPAC/ACVL Treasurer

*(Ed. As Martin pointed out, there is not enough room in the AIR for the attached documents. (We have already used close to three pages for the minutes). All AGM documentation and minutes can be obtained from Martin Polach, HPAC/ACVL Treasurer.)*

## The ADMINISTRATOR and the HPAC/ACVL OFFICE

As Martin Poach mentioned in his AGM report I was going to resign. This was true but since the AGM I have reconsidered and will in fact be continuing on.... But there is going to be some changes.

As Martin said, I have some pressing commitments that cannot be put of and consequently I will be out of the country (in Australia) for a "period of time". But all is not lost. In my absence, Charles Mathieson will be filling in for me and therefore the mailing and email address and tel number will be the same.

Charles is a hang glider and paraglider pilot and is well versed with the HPAC database and with the duties of the administrator. He will not be producing the AIR magazine, this will be the job of the Editor, when we find a replacement. If you send anything in the administration office for the AIR magazine please mark it accordingly, (ie; EDITOR; AIR)

Charles also has a full time job so his time will be severely limited although he will be receiving some additional help from 'assistants. Give him a break and only call the administration office **IF YOU REALLY HAVE TO**. If you

follow the correct procedures (ie; filling out the correct forms **COMPLETELY**, making sure any money is enclosed and **ALL** requirements have been met) you will receive prompt service.... if something is missing or it's not correct... expect delays.

I will be in contact with Charles on a regular basis, probably through email so if I need to be contacted, Charles will be able to do so.

There have also been some changes to the HPAC/ACVL membership fees, the period of coverage, and where you will need to send your HPAC and Provincial membership applications forms for 1997. (More detailed information is on page 8).

I hope to be back in the office by mid summer... but that is subject to change.

I'll try to supply the new editor with some articles on flying in Oz. Till then, fly high, far, and most of all... fly safely

Barry Bateman  
HPAC/ACVL Administrator

### - POSITION AVAILABLE - EDITOR of AIR

The AIR magazine came into being in 1986 with one primary objective, to keep all members of the HPAC/ACVL informed of hang gliding in Canada.

Barry Bateman, the founder of AIR, has decided and after 10 years to step down from the position of editor and therefore we are looking for a replacement.

Duties: To solicit articles, layup the magazine, arrange to have it printed and distributed. Work within a pre-defined budget.  
When: 6 times per year on a punctual basis. (Issues are distributed in Feb, April, June, Aug, Oct, Dec)  
Skills Required: Ability to operate a desktop publishing program (currently IBM PageMaker) Familiarization with the production and distribution of a magazine. Ability to make good judgment calls and decisions. Maintain a neutral position on others peoples views and policies  
Pay: \$350 per issue  
Equipment: Supplied by editor  
Assistance: Available from present editor. (templates/distribution/mailing, etc)

If you fill that you would like to take on the responsibility of this position and have the skills and equipment required to produce the AIR to its present standard of quality, then send a brief resume to the HPAC/ACVL administration office. (ASAP)

For more information contact Barry Bateman at the HPAC/ACVL administration office until the end of December or Charles Mathieson thereafter.

# HPAC/ACVL Directors Reports & Updates

## HPAC/ACVL Membership fees \*\*\* Please Read Carefully \*\*\*

As you've probably read in the HPAC/ACVL AGM minutes, the HPAC/ACVL portion of your membership fees has just been increased by \$10. This is the first increase in over 5 years, during which time the HPAC/ACVL administration office was set up, an administrator was hired and the AIR went from being quarterly to bi-monthly magazine. (It should be noted that during this period the HPAC/ACVL membership has risen from around 600 in 1993 to 860 in 1996, that's a 29% increase when most national organizations are showing almost zero growth!)

There has also in the past been some confusion concerning the breakdown of the membership fees namely, who receives what and where the membership forms should be sent, in fact some pilots were not even sure which association were they joining! Just to add to the confusion, members from different provinces also had their membership processed in different ways. So, just in case that wasn't complicated enough, the HPAC/ACVL is now changing over to a 12 month annual membership from the postdate of application. The bottom line is, this has become an administration nightmare!

It has long been realised by the directors that it was redundant to duplicate the processing of membership applications by both the Provincial associations **and** the HPAC/ACVL but until now it has not been feasible for all provinces to be on the so called HPAC/ACVL 'direct membership' plan. That has now changed for at the 1996 AGM the HPAC/ACVL and Provincial Directors have made a very commendable decision to simplify and standardise the payment and processing of your Provincial and HPAC/ACVL membership fees. What follows will apply to all pilots joining the HPAC/ACVL (Excluding Québec members) from now on.

In this issue of AIR you will find an HPAC/ACVL membership application form. At the top of the form is a breakdown of the fees payable. This is how it works;

- Your normal HPAC/ACVL membership fee is \$70.
- If you reside in British Columbia, Alberta, Saskatchewan, Manitoba or Newfound-

land (including all of the Maritime provinces) you will need to add \$15 for your Provincial fee.

- Then add your **HPAC/ACVL fee = \$70**  
**PLUS your Provincial fee = \$15**  
for a **TOTAL AMOUNT DUE of \$85**
- If you reside in Ontario you would need to add \$5 for your Provincial fee for a Total amount of **\$75**
- If you are a family member (you reside at the same address as a Full member) then your HPAC/ACVL membership fee would be \$50. (instead of \$70) **PLUS** your provincial fee. (ie A Manitoba family member would pay \$75)
- Every member (excluding Québec) will then send the application form and fees payable **directly to the HPAC/ACVL administration office** for processing.

If you reside in Québec then things are a little different. You would;

- Take your **HPAC/ACVL fee \$57**  
**PLUS your Provincial fee \$37**  
for an **AMOUNT DUE of = \$94**
- or, (if you want to subscribe to AIR)
- AIR magazine (optional) \$13**  
For a **TOTAL AMOUNT DUE = \$107**

**AND...** instead of sending it to the HPAC/ACVL office you must send it to your provincial association at;

**AQVL**  
**4545, Pierre de Coubertin**  
**C.P. 1000, Succ. M**  
**Montréal,**  
**Québec**  
**H1V 3R2**

The AQVL will then forward the HPAC/ACVL application form and fees to the HPAC/ACVL office where they will be processed as usual.

Under normal situations you should receive your new membership card within 10 working days of the HPAC/ACVL office receiving them. (Québec members will take longer as first they have to be sent to the AQVL, then forwarded to the HPAC/ACVL before being processed).

### Remember....

Lack of planning on your behalf does not constitute an emergency on the administrator's behalf!

Your HPAC/ACVL membership card contains **ALL** the information about you regarding;

- Your membership number (for life)
- Membership expiry date
- Your level rating, HG and/or PG
- Whether you have passed your HAGAR
- Any instructor status you may hold HG and/or PG

Remember:

**If your Rating or Instructor status is not on the card, You do not have it!**

One significant change this year will be the exclusion of the 'Insurance card'.

Due to members being able to renew throughout the year, and the HPAC/ACVL insurance policy expiring in February each year (which means a new policy number) it will be impractical to issue insurance cards. (If somebody joined in August, they would need a card for the current (insurance) year... and then another for the following year).

Instead, what you will find is a slightly modified membership card giving basic details on the back about our insurance program. So as of the 1st Jan 1997 **insurance cards will not be sent to members**. Insurance stickers will be sent out this year but these may be dropped in the following years. Input from you as to there benefit would be appreciated. If you require specific insurance details a copy of the HPAC/ACVL insurance policy is available from the administration office, but bear in mind it is 15 pages long!

So, in a nut shell; add the HPAC/ACVL fees and your Provincial fees together and send the total amount plus the application form to the HPAC/ACVL administration office.

Québec pilots do the same but send it to the AQVL.

It's that simple.....

Barry Bateman  
HPAC/ACVL Administrator

# HPAC/ACVL Directors Reports & Updates

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## Attention all ONTARIO Members:

Effective immediately, all membership renewals and applications will be handled by the office of the HPAC administrator. Just as most other provinces do now, we will have our membership and insurance administration handled directly by the HPAC.

**Please do not send any further correspondence to the Ontario Sports Centre as it has been shut down.**

Even though the HPAC administration duties will be temporarily handled by Charles Mathieson until Barry's return, it will still continue to be a stable operation and is more reliable than our old way of doing things.

For the 1997 season we will hold our OHPA/HPAC membership and insurance fees to \$75. (HPAC \$70 + OHPA \$5) This means a significant reduction in the OHPA portion but we will leave it that way until our provincial AGM at which time we need to decide exactly what we want to fund (if anything) out of the provincial portion.

Our AGM will likely be held in Toronto in the March/April time frame. The next issue of AIR will confirm where and when. In the mean time if you do not believe you can attend in person but you have thoughts on the future direction of the OHPA, please send those ideas to me before March.

Hope you all get some good Christmas airtime!

Kevin Thomson, V.P. OHPA, V.P. HPAC  
30 Thistledown Drive  
Kitchener, ONT N2E 3C3  
tel: (519)742-5744  
Kevin.Thomson@TheMutualGroup.com

## \*\*\*BCHPA members\*\*\* Annual Membership Dues

Unfortunately we are coming close to that time when we have to undo the locks and give some of our hard earned cash away.

This year you will be receiving a standard membership form from the HPAC/ACVL showing the amount (\$70.00) they receive and the amount of your Provincial Association receives (\$15.00) for the mammoth amount of \$85.00 for the year. All of the provinces are trying to cut down on the duplication of services to save expenses. Hopefully it works!!

Please forward your 1997 membership application to the HPAC/ACVL Administration office.

Fly High, and Safe.  
Rick Hunt  
BCHPA President

## When did you last Re-pack and Check your Chute?

The BHPA (British HG & PG Asso.) Flying and Safety Committee held a meeting on Saturday 23 November, and one of the things of note was that we had not had any fatal accidents involving any BHPA members in the whole of 1996. In fact it was just over a year since the last fatality, which occurred on 9 November 1995. This is the longest period without a fatality in the sports' history. We were certainly not being complacent, however, as several of the accidents that had happened had been serious, and pilots had been lucky.

During the meeting, the phone rang. An out of breath pilot was calling from his mobile phone as he hurried up Devil's Dyke (a flying site in the south of England). He was reporting a very serious accident, the result of a mid-air collision between a hang glider and a paraglider.

The paraglider pilot landed safely with some broken lines and minor canopy damage. The hang glider pilot died as his glider dived into the ground.

The primary cause of the accident was (of course) the mid-air collision. However, the hang glider pilot had enough height to deploy his 'chute, and did so. The parachute did not deploy correctly, and did what I believe parachutists call a 'roman candle.' Bad luck?

Apart from the wreckage and eye witnesses, there is also a video of the event to examine. All the evidence is consistent with the parachute having been seriously incorrectly packed. The chute in question has a 'clover leaf' deployment bag, which is intended to be held closed until the bag reaches the full extent of the bridle by the bridle line itself being looped through a small elastic loop. In the case of this chute, the whole bridle was routed **THROUGH** the elastic loop.

The result of this was that, on deploying the parachute, instead of the deployment bag falling away, it remained attached to the bridle line. As the glider and parachute fell through the air, and before the chute could open, **the deployment bag was blown up the parachute lines, closing the mouth of the chute.**

I have no way of telling if this was the case here, but we have met this re-packing error before. At least one pilot had decided that he didn't want to risk losing his deployment bag, and attached it to his parachute in just this way. His error was discovered during a re-packing event.

Our investigation so far show that the parachute was second-hand, and had probably never been re-packed by its current owner in at least four years. And that the pilot had not taken up the opportunity to participate in a parachute packing event at his local club last year. He had however attended one of our coaching courses, during which one of our set piece discussions is about parachutes. We major on two things; that chutes need to be big enough; and that they need to be packed correctly. We tell people truthfully that we have never run a parachute packing seminar that did not uncover at least one chute that probably (or even certainly) wouldn't open if deployed.

Please, please, please learn from this fatality. A reserve chute is not worth carrying if it is not going to work.

Angus Pinkerton  
BHPA Flying and Safety Committee.

# HPAC/ACVL Directors Reports & Updates

## 1996 Accident Review FATALITY REPORTS

53 Accidents and Incidents have been reported to date. (We are averaging 100 reports per year. It is typical for these reports to take up to a year to be submitted.)

### 1996 Fatality

Pilot: Alan Towell  
 Age: 51  
 Rating: None  
 Experience: Ultralight pilot, experienced with Parachute Boat Towing. Completed a Powered Paragliding course and had less than 2 hr Powered Paragliding experience  
 Glider: 1990 UP Easy 19  
 Harness: Airtec Trainer  
 Release: Sky Bridle Tow Release system purchased by mail order. (No instructions on its use are included with orders.)  
 Date: Aug 11, 1996  
 Location: Ultralight field 1 mile S. of Saskatoon, Saskatchewan

INJURIES	HG	(PG)	Total
Head	1	(0)	1
Face	1	(0)	1
Neck	1	(0)	1
Arm	2	(1)	3
Back	0	(6)	6
Leg	1	(4)	5
Ankle	0	(1)	1

	Accident	Incident	Total
Hang Gliding:	11	8	19
Paragliding:	19	15	34
TOTAL	30	23	53

PHASE of FLIGHT	HG	(PG)	Total
During Launch Proceedings	4	(9)	13
Directly related to Tow	0	(1)	1
IN FLIGHT	4	(19)	23
During Landing Procedures	9	(4)	13
Not Applicable	2	(1)	3

INDEX of EXPERIENCE	HG	(PG)	Total
Unknown	9	(22)	31
No training or experience	0	(1)	1
During Introductory Course	3	(3)	6
20 < flights < 100	0	(1)	1
Airtime < 1 hr and flights < 100	2	(1)	3
Airtime > 500 hrs	0	(1)	1
2 hrs < airtime < 5 hrs	0	(1)	1
10 hrs < airtime < 25 hrs	1	(0)	1
25 hrs < airtime < 100 hrs	1	(0)	1
100 hrs < airtime < 500 hrs	3	(3)	6

INDEX of INJURIES	HG	(PG)	Total
Unknown Injuries	3	(5)	8
No Injuries	11	(16)	27
Minor - no visit to hospital	0	(3)	3
Minor - brief visit to Doctor	3	(1)	4
Significant - hospitalized less than 48 hours	0	(1)	1
In hospital at least 48 hours but less than 7 days	0	(3)	3
In hospital from 8 to 28 days	0	(3)	3
In hospital over 28 days but no permanent disability	0	(1)	1
Significant permanent disability	1	(0)	1
Fatal Injuries	0	(1)	1

A Powered Paragliding student was simultaneously experimenting with (one of) his first foot launch flight(s) and his first Paragliding tow launch. The tow rope was tied from the vehicle bumper directly to the tow release system. No weak links, line tension gauge or emergency release system were used. The tow rope where it attached to the 'quick release' appeared to have broken as the end where a loop had been tied was stretched and frayed and had also separated from the "quick release". This indicates that large tow line forces were likely a factor.

The Pilot connected the paraglider to the two shoulder strap loops leading to the "cosmetic" rings that hold the excess ends of the adjustable shoulder straps in place. The pilot connected the tow release to the "cosmetic" rings. The tow forces from the tow release on the harness's shoulder adjustment strap caused these straps to pull out, which released the shoulder straps. The carabiners attaching the paraglider to the harness slid off the shoulder straps and the pilot fell to his death from about 50' AGL.

Fred T L Wilson  
 Accident Review & Safety Committee Chairperson  
 Hang Gliding and Paragliding Association of Canada  
 102 - 1236 Pandora Victoria B.C. Canada V8R 3R4  
 Ph: 1-604-360-0696 Work: 386-6773 Fax: 386-3941  
 Email: fwilson@IslandNet.com

## Informing the Public!

This fatality is the second one (the other was a HG fatality) in a couple of years to take place in Saskatchewan. Both of these accidents happened "on the fringe" and could perhaps have been prevented if they had been able to acquire some decent information about hang gliding and paragliding.

Some clubs around the country have their names placed in the white/yellow pages and here in Vancouver the "Buy and Sell" runs a byline in the aviation section that states "HG or PG can be dangerous. Please contact the BCHPA for more information" ) or words to that effect. They do this free of charge so perhaps you should contact **YOUR** local Buy and Sell and maybe we can prevent stupid accidents like these from happening in the Future.  
 Barry Bateman

Year	Foot	Tow	Tandem	Total		
1974	1	1		2		
1975	6	1		7		
1976	5	0	2	7		
1977	3	0		3		
1978	3	0		3		
1979	0	2		2		
1980	4	2		6		
1982	3	0		3		
1983	0	1		1		
1984	0	2		2		
1985	1	0		1		
1986	1	2		3		
1987	2	1		3		
1988	2	0		2		
1990	0	0	(1)	1		
1991	0	1		1		
1992	4	(1)	0	5		
1993	0	(1)	0	1		
1994	0	1		1		
1996	0	0	(1)	1		
Total:	35	(2)	14	(2)	2	55

(#) = PG

# HPAC/ACVL Directors Reports & Updates

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## TOWING REPORT

Dear HPAC membership  
As your acting chairperson for the towing committee, I would like to say that there were a lot of different ideas thrown around at the '96 HPAC AGM on the topic of towing. During the meeting in Cochrane Alta, I tried to push through some requirements for a new rating system which basically had the same or more amounts of hours and equal number of tows as number of flights from the Student to Master levels. My idea was to have what I called "launch methods" ratings. I also had a list of tow instructors and Senior tow Instructors to be grandfathered in, to help initiate the new ratings. Your provincial executives have a copy of the changes (adjustments) to the existing rating system which I had proposed.

The USHGA, for those of you who are not familiar with their "Endorsement" system, has various add-ons to the basic HG and PG ratings. Since the HPAC executives do not like to copy any other association's rating system, I tried to put together something which could have a pilot go all the way through the system and become an instructor for just one discipline, such as aero towing. In the future there may be pilots who have only towing or aero towing launch method experience.

Now that aero towing is also a part of the HPAC's responsibilities from Transport Canada's point of view, we should at least have some guidelines for tow ratings/endorsement prerequisites. Soon you will be getting request from your provincial associations as to whether or not to adopt direct membership, basically to do away with the provincial level of the HPAC. With this in mind, I would like to put a small debate up for discussion, even though we are not at vote and rule as yet, which would make life a lot simpler, except that our society would be voting quite frequently! Here is what I would like everyone in the membership to be a part of:

Cut out and mail what you feel should be the requirements for each individual tow rating, to the HPAC office and the results will be averaged out and published in the next issue. And if you don't feel like doing anything then don't complain when we adapt the US system.

Remember that the hours column represents the number of hours acquired from towed launch flights. If you are starting to think this

## Riley Pulley Defect

Riley has discovered a potential problem with a few of their pulleys used throughout the paragliding community on speed systems and for brake line routing.

They have had a bad batch with axles that can be pushed out by slight hand pressure using a pen or other pointed object. Unfortunately, some of these pulleys have already been shipped to the final user.

In the interests of safety, Riley, Flight Design and North American Paragliding, Inc. recommend that all pulleys on Flight Design gliders with serial numbers 512015 through 605295 have this simple test done to them:

Take a hard object, narrower than the axle diameter, and holding the black pulley case in your hand, push the axle. If the axle is defective, it will easily move in the pulley.

If a defective pulley is found, call North American Paragliding, Inc. (509) 925 5565 with the glider serial number, date purchased, and dealer you purchased the glider from. An exchange will be organized as soon as possible for all pulleys in question.

If you find a defective pulley on a glider other than Flight Design, please contact your dealer direct, or you may also contact North American Paragliding, Inc. (509) 925 5565 and we will also assist you in every way possible.

Thank you for your time and consideration.  
Mike Eberle  
North American Paragliding, Inc.

is getting complicated then don't look at the USHGA tow manual, because it is the epitome of bureaucracy. Try not to mind my grammar and put your three cents in. I look forward to see what the average will turn out to be, Oh, and I would like to congratulate Bernadette on her appointment as president. Thanks to everyone for your time and support in this matter.

Yours truly  
Paraglider  
Mike Solaja

## SAFETY NOTICE SOLAR WINGS GLIDERS

This notice applies to all Solar Wings Rumour 2 and 3, Fever and Fever 2, Rush and Scandal hang gliders

As part of a BHPA investigation into the failure of the stitching on a Rumour 3 cross-tube tension bridle, Solar Wings have identified a potentially serious reassemble error on the above gliders.

On the glider in question the cross-tube bridle pull-back rope was attached incorrectly. The bridle pull-back rope should be attached to the white webbing loop at the end the bridle itself, but in this case it had been attached to the black forward-facing loop to which the compensator cord is normally secured. We believe that the rope had been wrongly attached during a service/rebuild/repair. As a result the direction of pull was in effect peeling the stitching back every time a load was applied -i.e. every time the pull-back rope was used to begin tensioning the glider. Tests have revealed that a load of approximately 90kg was sufficient to tear the threads when used in this way, peeling apart the whole bridle loop, as opposed to some 1,500kg when pulled in the correct direction. Owners of the above machines should check their gliders for correct assembly.

All webbing loops on paragliders, hang gliders or harnesses should always be loaded so that loads are carried by all the seam threads in parallel, with no loads applied that tend to peel the seams apart; we advise all pilots to check their equipment thoroughly on this point.

We thank Solar Wings for their swift cooperation in this investigation.

Angus Pinkerton  
BHPA Flying and Safety Committee  
9 October 1996.

			(Y/N)	(Y?N)
Tow Levels	Hours	# of tows	Inst check off?	Extra exam?
Student				
Novice				
Intermediate				
Advanced				
Master				

# HPAC/ACVL Directors Reports & Updates

## Ratings Director's Report

This is my first report as the new rating's director, and I'd like to start off by saying thank you to Rick Miller, the past Rating's Director. He has done a lot of work for the association in the past, including assisting with the new ratings that underwent a huge change a few years ago. I know that I have some big shoes to fill trying to replace him, but I hope that he will be there to help and guide me at first. It will take some time for me to grow into the job, and I hope that everyone will be patient with me.

If anyone has any questions, comments, concerns or even some ideas of what you would like to address, please contact me and I will be happy to discuss it with you. Barry has given me a few ideas for some winter projects, and when they become a little more concrete I will let you know.

At the last AGM there was a motion to change a portion of the Paragliding Intermediate Rating. The part that was put in question was needing 80 high flights, and a high flight is described as being 250 meters. Flights could also be less than 250 meters as long as they were 10 minutes in duration. It also states that a combination of 40 and 40 is acceptable. It was argued that in Eastern Canada there are very few hills over 250 meters. My interpretation of this is that 250 meters was chosen as a

number where if someone was flying at this height, that they would have some time in the air, and then they would have to plan a landing approach, rather than planning the landing approach as soon as they launched. The instructor granting the rating should use their own discretion as to whether the high flight requirement is met. I also feel that any combination of high flights and 10 minute flights is acceptable. Remember it says that the flight should be 250 meters, not the launch. If at any point during the flight the pilot was at 250 meters AGL whether that altitude was attained by launch height, ridge soaring, thermal soaring or towing, this would be considered a high flight by me. If you have any questions about what to do, please give me a call, that's what I'm here for. By the same token, if I have any questions about what to do in certain situations, I hope that I can call on the instructors to give me some guidance.

Another thing that happened at the AGM, and it affects all pilots, was that the administrator for the Soaring Council came to speak to us. He expressed his concerns re: Transport Canada making such big changes to the control zones, and how it affects the sailplanes, and how it has affected the HG and PG communities. They are attempting to have someone in Ottawa attend all the Transport Canada meetings, and have a voice for the sailplane pilots. They are wanting us to do the same, and coordinate our efforts before it's too late. We

don't know what other changes are in store for us, but if we don't have a voice at these meetings the changes will be made without any thought given to us.

I know this isn't part of a Rating's Report, but I thought that it was significant enough to be brought to everyone's attention. I'm not quite sure

what to do now, but if anyone has any ideas please relay them to the rest of us, and if anyone would like to start attending the Transport Canada meetings on our behalf I know that I for one would appreciate it. Enough about Transport Canada.

I hope that I can do a good job for you serving as the Rating's Officer. I can be reached at;

Lucille de Beaudrap  
e-mail: tandl@plant.eon.net  
phone: 403-461-3240 (evenings only please)  
snail mail:  
#11 603 Youville Dr. East  
Edmonton, Ab. T6L 6V8

## School, Site and Additional Named Insurance

You have probably read that HPAC/ACVL membership is now available on a 12 monthly basis. This is because our insurance broker feels that renewing our insurance policy each year should not be a problem. Our concerns in the past were that we would sell insurance to our members and then find ourselves in a position where we could not find insurance coverage for the following year, leaving our members uninsured. In this "worse case scenario" the HPAC/ACVL would have to notify the members in question of their lapse in insurance coverage, which would be an inconvenience, but manageable.

This now brings us to the School, Site, and Named Insured insurance that we sell. In this case, after discussions with our insurance broker, we will continue to sell this type of insurance with an expiry date of 13th Feb, irrespective of when it was applied for.

This is primarily because a document is issued to those persons seeking this type of insurance, which contains a policy number that changes each year, and the expiry date of the policy.

*To avoid misunderstanding, and as the persons applying for this insurance know well in advance that they will require it, School, Site, and Named Insured insurance will commence on 14th February each year and expire at midnight on 13th February the following year.*

Barry Bateman  
HPAC/ACVL administrator

## New HPAC Level Ratings

Issued since 1st Oct 1996

As of 1st December 1996

Pilot	HG Level	PG Level	Hagar
Brubacher, Dennis		Intermediate	Hagar
Carr, Rick	Novice		
Chabot, Antoine		Advanced	Hagar
Charette, Benoit		Novice	
DeFayette, Jean		Novice	
Dickmeis, Gerhard	Intermediate		Hagar
Duncan, Scott	Novice		
Einfeldt, Heino		Advanced	Hagar
MacCullough, Keith		Advanced	Hagar
Mathieson, Charles	Advanced	Novice	Hagar
Midwinter, Stewart	5A	Novice	
Montpetit, Claude		Novice	
Muller, Chris	Advanced	Advanced	Hagar
Pynaker, Linda		Intermediate	Hagar
Rolfe, Gary		Novice	
Schuetze, Carl		Novice	
Smith, Raymond	Advanced		Hagar
Usami, Katsutoshi		Novice	
Vezina, Larry		Novice	

# PERMITTED RADIO FREQUENCIES IN AUSTRALIA

With increasing numbers of pilots visiting Australia in recent years and with formal team flying during the Pre-worlds and Worlds we must advise your teams and independent travelling pilots of the legal requirements for the use of radios.

In Australia, the unrestricted approved frequencies are in the HF Frequency range of 26.965 to 27.405 MHZ and UHF Frequency range 476.425 - 477.400. MHZ

Only those pilots who hold an amateur radio operators licence issued by the appropriate authority in their own country and which is approved by the Spectrum Management Authority in Australia (a \$45 fee is payable) will be legally entitled to use 2mtr VHF radios. The normal call signs and radio usage protocols of amateur operators are expected to be used on these frequencies.

The Spectrum Management Authority in Australia has warned the HGFA that they will prosecute illegal radio users (AUD\$12,000 fine) and confiscate non approved or unlicensed equipment and have threatened to close down any competition where wide spread problems occur. These actions have been initiated following serious breaches of the frequency spectrum over the past two competition seasons.

Could you please advise all your members considering flying in Australia to make alternative plans for radios if they do not hold an appropriate amateur operators licence for use with VHF 2mtr radios.

(40 channel UHF radios sell for approx AUD\$400.)

Message posted by verbal directed authorization From:

HANG GLIDING FEDERATION OF AUSTRALIA  
PO Box 558 Tumut,  
NSW, Australia 2720  
tel: 011-61-69-472888  
fax: 011-61-69-474328

## Statement Concerning the Issue of Licenses Authorizing Overseas Amateurs to Operate Amateur Radio Stations in Australia

1. The SMA will consider applications for the issue of Australian amateur station licences from overseas amateur licensees, identified

below, provided their qualifications are deemed to be acceptable for the purpose.

Amateur licensees from countries with which the Australian Administration has a reciprocal licensing arrangement are:

.Canada .Denmark .France .Germany .Greece .India .Israel .Japan .Malaysia .New Zealand .Papua New Guinea .Poland .Solomon Islands .Spain .Switzerland .United Kingdom .United States of America

2. Applications should be lodged with the Area Manager, Customer Services Group, Spectrum Management Agency in the capital city of the state in which it is first intended to establish the amateur radio station. Lodging of applications IN PERSON is preferable as it will facilitate the sighting of original documents, referred to in (3) below, and the immediate issue of a licence. A list of SMA addresses is included at the foot of this statement.

Although mail applications will be accepted, it should be noted that, to allow for the issue and dispatch of a licence to a visitor's overseas address, they must reach the SMA Area Office, at least THREE MONTHS prior to the visitor's arrival in Australia.

3. An Australian amateur station licence, comparable to the class of overseas licence held, may be issued upon submission of the following:

- completed application form (RF57);
- the applicant's licence or a copy of the licence, certified to be true and correct by a person authorised to administer oaths in the country concerned;
- proof that the licence is current;
- proof, such as a visa, that the authorised visit will not exceed 12 months; and
- a licence fee of \$A51. Cheques or money orders should be made payable to the Receiver of Public Monies.

3. An AUSTRALIAN AMATEUR STATION LICENCE ISSUED TO AN OVERSEAS AMATEUR MAY NOT BE USED TO SEEK THE ISSUE OF A RECIPROCAL LICENCE IN ANOTHER COUNTRY.

5. Any person who has been granted an Australian amateur station licence must at all times comply strictly with the conditions pertaining to the operation of the Australian amateur service, which are contained in SMA brochures RIB70, 71, and 72. Copies of these brochures are available from SMA offices .

6. Overseas amateur licensees from countries with which Australia has reciprocal licensing arrangements who regularly visit Australia for periods not exceeding 12 months, eg airline or

merchant navy personnel, may be issued with an annually renewable licence.

7. Amateur licensees from countries with which a reciprocal arrangement does not exist, whose authorised stay will exceed 12 months, or who intend to become permanent residents in Australia, are required to qualify for the issue of an Australian licence by examination.

How to contact the Spectrum Management Agency  
VK2 - New South Wales  
North Sydney  
Area Manager, Victoria Cross Building,  
60 Miller Street, North Sydney NSW 2060  
PO Box 970, North Sydney NSW 2059  
Tel: (02) 9922-9111 Fax: (02) 9922-7351

## PacAir Closes

Two of my ex students went on a flying trip down to California 2 weeks ago and on the way down stopped in at PacAir for a visit. Kenny Brown, President of PacAir gave them the 10€ tour and told them things were going great. 10 days later on their return they dropped by again, only to find the doors closed and locked!

Gossip on the net says that Airwave (UK) have pulled the plug on PacAir. They came into the factory last weekend, closed it down.

This is exactly the same as happened to Enterprise... exactly a year ago!  
Barry Bateman

## Paragliding and Sex

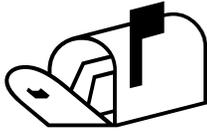
Overheard from a well known hang glider and (occasional) paraglider pilot from the Okanagan area; Paragliding is like masturbation... It's quick and easy... you can do it just about anywhere.... and if your friends find out, they laugh!

## PARAGLIDING INSTRUCTORS CERTIFICATION COURSE

Hosted by  
Parawest Paragliding  
in Whistler B.C.

Dates: 24/25/26 Jan 1997

For more information contact  
Claude Fiset  
(604) 932 7052



## Airmail.....

### Finland or Sweden?

Hi Barry

Sorry to trouble you but I haven't received any copies of "AIR" since august. I have noticed that previous issues were addressed to Finland instead of Sweden.... close but not close enough. I imagine that the wrong address must be registered. Other than that it has been a decent year of flying here in Sweden. I logged about 25 hours on my hang glider and about 45 on my paraglider. Just yesterday I was trike-towing with the local guys... the lake froze last week and now makes a great take-off/LZ. As it was there was a wave at about 1000 meters over the valley so most of us flew or should I say "parked" for about an hour before being frozen out. It was very cold up there! Look forward to reading about what happened back in Canada.

Brett Simpson.... the one in Sweden.

*(The HPAC does have you listed in Sweden, and you've probably already received your November AIR by now. Let's have some more articles from the "other" Great White North. Ed)*

### Time for a referendum.

This year I am paying \$ 800.00 auto insurance for a beat up Russian 4x4, that isn't worth the cost of the wing I am flying. For the past 4 years our yearly dues have been only \$ 75.00 for HPAC membership which has included our insurance. Face the fact we are receiving a lot for our money.

With 900 or so members now in Canada the tasks of the administrator have become more than a part time job. Barry Bateman has been doing a highly commendable service for the past 10 years. I visit or call the administrator office often to which every time Barry is busy doing some form of HPAC work. Most members have no idea of the numerous and tedious tasks of the administrator. I am certain he has the busiest office of all the Association board members. Barry will be leaving this position due to the fact that he has no time to make a living for himself. To whom ever is taking his place I believe you will not survive long. Raising the annual fee to \$100.00 would easily cover having a full time administrator (to which Barry is already doing). It is my wish and suggestion that a referendum be taken to the members with these questions.

#1) SHOULD THE ADMINISTRATOR BE A FULL TIME PAID POSITION ?

#2) SHOULD THE ANNUAL FEES BE RAISED ?

It is quite obvious that the sport we partake in brings us all moments of peace, but when we try crossing a valley without a thermal we don't get far.

I will volunteer to write every member personally with this proposal.

Jamie Christensen

Nov 14 1996

### Watch what you say, You never know who is listening!

Just dropping a quick note to clarify a couple of items about my last article which appeared in the October 1991 issue of AIR. It was my intention to inform the HPAC Executive of my thoughts and opinions in regards to the issues discussed on pages 6 and 7 of the August 1996 issue of AIR. I did this via a message which I left on the HPAC answering machine. I certainly did not expect to see my message in print!

Barry, I know that in a later telephone conversation you mentioned that you would put the points that I had made in my message in the newsletter. I presumed that it would be a short summary of my message, not the whole message word for word!

In hind sight, I realize that I should have mentioned in my message that I did not want it printed.

Also, I would like to add that I do possess the capability to write a much better quality article than the one that appeared with my name on it in the October 1996 issue of AIR

Sincerely Rick Chubey

### Night Flight Stories

I had a once-in-a-lifetime night flight way back in the late seventies. Ridge soaring one of the longest used sites in the Okanagan Valley: Vernon Mt. (It's a 15 km, 3000' high ridge stretching East to Lumby.) Lift was abundant and the air got smoother and smoother as the evening progressed. Intending to land at dusk, we stretched it to the limit. OOPS!

Headed 'er out to land at least 1000' over launch and couldn't find sink over the valley

for love or money. The sun set rather quickly, nice distracting show and all... and then some fool went and turned the light switch off. Snap. Complete, utter pitch black darkness. A few scattered stars to guide you by and a VERY occasional car meandering by on the highway. There was absolutely NO ground reference, in fact no ground to see at all. A complete absence of vertical reference.

Bill Relkov managed to land in front of me and I flew at stall speed yelling and yelling, hoping for a location reference to land at. I heard a feeble reply over the sound of the glider and... in retrospect, came out of prone at about 300 feet AGL and started flailing and kicking my feet in a desperate attempt to feel for ground contact. Talk about flying blind! Trust me... only need to do that once fella, I'm a never gonna get caught in that trap again, you can count on that!

Anyhow by some miracle I managed to avoid flying into fences, trees or power lines (God only knows how) and actually made a near normal landing.

Talk about sweating bullets. Anyhow - Salt in the Wound... Five minutes into breaking down and a full autumn moon came out, and lite the place up like daylight. I could of flown all night... or at least landed without risking heart failure. Yet another in a long list of God's Little "Gotcha's!"

Anonymous

---

## What's Happening around the World

### ParaQuiz

Cross Country magazine in conjunction with Edel have produced the English version of the pocket paragliding quiz booklet known as ParaQuiz. The more than 450 questions and answers, for all levels of pilots, cover a wide range of subjects split into various categories (meteorology, flight mechanics, flying skills, regulations and general knowledge) each with a star rating (\*easy to \*\*\*difficult). The paraquiz is intended to be both fun and informative, an ideal way to whiling away time spent at launch or being retrieved.

Paraquiz retails for 50 FF + postage and is available from:

Cross Country  
Route du Val Suzon,  
21380 Messigny, France  
tel; 33/03 80 35 47 43 fax; 33/03 80 35 47 48  
email: xcountry@planetb.fr

# Paragliding and Skydiving "the connection"

BY JERRY DELYEA

I was introduced to Paragliding three years ago by a person who should probably have the words "high adventure" tattooed on his forehead! Whether he is paragliding, skiing, mountain biking or climbing he always seems to be getting high. High from a sort of self induced adrenaline fix. This person is Eric Oddy of Mnt. 7 Paragliding in Golden B.C. Now for the record, I didn't just up and decide to throw myself off a mountain one day. As a matter of fact, I wasn't all that interested in running like a bat out of hell off the side of a mountain I'd spent my whole life living beneath. Oh, over the years I have had the pleasure of watching these eagle wanna-be's fly first their hang gliders, then those colourful parachute looking things from this mountain. These brave people had my admiration and something else as well, without going into detail I'll just say that the "something else's" they possessed were huge!! To be truthful I would have to say that in my books, my "something else's" would have to do a lot of growing before I would fly from the side of that mountain.

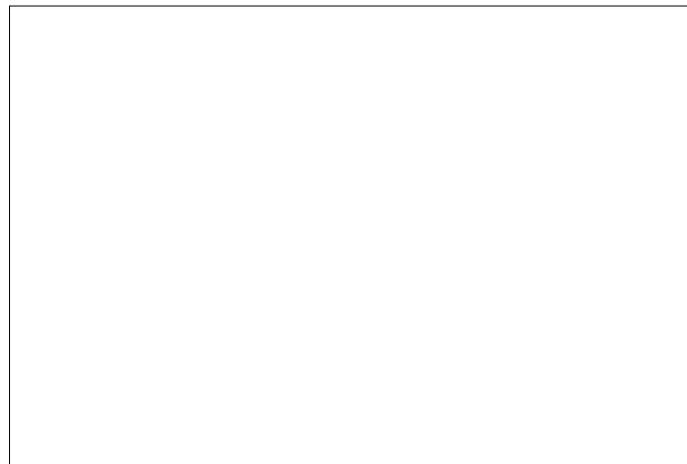
A few years prior to my first paraglider flight, I was persuaded by my brother to go to Alberta to try and scare ourselves to death, by being tossed from a moving aircraft from 3000ft. above the green and yellow fields below. It almost worked! This was my first introduction to non-powered flight, if fear and common sense had not been overpowered by near ecstasy, it would probably have been my last. As it happens I progressed on to freefall, I attained in a couple of years and many trips to Alberta in the neighbourhood of fifty jumps. Which brings me to the purpose of this article.

Monday I returned home mid-afternoon to see on my call display that Brad had called. I returned his call and spoke to Angie, it seems that some SOB stole the glider from Brad's truck on Sunday night while it was parked in his driveway! Some loser probably thinks that they have scored themselves a new windsurfer. Good thing there was some damage so some idiot can't attempt to fly this newly acquired toy. If you happen to notice a white Wills Wing Sport with a rainbow undersurface pop up, I'm sure Brad would appreciate a call!

As for me, I'm still smiling!

How are the sports of paragliding and skydiving similar? The two sports are not the same in very many ways at all. The canopies are different, the harnesses are different, in fact the whole atmosphere is somehow different. The rush you get from doing either of the sports is sort of the same, if for slightly different reasons. One notable way the two are the same, although not the point of the story, is that they both come down to being able to fly, alone and free for a while. Away from the burdens of every day life, to do what people before us could only dream of doing.

I believe there is one important connection between the two sports, this being a canopy out



Jerry and his brother Barry exiting from a Cessna 180 at 10,000 ft over Golden, B.C.

of control. When we paraglide we sometimes encounter situations that require us to be larger than life, to go beyond our mental capabilities and deal first hand with life and death situations. A canopy trashed by a gnarly thermal or an equipment failure of one kind or another, can put us in a situation where we are literally tumbling toward the ground. When we are faced with a situation like this time is of the essence. The ground can be coming up fast and it is important to be able to overcome our fears, and act with precision and determination. Learning to skydive can, I believe, help us to stay calm and focused in an emergency situation. The "oh shit" situation to be exact!

How can learning to skydive help you keep your focus in an emergency? One of the first things you learn when you start skydiving is how to get used to falling from the sky, and ya know, it's not that bad. After a few jumps you start to get used to falling toward the earth, and begin to feel comfortable performing tasks in the midst of a gravitational onslaught. Tasks such as throwing your pilot chute or checking to see if your leg straps are done up, don't laugh I scared some of the colour out of my hair while in a freak fly manoeuvre one time! While paragliding you may find yourself in a predicament where you are tangled in your canopy, and a simple reserve deployment suddenly becomes a little less straight forward. The

point is by skydiving you can learn to deal more effectively with a feeling that is so frightening to most of us, the feeling of falling. I feel quite a bit more comfortable under my wing than I think I would have, had I not had the opportunity to experience free-fall through skydiving. So if you are looking for a new thrill, and want to improve your comfort level while paragliding, give skydiving a try.

I would like to thank my brother Barry, for talking me into skydiving and thanks also to Eric Oddy for introducing me to the world of paragliding. Hey Eric, you keep telling me you will jump out of a plane, the pressure is on now dude.

Keep defying that gravity.  
Jerry Delyea, Mnt. 7

# Hang Gliding in the 21st Century

What will our sports be like in 50 years? Will people still fly hang gliders and paragliders or will the activities die due to factors like overpopulation, over-regulation, over-litigation, etc? In order for hang gliding to grow we need:

- 1) **EXPOSURE:** so others can see us fly and decide to try it
- 2) **INSTRUCTORS:** to teach people how to fly safely, and
- 3) **SITES:** to fly at so pilots can provide exposure to the public which keeps the whole growth "wheel" turning.

I'm not an exhibition/acrobatic pilot nor am I an instructor, I just wanna fly! Although the two do complement each other, this isn't an article on how to promote growth, it's about SITES.

A growing trend in the US is clubs buying a property to use as launch and landing zones. The articles I read about Lakeview, Oregon mention an LZ fund for Blackcap. My "local" club in Rochester, New York owns an LZ for a SE site and they would love to buy the launch of their West site to avoid any more hassles with the current landowner. The Tennessee Tree Toppers (TTT) own a NW launch, an LZ for the NW launch and a nearby SW launch, a SE launch and they are currently searching to buy an LZ for the SE site. WOW, hang gliding will be around in the Sequatchle Valley for years!

Of course there is strength in numbers and the TTT currently have about 400 paid members in their Club (about half the amount in our entire association! I think it's time we start buying real estate to secure the future of hang gliding and paragliding in Canada.

In Canada we have the situation of a small number of pilots over a vast geographic region. Site acquisition, retention, maintenance, etc. is currently left to the local clubs rather than being dealt with

at the provincial or national levels, and that is as it should be. But, considering that the biggest clubs in Canada might have only 50 members (just a guess) with all club fees being spent on site/rig maintenance, insurance and maybe a newsletter then raising capital to purchase a launch, an LZ or a towfield is out of the question.

If we decide to go down this road, I believe the only way it will work is for it to be a national effort (strength in numbers). If a site Acquisition Fund was established within the non-profit organization of the HPAC we could accept donations from governments, corporations, competition directors, etc. plus some pilots may decide to bequeath part of their estate to ensure the future enjoyment of free flight after they're gone. We're talking about tens of thousands of dollars here. It's not going to happen overnight and the challenge of who gets the money still needs to be addressed.

Local clubs with 4 to 50 members are entities which may not survive over time. The future of our provincial organizations is uncertain at this time as much of their work has now been centralized at the national level and/or been delegated to the administrator. The HPAC has the best chance to survive the test of time.

In my view, the HPAC collects and holds the monies until "an opportunity to help preserve hang/paragliding in Canada" is presented. Bids are submitted by local clubs from across the country with a written presentation of why their proposed land acquisition should be supported financially by the site fund. If more than one bid is submitted then each can be "scored" according to a list of parameters, how many pilots within a 100km radius, HG or PG only or both, 2WD or 4WD accessibility, scorability/flyability, advanced only or all skill levels, etc.

## Canada's Secret Mecca for Hang Gliding and Paragliding - a film review

BY MARK TULLOCH

An excellent program was featured recently on the Discovery Channel focusing on hang gliding and tandem flight. The show was very professionally done and an excellent interview session was included. The pilot who was interviewed was one of Canada's pioneer pilots - Michael Robertson of High Perspective Hang Gliding School in Ontario. Michael did an excellent job of answering the interviewers questions and keeping the language at the layman's level. Often times pilots tend to use jargon that most non-pilots cannot understand.

The show featured hang gliding tandem flight, solo flight in paragliders and hang gliders and some radical acrobatics with none other than John Heiney. It finished up with a top five list of the best sites in the world to fly which included Mount Seven at Golden, British Columbia! A great piece of work showcasing the sports of hang gliding and paragliding.

The show also let another cat out of the bag, Canada's secret Mecca of flying was finally exposed! While for years those of us who live out west have bragged about the great flying we have, our fly-

ing brothers back east have lamented the lack of sites and poor, soaring conditions in Ontario. **IT HAS ALL BEEN AN ACT!** That's right. During the show it was revealed that the interviewee is currently, and I quote "approaching 10,000 hours of airtime!!! This means that for the last 30 years those Ontario pilots have been averaging over 300 hours per year. That would mean flying at least an hour and a half every flight, 200 flights per year! This average includes of course all those years of flying Rogallos in the late 1960's and the 1970's. So just imagine how much they average these years! Now that the truth has been exposed I am sure that there will be a large exodus of pilots from the west coast to Ontario where the flying is so excellent.

Of course this may have only been a slip of the tongue or a misunderstanding. Perhaps "approaching 10,000 hours" may have been taken in the same context that a novice who has just flown his first 6 minute sled run is now "approaching an hour" of airtime, Or, maybe he confused air time with air miles! Nonetheless, congratulations Michael for some great exposure for our sport.

So who said it was going to be easy? There's a lot to consider. Another key factor I think is that a maximum of 80% (or 90%? or 50%?) of the purchase price comes from the site fund and the rest from the local club. Does the board of directors review the bids and decides who gets the capital or does it go to a members' vote? Although the HPAC would be the deeded owner of the property, is the local club willing and able to pay the annual taxes?

If you're a pilot in BC but don't want the money spent on a site in Ontario (or vice versa) or you're a "mountain" pilot who doesn't want the money spent on a tow field THEN DON'T DONATE TO THE IS CAUSE! I think we've got some selfless people around who would be happy to help secure a flying site even if it was a thousand miles (or more) away. Before deciding how to proceed we must decide whether to proceed,

Let's hear from you.  
Henry from Hamilton Ontario

## Edmond Rivère reports from St Hilaire, France on the

# "The Coupe Icare"

St Pancrace, France

"Here I was and still am on French soil and French thermals. I decided, together with my family, to spend a full year back in the Southern Alps where I come from, leaving the great open spaces of Canada behind. After a few days of adaptation to our new environment (wine, cheese, fresh bread, croissant, driving and other items...), I took my paraglider and headed for one of the paragliding, hang gliding mecca, a little village near Grenoble called St. Hilaire. You can drive to launch or take a 'funicular' (a train car pulled by cables on a 80° slope) and there you are, at the launching pad of St. Hilaire, fully carpeted in green and red with 20 to 30 pilots always ready to launch, on a week day, weekends are much busier! Don't try to be polite or unfold your glider on top of the pad or you'll never go, just do what the locals do, get ready in front of everyone, take your time, talk with your friends, extinguish your hand-rolled cigarette and after a deep breath, take off.

Once you are in the air you may ask yourself "Where is the air traffic controller?" People turn right and left, talk to each other in different languages, scream for a right of way, trying to stay in the local thermal. A lot of pilots have a fluorescent ribbon floating behind their harness... pink for females, green for males??? No, actually, I found out on landing that these are the people to watch out for as they are students from one of the local schools. Anyway, after a bit of a uneasiness, I was climbing in the St Hilaire thermal and heading for 'higher grounds' with 2 other guys.... It was great, the

air was smooth and going up to about 4000 feet above launch. After 2 hours of great flying we came down to the official landing where we met a crowd of pilots trying to land in a strong valley wind. JFK is probably not as busy but everything went smoothly and we all ended the day at the landing mini-pub, watching other pilots touch down with more or less grace.

I had some great flights in the Grenoble area and actually, you can find beautiful sites and only a handful of pilots in the air as long as you stay away from the renowned places. This St. Hilaire flying was actually in preparation for a big event, the greatest paragliding festival on earth.... 'the Coupe Icare', a four day event which includes various hang gliding and paragliding competitions, a crowd of 64,000 (last year stats) in one word, everything that can fly has a place in this show, paper air planes, kites, paragliders, hang gliders, ultra light machines, prototypes, hot air balloons, precision parachute teams, etc,

ing meet. Imagine hang gliders looking like a fish, a formula one car, machines that took hours and hours of work to prepare, a 30 feet mad cow and its needle, a mine crew with a coal wagon, coal pits, Snow White and the seven dwarves, a huge kite that needed 8 people to launch, 300 pilots ready to go and here I was with my daughter in our Canadian hockey outfits, hooked up to our tandem glider, sheltered from the rain by a few umbrellas listening to the drops falling on our helmets.... after 2 hours of waiting among a totally crazy



Above; The syringe for the "Mad Cow"

On September 22, for the final day of the show we headed once again to the top of the mountain for the costume fly-

crowd, we heard on the speakers that a window was coming.... everybody got ready, and the window came, only to allow half a dozen hang gliders to take off in a "hole" in the fog. And that was it, no one else took off So we all walked around the launching pad to display our soaked costumes.... and headed home quite disappointed, too bad, nothing we can do about the weather, but as the French say, merde!!!



Stewart Midwinter flying his Swift at the Steamboat turnpoint, east of Chealan, Wa on one of his record attempts

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**AERO-TOWING FACILITY**

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Glider and Equipment Sales or Trade-in!

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# The Sand Hills Experience

AUGUST 25, 1996  
BY BRUCE BUSBY

Sunday morning at Teviotdale. It is about 8 am. The wind is distorting the shape of my tent. Hmm... looks like the Tug is going to be grounded unless the predicted and now very real 20-30 Kms winds calm down. Oh well this may be a winch day if only we can find a sucker... (whoops)... I mean volunteer wind dummy.

10:00am Kevin, Brad, Cary and John are all here now. Groups of pilots are forming, the topic of conversation is mostly centred around this damn wind. Henry from Hamilton shows up to tell tales about his impressive placing at the Canadian Tow meet in Sask. and the wild flying in Dinosaur, Colorado.

Brad looks at Steve with a little smirk on his face, he says "Sand Hills!?" Steve smirks back and nods. That started it, and before long a convoy of gliders, pilots, and some spectators thrown in for good measure are speeding south in search of 'Air-Monkey' relief.

Brad leaves immediately, Ken's not far behind, he is leading Jim, Pamela, Bruce and Andrew. Steve will be along shortly, bringing Mike, Carm and all the Fam-Damilies along. Kevin goes home to put some Brownie points in the Bank for a rainy ... make that a SunThermally day.

We arrive at the Sand Hills and make the climb to launch. Brad is already set up. Albert is 300' over launch and has already been in the air for over 30 min.. We carry in and begin to setup. Brad launches, it is spectacular, 6 steps and he is away and quickly climbing. Minutes later he is looking down on several of us getting sand-blasted while setting up in the 40 kph (20 mph) winds. Ken is the next pilot to launch and in the classic 'Kross Kountry Kinsie' style he takes the express elevator to 500' over in seconds. Holy SHIT, I remember thinking. I am starting to feel a little nervous. This is my first time at this site, I have less than 3 minutes of ridge soaring attempts (and a new Keel to prove it!) and I don't know where the LZ is (Brad and Ken have both given me their expert opinions on the preferred LZ locations but you can't see them from launch).

Jim is almost finished setting up his Sensor and I am set up behind him but he needs a bolt so I sneak past him in line. We squeeze my glider through some trees and get ready to carry it to launch. I check my carabiner for the third time... I'm nervous and it feels GREAT!

I do a quick hang check and get my wire crew in position. Pamela is on my right wing, Andrew is on my left, and up front is big, solid Mike. We pick up the glider and slowly move to the spot that Ken last touched Terra Firma. The glider is trying very diligently to fly and it's pulling me forward with quite a bit of conviction. The traffic is checked and the nose wire man is cleared then the wing wire assistants are released... wings level,... nose neutral,... CLEAR,... three steps and... I'm climbing out! A slight turn to the right to fly straight into the wind, my feet into the pod, hands down onto the base tube and, a little push out. "Man is this smooth" I think to myself, as I climb while flying back past launch. So **THIS is ridge soaring! Now I understand!**

I can see Ken past my left leading edge about 300' above me, he gives me an enthusiastic thumbs up, my sentiments exactly! I continue climbing and the strangest thing happens... Ken is now to my right and 50' below me. I don't have my Camera, who the hell is going to believe that I saw the top of 'Kross Kountry Kinsie's' wing in flight! After a few more minutes I realize that Brad, Ken, and Albert are all well below me. (Hmmm... thanks Dale for the nice tuning job!)

Fifteen minutes of being parked about 550'-600' over launch. I watch people play in the waves, Carm carries his glider in, Jim is getting his harness on, Mike is doing a walk around. Looks like Jim is getting set to launch. Wire crew is cleared, a good run, and he's up. Steve is next, followed by Mike and then Carm. All have beautiful launches. The skyline is getting very colourful, I count **NINE** gliders in the air! Albert, Carm, Brad, Ken, and me (Bruce) all flying WW Sports, someone from Toronto in an old deflector single surface, Jim in his Sensor, Mike in the Raven, and Steve in the UP Axis.

Albert, Brad and Ken are so far to the west of launch by now you can just barely pick out the silhouettes against the horizon. It is so clear, visibility is more than ten miles. What a beautiful day. I wonder how Kevin is making out on that deck!

My friend Andrew (the Paraglider pilot from Calgary) is, by now, tired, jealous and sand-blasted so he waves goodbye and heads down from launch with his 4 month old Golden lab (AKA. "Young Lady magnet") to the truck.

I think it's time to go for a tour, the upwind trip is slow going, due partly to the strong and steady upper winds, and partly because I'm new to this crab angle stuff. Put me in a three access plane and crabbing is instinctual but these gliders are a different story. I think that I have got the hang of this now and it's tour time. After about fifteen minutes I look back and see that I have only gone about 2 kms. I wonder how long this is going to take to get back? A shallow left turn and I'm heading back to launch, now I'm covering some ground! I'm guessing but I think the return trip took less than two minutes!

My eyes scan the horizon for Ken, Brad and Albert and I think I see a glider way off in the distance. They have been gone for a long time and I wonder if they are all still in the air.

My neck is starting to get sore so I put my forearms on the base tube and rest my chin on my hands. Within five minutes my neck is relaxed and I look up to see the trio of Brad, Ken, and Albert returning from their hour + long upwind excursion. We all hang out over launch for a few minutes then Albert heads east and I give chase. We are going downwind and covering ground fast. I don't think he knows that I'm with him yet because I am 200' over and behind him but he may spot our shadows as we progress. The ridge is getting smaller and we are losing altitude. I am down to about 250' over and Albert is much lower, since I can't be sure that he is aware of my presence behind him I slow up and turn back into the wind. I park and watch as he continues to fly east. I head back wondering if he is looking for a landing spot. (Albert is the only pilot from our group that is rumoured to land to the east of launch.)

Back over launch, I join Carm, Jim, and Mike. Steve comes in from the west at about Warp 7 to join the gaggle. Jim heads west followed by Carm. I look down and Steve is directly under me by about 100' and directly under both of us is Mike. The three of us simultaneously start heading west in a form of 'Synchronized Hang Gliding'. (A potentially new Olympic sport perhaps?)

We have been up for a while now and so... naturally... the show begins. Speed runs, wing overs (I had no idea a raven could do that!), swoops, dives and more to delight the spectators and other pilots. Behind us on the road to

the Sand hills the traffic is pulling over and the parking is getting limited on the crowded road-side!

The pilots flying the deflector cable antique are back on launch and preparing to take off again. The multi coloured glider accelerates forward and takes off, it continues forward over the water until it begins to descend. The pilot turns back to the beach and then cross wind and lands in the shallow water about 30' from shore. I don't understand, was there a problem? The glider is walked back to the beach and parked on shore.

Brad returned to launch and starts to fly out over the water. He loses altitude in the diminishing lift and it becomes apparent to me, as he pulls his feet out of his harness, that this is his landing approach. A right turn toward the beach and then a left to his crosswind final, he is going to be long and a stone breakwall is getting a little close, a slight more left to face more headwind and a perfect no step splash down! It looks to me that the water is deeper than anticipated. (about mid-thigh!) The trailing edge of the glider is in the water and I watch as the six foot waves begin to break on top of the glider. The second wave to go over the glider looks like it did some damage and the nose is submerged. I still don't see Brad and the glider is completely under water.

People on the beach start running to assist. I start to feel very uneasy and at 600' over, very useless to lend a hand. Finally I see Brad pop up from the water but it's not over, the glider is getting pounded by the surf. Brad tips the glider up to stop the onslaught of the waves but the glider is inverted. Now upside down the colours fade under the sand and water that continues to submerge and pummel the wing. Finally they bring the glider to the beach and the drama is over.

Albert has just top landed two fields to the east of launch. I didn't see the landing but I see him pick up the glider and begin to walk towards the park. Comparing the two landings my decision is made! I will land on top!

There are four gliders to the left of launch. Jim, Ken, Mike and myself. I am about 550' and Jim and Ken are 'bout 500' over. Jim turns downwind and prepares to land in the field that Albert has chosen. I watch as he flies nearly to the road (and accompanying power lines) before turning up wind and setting up on final.

Things are looking good but he is busy on the bar to maintain a constant heading. He is about 20' up and getting close to the tree line behind the ridge when he gets whacked around by some tree and ridge rotor. He is all over the bar as the ground approaches and it appears the

right wing is stalling. He flares and whacks as the right wing touches. A few seconds later the glider is moving across the field toward the park.

Now I'm starting to wonder what the immediate future holds for me! I was having such a great day! Three of us left in this stack to the east of launch. I think, "Well it's now or never". I turn and pull on some speed, I go very deep (over the Tobacco drying shacks) I see that I am about 250' over the power lines at about 45 degrees and decide that this will have to do. I turn back into the wind level the wings and pick my field. A big empty hay field bordered by a corn field to the right and tobacco fields everywhere else! No sooner do I get the wings levelled and WHAM!... ROTOR!... HOLY SHIT! My wing is banked to what feels like 90 degrees.

I struggle to correct. Wings level again and the nose is pitched straight up. My arms are straight as I continue to battle this nasty rotor. I look down as I approach the road and POWER LINES! The spectators have gathered to witness my demise! I am still 75'-100' above the lines and just about to go over them when, again, my nose is pitched up. I think as I pass over the lines and the road, "I'm glad to have been pushed up, rather than down"! Those power lines would have turned me into a 'crispy critter' for sure! Now I concentrate on the final 50', still getting tossed around, and flying fast in order to avoid a potential stall. (Later I learned, after talking to Kevin how this amplifies the turbulence!) About 20' up the air began to settle and I was able to fly into ground effect smoothly, yet I wondered if the turbulence was over or just resting for the 'Grand Finale'! I moved one hand to the downtube and continued to bleed off speed then just before flaring I grabbed the other downtube and pulled off my best no step landing to date! I put the glider down and turned around to undo my carabiner and realized that my hands were shaking.

It was a bittersweet moment. I was happy about my longest duration flight (1 hr. 50 min.), thrilled with my launch and more importantly my landing, but yet I was sad that my flight was over. I was anxious to see if Brad was well and to learn of the condition of his waterlogged glider. I wanted to watch Mike and Ken land.

I looked back to the ridge and watched Ken and Mike still playing over launch. Ken was diving for the ground then pitching straight up to recover up to 100' in one or two seconds. Mike followed suit although the Raven was not quite as dynamic. I watched for a minute or so and then I walked back to the park to get my car and disassemble my glider. On my way back to the park Ken and Mike continued to put on an

aerial ballet for the spectators. I stopped to speak to the landowner (actually his son), who thought he would give me the 'tough guy' attitude about the 'zero tolerance' regarding landing on his property. I didn't challenge his juvenile powertrip much other than to announce that I was the OHPA President and informed him of our insurance coverage. I apologized for choosing his field and I continued on my way.

While I started to disassemble my glider Jim drove by and waved. (He pilots Dash 8s for Canadian Airlines and needed to prepare for his evening flight to Sarnia.)

Ken made his approach and landed in the same field as I had landed in. He was rocked around by the looks of his activity in the control frame but the wing looked steady as he descended and pulled off a perfect, but seldom witnessed, no step landing. We loaded both gliders on the car and returned to the park to meet up with the other pilots.

We arrived back at the parking area just in time to see a very wet Brad driving back with a 250lb. Wills Wing S.S. Sport! (Periscopes are optional) Brad was uninjured but the glider was in need of some TLC. Two downtubes, some battens and a small tear in the sail was all the damage. It seems the second wave over the top snapped the downtubes and they jammed into his harness. This is why he remained under the glider so long. Albert showed up minutes later and said that he was slammed to the ground from about 30' but no damage occurred due to a last minute 'parachute effect' flare while still prone. He said after landing, the glider attempted to fly again and it was quite a struggle to remain on Terra Firma! (Imagine, Albert got 3 1/2 hr. and that new WW Sport of his still wanted to fly!) Mike, Steve and Carm all had excitement-free water landings in less than knee deep water.

Steve noticed that Mike was in 'La La land' after his longest duration flight of 1 1/2 hr. and was diligently looking for bandages to control the bleeding of the Air-Monkey on Mikes back! It seems that Mike scratched the skin right off the little bugger by increasing his total airtime in one flight from Minutes to hours. Congratulations Mike on the popping of your soaring and airtime cherries! I also popped my soaring and Rotor cherries this wonderful day and in a toast of celebration we consumed a few 'Brown Pops'! We continued to Bullshit I mean... tell stories about our individual flights until the hip waders were no longer deep enough and then we packed up and headed for home. I called Kevin's voice mail twice that evening since it was too late to call him at home and gloat!

.....continued on next page

# World and Canadian Records

by Vincene Muller

This list is for Canadian pilots who plan on attempting World Records. It is necessary to exceed an existing record by a certain percentage (check your copy of the FAI Sporting Licence and the HPAC Guide to Records). The FAI updates World Records twice a year. A list is sent to the HPAC via the Aero Club of Canada. However, a list of applications "PENDING" is sent out by the FAI regularly. For pilots interested in bettering current world records it is necessary to be aware of any "PENDING" records in that category and presume that documents will be submitted and approved by the FAI and then plan your record attempt accordingly. IF YOUR FLIGHT IS CLOSE TO A "PENDING" RECORD AND BETTER THAN

THE EXISTING WORLD RECORD YOU SHOULD FILE A "PENDING" CLAIM ALSO. Please follow these steps: a) Notify the HPAC Records Officer (Vincene Muller) b) Ask if the Records Officer will notify the FAI within the required time limit. c) Even if you attempt is less than a "PENDING" record it may be advisable to complete the documentation and send in your completed claim as many "PENDING" records are not accepted due to problems with documentation. (Note: notification must be sent to the FAI within 72 hours of the flight. Complete documentation must be received by the FAI within 6 months of the flight.) Records with a "PENDING" application are in brackets.

	<u>WORLD</u>	<u>CANADIAN</u>
<b>PARAGLIDERS</b> (*also a world record)		
<b>GENERAL</b>		
Distance in a Straight Line (pending 306km FAI Claim #3077, 25/12/95) (pending 337km FAI Claim #3074, 25/12/95)	283.9km	146.22km
Out & Return Distance to Goal	169.9km	
Distance to Goal (pending 80km FAI Claim #3075/3076, 24/12/95)	250.2km	146.22km
Open Distance Via a single Turnpoint (Dogleg)	252.00km	109.32km
Altitude Gain	4,526.00M	2,300.00M
Speed over a 25km Triangular Course	28.26km/h	17.33km/h
Speed over a 50km Triangular Course (pending 22.06km/h - 22/05/95)	15.80km/h	
Speed over a 100km Triangular Course		
Distance over a Triangular Course	153.5km	25.51km
Speed over a 100km Out & Return Course (pending 22.42km/h 06/06/93 FAI notice June 11/93)		
Duration (This record can no longer be applied for)	11hrs.23mins	
<b>TANDEM OPEN DISTANCE</b>		
Distance in a Straight Line	200.0km	
Open Distance Via a single Turnpoint (Dogleg)		
Open Distance to Goal	142.3km	
Out & Return Distance to Goal	73.5km	
Altitude Gain	4380m	
Speed over a 25km Triangular Course	19.42km/h	
<b>FEMININE OPEN DISTANCE</b>		
Distance in a Straight Line	285.0km	
Open Distance Via a single Turnpoint (Dogleg)	129.10km	
Altitude Gain	4325.00M	
Distance over a Triangular Course (pending 118km FAI notice 11/12/95, 07/12/95)	50.3km	
Distance to Goal (pending 169km FAI notice #19/95, 20/07/95, 25/07/95)	149.8km	
Speed over a 50km Triangular Course	15.8km/h	
Speed over a 25km Triangular Course [pending 29km/h - 08/12/95 FAI notice Dec 11/95]		
<b>CANADIAN OUT OF COUNTRY RECORDS</b>		
Open Distance (pending 128km July/96)	73.74km	
Open Distance Via a single Turnpoint (Dogleg)	96.21km	
Altitude Gain	3,672.00km	

	<u>WORLD</u>	<u>CANADIAN</u>
<b>HANG GLIDERS</b> (*also a world record)		
<b>GENERAL</b>		
Distance in a Straight Line (pending 495.2km FAI notice #7/94, 07/08/94)	488.2km	332.8km
Distance via a Single Turnpoint (dogleg) (pending 495.25km FAI notice #7/94, 07/08/94)	412.6km	154.19km
Distance over a Triangular Course (pending 205.0km FAI notice #3090, 06/17/96) (pending 205.5 km FAI notice #3243, 07/16/96)	196.1km	52.51km
Distance to Goal	488.2km	172.17km
Out & return Distance to Goal	310.3km	215.18km
Altitude Gain	4,343.40M	3,330.0M
Speed over an Out and Return 100km course	51.48km/h	34.468km/h
Speed over an Out and Return 200km course	35.8km/h	35.8km/h*
Speed over a 25km Triangular Course	42.62km/h	15.828km/h
Speed over a 50km Triangular Course	38.46km/h	
Speed over a 100km Triangular Course	29.70km/h	
Speed over a 150km Triangular Course	30.77km/h	30.77km/h
Speed over a 200km Triangular Course (pending 24.30 km/h FAI notice # 3242, 17/07/96) (pending 25.42 km/h FAI notice #3244, 07/16/96)		
Duration		7hrs.50mins
<b>FEMALE</b>		
Distance in a Straight line	335.8km	
Distance via a Single Turnpoint (dogleg)	292.1km	
Distance over a Triangular course	114.1km	
Distance to Goal	212.5km	
Out & return Distance to Goal	132.0km	
Altitude Gain	3,970.0M	1894.0M
Speed over an Out and Return 100km course	24.2km/h	
Speed over a 25km Triangular Course	26.00km/h	
Speed over a 50km Triangular Course	21.02km/h	
Speed over a 100km Triangular Course (pending 24.41km/h FAI notice #16/95, 07/15/95)		
<b>TANDEM</b>		
Open Distance	368.8km	
Distance via a Single Turnpoint (dogleg)	141.1km	
Altitude Gain	3500.0M	1,546.0M
Distance over a Triangular Course (pending 54.4km FAI notice #3093, 06/19/96)		
Out & return Distance to Goal	132.0km	
Speed over a 50km Triangular Course (pending 10km/h FAI notice #3094, 06/19/96)		
<b>CANADIAN OUT OF COUNTRY RECORDS</b>		
<b>HANG GLIDING</b>		
Open Distance		
Distance in a Straight line	219.2km	
100km Speed to Goal & Return	22.5km/h	
Altitude Gain	2,952.0M	
Distance to Goal	159.96km	
Speed over a 150km Triangular Course	30.77km/h	
<b>FEMININE</b>		
Distance in a Straight Line	159.96km	
Altitude Gain	2,952.0M	
Distance to Goal	159.96km	
<b>FIXED WING</b> - O2 (Hang Gliding- Aerodynamic surfaces of control)		
Speed over a 25km Triangular Course (pending 28km/h. FAI notice #3225, 01/07/96)		105.67 km/h
Speed over a 50km triangular course (pending 23km/h FAI notice #3228, 07/07/96)		28.72km/h
Speed over a 100km triangular course (pending 25km/h FAI notice #3229, 07/08/96)		23.91km/h
		25.57km/h

The following

## Canadian Out-of-Country

Records were filed and approved in 1996.

### PARAGLIDING CLASS 0-3

Category: Canadian Out of Country, plus Open Distance  
 Pilot: Sean Dougherty  
 Date: July 5, 1996  
 Record: 125.85km  
 Site: Mansfield Tow Site - USA  
 Glider: APCO Xtra 28  
 Note: The previous record of 73km (Owens Valley, CA) was also held by Sean Dougherty

### HANG GLIDING CLASS 0-2

(Hang Glider with Aerodynamic Controls)

Category: Canadian Out of Country  
 Triangle Distance  
 Pilot: Stewart Midwinter  
 Date: July 8, 1996  
 Record: 105.67\*  
 Site: Mansfield Tow Site - USA  
 Glider: Swift  
 Note: This is a new record

Category: Canadian Out of Country  
 Speed Around a 100km Triangular Course

Pilot: Stewart Midwinter  
 Date: July 8, 1996  
 Record: 25.57km/h\*  
 Site: Mansfield Tow Site - USA  
 Glider: Swift  
 Note: This is a new record

Category: Canadian Out of Country  
 Speed Around a 50km Triangular Course

Pilot: Stewart Midwinter  
 Date: July 7, 1996  
 Record: 23.91km/h\*  
 Site: Mansfield Tow Site - USA  
 Glider: Swift  
 Note: This is a new record

Category: Canadian Out of Country  
 Speed Around a 25km Triangular Course

Pilot: Stewart Midwinter  
 Date: July 1, 1996  
 Record: 26.72km/h\*  
 Site: Mansfield Tow Site - USA  
 Glider: Swift  
 Note: This is a new record

\* These records were submitted to the FAI for World Record Certification but have been rejected.

## FAI WORLD RECORDS

FAI has now homologated the following Class O record:

Claim Number 1686:  
 Sub-class: O-1 (Hang glider)  
 Category: Straight Distance  
 Record: 495.0 km  
 Site: Rock Springs, WY (USA)  
 Pilot: Larry TUDOR (USA)  
 Hang glider: Wills Wing Ram'Air 154  
 Date: 30 June 1994  
 Previous World Record:  
 488.2 km (Larry TUDOR - 03 July 1990)

Claim Number 1687:  
 Sub-class: O-1 (Hang glider)  
 Category: Distance via Single Turn Point  
 Record: 495.1 km  
 Site: Rock Springs, WY (USA)  
 Pilot: Larry TUDOR (USA)  
 Hang glider: Wills Wing Ram'Air 154  
 Date: 01 July 1994  
 Previous World Record:  
 412.6 km (GIBSON - 31 July 1992)

Note : Approval of these records was delayed due to Official Observers needing to go back to the landing area to double check the exact landing position coordinates.

Claim Number 3190:  
 Sub-class : O-1 (Hang glider)  
 Category : Distance around a triangular course  
 Record: 205.0 km  
 Site: Schmitzenhohe (Austria)  
 Pilot: Jo D. BATHMANN (Germany)  
 Glider: Bautek Sunrise  
 Date: 17 June 1996  
 Previous World Record:  
 196.1 km (James LEE - 04 July 1991)

FAI congratulates these pilots on their splendid achievements.

Please note that the FAI has now cancelled the following Class O record claim :

Claim Number 3243 :  
 Sub-class: O-1 (Hang Gliding - Weightshift)  
 Category: Distance over a triangular course  
 Record: 206.8 km  
 Pilot: Jean SOUVIRON (France)  
 Glider: Tecma F1 Evolution  
 Place: Alcazarev (Spain)  
 Date: 16 July 1996

Current World Record: 205.0 km (Jo BATHMANN - 17 June 1996)

Reason for cancellation : this claim does not supersede the current record by the required margin of 1%.



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# Canadian Pilot Profiles

A series to spotlight prominent Canadian pilots.

COMPILED BY VINCENE MULLER

*We are going to start a series of pilot profiles in AIR Magazine. Its time for our members to be introduced to some prominent Canadian pilots. Each issue we will try and bring a profile on at least one hang glider and paraglider pilot. In this issue we will introduce you to Mark Tulloch, 1996 Canadian Hang Gliding Champion.*

**Mark Tulloch:**

**Age:** 35  
**Home:** Victoria, BC

**Occupation:** Hang gliding & paragliding instructor

**Flying qualifications:**

**Hang Gliding;**

804 flights solo,  
550 tandem.  
1127 hours logged.  
91 sites flown,  
68 different models of glider flown.

**Paragliding;**

153 flights solo,  
33 hours logged.  
28 sites flown,  
11 models flown.

**Totals;** 1500+ flights,

1160+ hours,  
119 sites,  
79 models

**Other Interests:** Cooking, snowboarding, travel

**Memorable flights:** I would have to count my first hundred mile flight. From Chelan, Wa. to Reardon, 102 miles, 1987. Then on June 30, 1995 a flight from Cornwall Lookout, Ashcroft. Crossed over 1000 hours total, climbed up to 15000 feet ASL, highest I have ever been in Canada, flew big triangle to John's Jump, Loon Lake turn-off and back to Ashcroft Manor. June 1996, tandem flights with quadriplegic passengers from Regina. July 1991, 87 mile triangle flight at Chelan. Flew as a team with two other friends, Scott Kurth and Keith Lamb, for first time. We all completed the triangle and flew back in to Chelan together. Crossing back over the gorge with the others each within a few hundred metres after flying that big course made for a really special feeling. More fun than flying it by yourself.



Mark Tulloch (left) receiving his 1st place trophy at the Canadian Nationals in Golden 1992

**The beginning:** I started training to fly in 1983. My friend Jim Houghton and I would watch the local pilots flying the Dallas Road flying site from our place of work. We both decided that we wanted to give it a try. We researched instruction and found that the nearest school was in Vancouver and their scheduling of courses made it nearly impossible for us to go over to the classes. After waving enough

**Competitions:**

First ever competition was the NZ Nats

**Results:**

1986 New Zealand Nationals	2nd
1987 BC Provincials	4th
1987 Chelan Classic	6th
1991 Chelan Classic	3rd
1992 Nationals/Golden Classic	1st
1993 California/Nevada Regionals	1st
1993 Owen's Valley XC Classic	\$700.
1994 Chelan Classic	4th
1995 Club Cup	2nd
1996 Club Cup	3rd
1996 Nationals	1st

cash under the nose of a local unemployed pilot to convince him to teach us, he taught us some basics but had no real desire to teach nor did he have any knowledge of teaching fundamentals. Amazingly, despite an exhausting and impact laden start, both of us continued to learn on our own and the because of some poor advice from our 'instructor', the aluminum industry flourished. I trained on and off for eight months before my first solo mountain flight from Bruce Peak on Salt Spring Island, March 7, 1994.

My paragliding start came when I asked Willi Muller to show me what was involved. With a canopy with about 10 cells we drove up King Eddy near Vernon during a break in the BC Provincials in 1991. After discussing control and doing three practice runs I lined up for my fourth practice inflation. The breeze, which was up on the front streamers, seemed to be rotoring around and appeared to make it blow down back where we laid out the canopy. In the next lull I inflated and Willi encouraged me to just keep running and with a touch of brake I was airborne. Now the fun began as I was sinking at quite a rate. King Eddy has several rows of trees on its face with nice pastures at each level. In a concerted effort to survive and make the landing field, I flew a slalom course down the hill, my body passing between trees with the canopy clearing them. I landed in the gravel pit downwind, not because I turned the wrong way but because I had been flying in the rotor the whole time. The wind had actually been over the back, and rotoring up the front! Several other pilots watching thought that it was Chris Muller flying down 'stunting' for the onlookers! I decided that a more complete course was a good idea and attended one that fall in Cochrane.

**Instructor Certification:** I became a certified instructor in 1988. I had started teaching a year earlier. There was demand in our area for instruction but few willing to put in the time and effort to teach. I did not want students to have to go through what I had, just to learn, and decided to put some effort into teaching. I started Air Dreams and invited my friend with whom I had started flying to join me as a partner. The school ran as a part time business until 1993 when it became my full time business. Since then I have worked hard to develop better teaching methods. This involves a greater

amount of tandem instruction and less time on the training hill. I believe that this produces better skilled pilots who already know how to fly when they start to solo. With slope training alone a student knows how to control a glider, but does not know as much about actually flying. Another bonus with tandem instruction is that the student knows exactly what hang gliding or paragliding is like before they commit themselves to a training program. I would like to see tandem training become the norm in Canada as it is starting to in some other areas.

**Gliders:** It was funny last year when a new pilot in our local area asked me what my regular glider was. He had been living here for four months and had never seen me fly solo. I fly an Airwave Double Vision the most. I am currently flying about 170-200 tandem flights per year. When flying solo I fly the Moyes Xtralite 137. I have had very good success in my flying on the 137. If I thought I could do better on a different glider I would at least try the other glider. It annoys me greatly when I hear someone putting down a certain model of glider when they have never flown it. Having flown almost 70 different models of certified gliders I can offer someone an honest opinion of how I compare different gliders. The truth is, there are a lot of very good gliders out there. Which one is best for an individual pilot depends most on how that pilot flies. Every one flies a little differently. That becomes very obvious when you fly tandem with other pilots of a similar skill level. My best advice for everyone contemplating buying a glider is to test fly it first, ALWAYS! I never hesitate to take any glider off the rack and fly it. If I am flying along with a new student I often take out a similar novice glider for myself to fly.

I currently fly an Apco Sabra 27 when paragliding. The stability of the canopy kept me from giving up paragliding after some unnerving incidents on higher performing canopies. The bigger reason for nearly giving up paragliding was a simple mistake that too many hang glider pilots make. I tried to fly beyond my skill level as a paraglider pilot and scared myself. Now that I have more experience and skills on a paraglider I expect to move on in 1997 to a more advanced canopy.

As I mentioned I had an interesting introduction to the sport. After being given a few pages of hand written notes for theory and spending the first 8 hour day running from end to end of a soccer field with a glider we moved on to training at the gravel pit. From here we could get in flights of several seconds, landing among the broom and blackberry bushes in the bottom of the pit where the ground was like cement. Our "instructor" told us that we could not have wheels as "they taught bad landing habits"! You can imagine the wind chime

collection! After a few days of 'instruction' Jim and I were off on our own to continue our training at a higher hill. Our 'instructor' showed up one day with two new students. He proudly boasted to them that they should watch us carefully as he had taught us. After setting up the glider I proceeded to launch the first flight of the day, flew slowly in behind a clump of trees and stalled in the rotor from about 20 feet. I snapped both downtubes clean off and we had no spares. We never saw those two new students again.

I have made many mistakes that others could learn from but if we listed them all people would wonder why one earth you would write an article about me! A big one is the mistake I mentioned about hang glider pilots jumping on to advanced paragliders and also flying in conditions that they are not ready for, at least not while flying a paraglider. Another simple mistake I made early on in flying was that I only learned one type of landing approach. When forced to do a different approach I had trouble with my landings. All pilots, especially novices, should practice figure 8 approaches, left hand aircraft and right hand aircraft approaches. Only when they are comfortable with any landing approach does a pilots confidence in landing in restricted areas grow. That ability is a key for cross country flights.

The 1996 Nationals were a real highlight for me. Not just because I flew well but because I was able to share the air, via tandem flights, with 44 people from the Eastend area. The local people were so excited about the Nationals happening and were so interested in knowing more and even, for some, experiencing flight. Each day during the Nats I flew 3-6 tandems in the morning before the task was called and then on the day off I flew 21 tandems. I was running on pure adrenaline I think because the day after it was all over I came crashing down. I had such fun flying so much

each day but mostly it was the smiles on the faces of the locals that made the experience so great. Some pilots that go to competitions get way too serious about competing and forget the reason they started flying. I think if you are having fun you will fly well. It works for me!

Flying the Owens Valley is another highlight for me. The sheer size of the place is incredible. Overall though I just like to fly different places. There are wonderful sites not just all over Canada but all over the world. I would like to fly as many of them as I can!

## XC LOG

If you haven't yet sent in your 1996 XC flights for hang gliding and paragliding - please send them ASAP. I will make sure they get on the list as long as I receive them by December 31.

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# M E X I C O

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# Canadian Pilot Profiles

A series to spotlight prominent Canadian pilots.

COMPILED BY VINCENE MULLER



**Bernard Winkelmann**

*The first paraglider pilot in our series of profiles is Bernard Winkelmann of Calgary. While relatively new to the sport, Bernard made quite an impression at the US Nationals in 1996 placing 6th overall in the Open Class.*

**Bernard Winkelmann**

**Age:** 20  
**Home:** Calgary, Alberta.

**Occupation:** I am a Student at the University of Calgary and my major is a BSc in Geography with a possible minor in Transportation Geography

**Flying qualifications:** I am "Qualified" to fly a Paraglider. At the moment I have an intermediate rating. I will have an Advanced rating as soon as I write the exam. I am also a certified instructor. My name appears on the inside cover of this magazine. You can look for it if you like.

**Competitions:** My very first competition was the Cochrane meet of '95. I took first place in the spot landing in the novice category (8-10 hours). I usually try to attend all the Western Canadian Hang Gliding competitions. I don't really have a choice. The only way to get better is to compete against people that are better than you. Hang Gliders are pilots not necessarily better than I am (okay so my ego is a little big),

but their gliders do perform better. The only way to beat them is to fly better. I think that flying with hang gliders most of the time has taught me many things that I might not have learned flying with just paragliders.

The Paragliding Nationals have been rained out each time I entered. Maybe I'm the jinx. The only Paragliding meet that I have ever competed in that was valid was the U.S. Nationals this year.

**Other Interests:** Well let's see, there's mountain biking (downhill only), swimming, and well... I just bought a new Snowboard, let's see how long that last before I get hurt. You see, when I try new things, somehow I always

walk away with a limp, or a big bruise, or paralyse in some part of the body. Oh and I of course cannot forget, being sarcastic on the internet (although Alex Curylo takes the cake on that one).

**The beginning:** According to my log book, I started in August of 1992. I had a total of 20 minutes that year. My next flight was in October of 1994. After a couple of flights to get me reacquainted, I had my first soaring flight. About 20 minutes. This was what got me hooked. So it was in the spring of 1995 that I purchased my first glider. From then on, even if it was marginally soarable, I was out in Cochrane. Sometimes even when it was blowing down.

**Gliders:** My very first glider was an Apco Astra 27. The colour scheme was called "exciting". Strange, yet exciting! Thank heaven, Apco now uses normal names for its glider colours. The next glider I got was an Apco Xtra. Now, I bought this over the simple fact that when the wind was cross to the hill, I would go to the bottom and the Xtra's wouldn't. I can also thank Garth (Henderson) for showing me how much better the Xtra was over my Astra. This didn't last very long. This spring, Apco came out with the Zen and I just had to have it! Now I don't think I have to tell you what I think about this glider. Okay, just 3 words, I love it!

**Instructor Certification:** Well, some of you may know that Muller HG & PG has many instructors. I'm actually one of them. Knowing this, I suppose that technically Richard Ouellet was my instructor as he did both the ground school that I attended and the practical aspects for me. Later, more informally Willi and Chris were my instructors and still are today.

**Hard lessons:** One day out in Golden, I was flying around with the usual crowd. Trying to go XC. Obviously, I was looking for lift in all the wrong places. I learned the hard way that an Astra doesn't quite glide as well as a Ram Air. This lesson really hurt. I had to spiral down into a small clearing, (I don't think you could have turned a car around in it) and landed flat on my butt. I was winded for at least 45 sec, where my life flashed before my eyes as I thought I might never breath again. But I did. I bruised my tailbone. It hurt to sit, stand, lie down or do anything for that matter. So what did I learn. Always keep a LZ within gliding distance, and never follow a hang glider. Also, when you make a decision to land,



# WORLD PARAGLIDING TEAM FUND RAISING

Chris Muller and Bernard Winkelmann of Alberta are organizing a fundraiser for the World Paragliding Team. As they hope to be members of the team (after 1st & 6th places at the US PG Nationals), they felt that they should start trying to raise funds to assist the team before its too late. Expenses going to Spain are quite high and there is traditionally little support from the HPAC (usually \$100 per pilot). Therefore its up to team members to do some fund raising.

With the assistance of Alberta member, Bill Woloshyniuk, a run of Canadian Paragliding Team T-shirts is on order. Provincial delegates are asked to assist by placing an advertisement in provincial newsletters so that sales are good. Any other suggestions for fund raising would be much appreciated. All profits are going to the team.

It should be recommended to all team members to assist with fund raising so that all the work is not left to a few members. Support from Provincial representatives would be appreciated.

Its a huge expensive representing Canada at World Championships. You can talk to Chris or Bernard if you have any ideas and all input on getting a solid Canadian Team to the World's would be more than welcome.

Cost will be \$25.00 per shirt + \$3 postage. On an order of 10 shirts the price goes down to \$20 per shirt & \$5 postage for the parcel. Sizes S;M;L;XL & 2XL.

Shirts will be available by the end of January, 1997

Chris (403) 932 6760 or  
Bernard (403) 249 6763



\*\*\*\*\* ORDER YOURS NOW and \*\*\*\*\*  
SUPPORT THE CANADIAN PG TEAM

stick with that decision. And if you hit lift on the way, ignore it, unless it's 500ft/min. I didn't and that's why I got hurt. One minute I had 100ft/min. up, the next it was 600 down.

I think that I made a major mistake at the U.S. nats this year. One day I didn't launch until after the tarp was already open. It wasn't a case of the conditions being poor, just bad timing. People were not sinking out before the tarp was open, so I had no reason to be on the ground when I was. It didn't affect the final outcome of the meet, but it definitely could have. It might have made the difference between 6th and 10th.

**Memorable Flights:** I suppose any flight where I didn't land in the designated landing field was memorable. I can remember most details of all my XC flights as I've only had 15 or so, half of those were in the U.S. nats. Being 6th at U.S. nationals was a great thrill. Going into the meet, I figured that I would be happy being second last. At least then I could say that I beat someone!

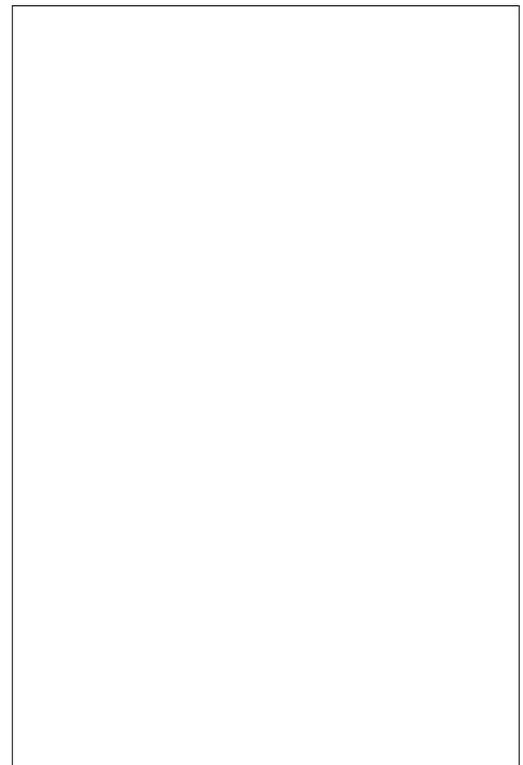
The first flight I ever had on my Zen would probably be the most memorable. I went 40 km, got to 12000ft at which point my fingers were turning white. I came down from 4000 ft. above the ground because I still wanted dexterity in my fingers.

Next would definitely have to be the flight I had in Saskatchewan off tow. I was first to goal on the second day of the Canadian Hang Gliding Nationals. That was a neat experience. I learned many new things that day. Flying far and well was my downfall (ironic isn't it). It was very neat flying high above the super flat ground, some people don't believe me, but you could actually see the curvature of the earth from 10000 ft. The best part of the flight, was saying over the radio that I was 10 km from goal, at 7000 ft. and on final. Meanwhile, you could hear over the radio, "80 lbs. go to cruise, accelerate!" I went 50 miles that day, and came down to land at the goal.

The Lakeside event is probably the most fun meet that I have ever been to. Everyone was there to have fun, not to compete! There's betting and everything. There is also better prize money than the U.S. Paragliding nationals. I think that if everyone can, they should put it on their agenda for meets to attend.

As far as flying that I enjoyed. I would probably have to say, the U.S. nationals. Not because I did well, but because

I learned so much. I like flying when there is a challenge. I am looking forward to the worlds next July in Spain.



Mia Schokker flying at 5,000 ft at Mount Woodside in Fall convergence lift.

# Lower Standards?

In the mid 80's a student Hang Glider pilot in the Fraser Valley was taking a high flight. My recollection of this flight is that this was not his first flight but I do remember it was his last.

It is a sobering experience to go to a cold damp Transport Canada hanger and inspect the wreckage of a fellow pilot's glider. Surrounded with the ghosts of other air disaster it was graphically obvious what had happened that day. On an earlier flight the student had damaged his base tube to the extent it had to be replaced. Unable to obtain the correct length of tubing the student with help from his friends chose to cut out the broken section and over sleeve the damaged area. To fasten the parts together he chose to use aluminum pop-rivets.

Without seeking any further advise on the repair the student went flying. At some point during the flight, with the base tube under the tension of normal flight loads, the aluminum rivets started to shear off. By looking at the wreckage it was clear the student knew what was happening. Both down tube had unusual curves in them. Not forward like you would expect from a bad crash, but inward. Inward because the base tube had disconnected and the pilot was making a desperate attempt to physically hold his glider together. Unfortunately forces became too great and now he's dead. This student did not have a reserve parachute, not having a chute, took away his "last" chance. Not having a chute represented an attitude of the times, an attitude that cost him his life.

At the 1996 HPAC/ACVL AGM, the Board of Directors voted that it is no longer required for Paragliding Instructors to provide their students with reserve parachutes during early high flights.

The proponents of this motion indicated that statistically there existed a higher risk of injury to a student if a reserve was used. The argument is correct, but it can also be found to be misleading. Instructors that just stick a reserve chute on a student to comply with a standard do create the risk (supporting the statistic). I question whether or not the statistic would exist if the Instructor provided a proper education in the use of a reserve.

Other arguments to support the proponent's position included, students fly in calm conditions, training canopies are inherently stable and students remain under the instructor's supervision at all times.

How many times have you witnessed or heard of instructors that let their students fly in

conditions that were less than desirable? On gliders that may not have been as stable as one may have desired? Students that didn't precisely follow the directions of their instructor, or students that went flying without their instructor's supervision? If you haven't, just spend one day at your local training hill.

If we look at the basic principles that apply to a emergency reserve parachute, few could argue against the benefits. In a bad situation it represents the last chance. Properly managing this safety system represents little if any inconvenience to a pilot who carries one. So why do the HPAC/ACVL directors feel they no longer need to incorporate this risk management tool into instructional standards?

Paragliders, like Hang Gliders have improved substantially in the past 10 years. Modern trainers are extremely safe to fly. Perhaps these improvements have created a dangerous false sense of security. Whether it is tubes, cables and dacron or webbing, lines and ripstop, both remain aircraft. As aircraft, there will always be risk.

Now that the HPAC/ACVL has decided that a reserve is no longer a necessary aspect of a students education, I would like to know, when does the HPAC/ACVL think these students will need to fly with a reserve? We now appear to be teaching them it's OK some of the time. Is it now OK to fly without a reserve when they are on their own? Only when its calm? Only when their instructor is watching? When there fellow pilots don't bother? Since we have taught them its occasionally OK to fly without a reserve, who is going to say their sorry the day a student chooses to fly without one and dies.

Accidents manifest themselves in many ways. They can be the result of one catastrophic moment or the accumulation of many smaller, apparently insignificant errors and or events. Just like the use of a safe glider, proper boots, back protector, helmet and good instruction a reserve parachute represents preparedness and an appreciation for the inherent risks that flight entails.

I can agree with paragliding instructors that tossing a reserve in a paraglider is a complicated and risky business, much more so than in a Hang Glider. This only enforces the need to improve the training procedures. It does not negate the necessity to carry a reserve at altitudes where the risk exists. Calm conditions, stable canopies and good instructors do not eliminate the risk.

Could there be other reasons the HPAC/ACVL has lowered the standards? Could it be that providing a reserve chute burdens the instructor with too great of a financial cost (what price do these instructors place on their students)? Are the instructors not willing to provide their students an adequate education on the proper use of a reserve? Do HPAC/ACVL certified instructors not believe that they owe the public the best available protection?

This policy has made me aware of many respected members of the paragliding certified instructors community that apparently are willing to compromise the safety of their students. Because of this policy I will be rethinking whether or not I will be recommending an HPAC/ACVL certified instructor in future. Instructors who will not make the financial commitment of providing a reserve and proper education on how to use that reserve are probably not taking the time to provide good safe instruction that includes the education of the risks involved. Perhaps, being HPAC/ACVL certified no longer represents a high enough standard.

I see nothing wrong with the HPAC/ACVL having "high" standards for certification. Requiring a reserve parachute for students at altitude is not a standard that should be compromised. It requires a commitment from the instructor, but it also fulfils the HPAC/ACVL obligation of responsibly establishing standards as a "self governing body". Teaching a student from the very beginning that a reserve parachute system is a fundamental aspect of their education should be the direction the HPAC/ACVL should be taking. When this student becomes an independent pilot, sooner or later they will find themselves in situations where the chute may be the key to their survival. Teaching the correct attitude will save lives.

I have flown with a reserve for more than 20 years and I have never used it. It comes out of its container twice a year (just for repack). For those 20 years was it a waste of money? I don't think so. In those 20 years I personally witnessed 5 lives saved by reserves (and know of many more, including paraglider saves). Maybe our equipment has become so safe that we have become complacent in our attitudes toward the need to carry a reserve chute. Becoming complacent in any form of aviation is a formula for disaster.

I ask that the HPAC/ACVL directors reflect on their decision to compromise the instructor standards and reverse this decision. I hope the individuals who have promoted this change in policy are willing to personally accept their responsibility. I hope they never have to explain their position at a coroners inquiry. ✉

## RESTRUCTURING THE HPAC/ACVL

### Some personal thoughts by Barry Bateman

If you have read the HPAC/ACVL AGM minutes you will have noticed that the following motion was made and carried;

#### Motion:

To appoint Kevin Thomson as Committee Chairperson to investigate the feasibility of changing the HPAC/ACVL from a Provincial to a Club structure with direct National Membership.

Proposed by Ron Bennett, sec. by Bruce Busby  
**CARRIED** (Kevin to try to complete within a six month time frame)

What this means in plain language is that the voting structure of the HPAC is going to change.

Now I guess most of you do not give a hoot about the 'politics' of your national association, but the results of this restructuring will determine who gets to vote (and therefore who make the decisions), and more importantly for most of you, how will you be able to influence this decision making process?

At the moment the HPAC/ACVL is made up of a Board of Directors which consist of two representatives from each of the seven Provincial associations plus the HPAC/ACVL President, Vice President and Treasurer, each of whom has voting rights. This came about because in the 'early days' the Federal Government wanted to deal with only one body so the Provincial associations formed the HGAC.

As time progressed the HPAC/ACVL took on more responsibility for its programs like, National Membership, Instructors certification, the rating system, and more recently by the formation of HPAC/ACVL administration office and administrator's position to solve the problem of inconsistent services throughout the country.

✍️ My local club has a policy that requires reserve chutes must be worn by all pilots flying at our club sites. We have this policy because of the student pilot that I introduced to you in the beginning of this letter.

Fly safe, Martin Henry

*(Ed: Most of the voting directors at the AGM's are relatively new to the HPAC BOD and do not fully understand the reasoning behind previous motions. The Committee Directors on the other hand tend to have held their positions for much longer but unfortunately they cannot vote! This is why votes like this one and the PG rating get passed!)*

The ironic part is that most of these programs were developed by HPAC/ACVL committee chairman but... because of the structure of the HPAC/ACVL, they cannot vote on the recommendation that they make.

On the other hand, the Provincial directors (who can vote) were voted in to their positions by their provincial members to work for them at the Provincial level. Consequently, most of the HPAC/ACVL board of directors do not have the time to devote their energies into both the Provincial and National associations so, unfortunately, the Provincial associations duties take precedence. Which is as it should be.

The trouble is that the BOD are not in touch with the day to day running of the HPAC to the point they should be, and more importantly, there is a definite conflict of interest.

For example, when Ron Bennett asked the BOD in 1995 if they should increase the provincial membership fees by \$7 by diverting the money from the HPAC/ACVL's fees and therefore creating a \$7 per (individual) member deficit to the HPAC/ACVL's accounts, which hat were the BOD wearing when they voted yes? See the problem!

So who should have a say in the running of the HPAC/ACVL? The Committee chairman? The Provincial Directors? The Clubs? The individual members?

Ron has proposed that it should be the club level. The reasoning behind this is that representation from the club level would more accurately reflect the wishes of the members. Although I agree with this in principle there are some logistical problems. Firstly there is the disproportionate number of members in each club, although SAC (who runs its association this way) solves this problem with a minimum number of votes per club, plus x number of votes per member. But the biggest problem stems from the fact that at the moment the HPAC/ACVL covers the cost of **one** provincial director to attend the AGM. If we move to a club structure then how many clubs (and therefore how many delegates) would there be, and who is going to pay for them to attend the AGM?

A few years ago I made the proposal that the structure be changed so that **each** Committee member be given a vote and **one** Provincial Director be allowed to vote. That would total about the same number of voting delegates that we have now, which in my mind, is a good working number. My reasoning behind this was that the Committee Chairman have the closest contact with the running of the HPAC/ACVL and therefore should have a say in its decision making process and that the provin-

cial directors in turn would reflect the wishes of its members and therefore give a more balanced vote. The trouble with this in hindsight is that we still have the 'conflict of interest' situation. Plus there is also the problem that in some provinces the members are dissatisfied with their provincial association and try to form a separate provincial association. In this case are the provincial associations truly representing their members?

After the AGM was over this year, a few of the directors were standing around discussing this problem and out of this came the following suggestion.

That the country be divided into zones (alla the USHGA) and each of these zone would have one vote. As well as this, each committee member would be allowed to vote. If the number of zones were kept between 7 and 10 and the number of committee chairman kept to a similar number then we would have a voting BOD who have the HPAC/ACVL's interest at heart **and** the individual members. We would of course still have the votes of the President, Vice President and treasurer.

With this setup, we would have a workable number of directors who would (hopefully) have everybody's interest at heart. I think this way we would have a more progressive national association which will be able to move forward with the times and without a lot of "teeth pulling"! One thing that's certain, the present structure of the HPAC/ACVL has got to change

I personally think 6 months is pushing it to instigate changes of this magnitude as the results will have far reaching consequences. What I would like to see is Kevin present a working solution to the HPAC/ACVL 1997 AGM that is acceptable for all concerned.

The above is my feelings on the situation, not the HPAC/ACVL's. This is a subject that is very dear to me as having been in the position of the administrator and being involved with the HPAC/ACVL for over 10 years I feel that the time has long since passed for this change.

Kevin Thomson is the committee chairman who has been delegated to look into the feasibility of a new structure. Everybody's input needed, for this is probably the biggest change this association will ever see. Be a part of that change and let your feelings be known. Either write to the 'Airmail' section of the AIR or in confidence to Kevin.

I may be out of the country but you can rest assure that I will be keeping a close eye on the situation.

Barry Bateman

# Let your computer do the talking!

Reprinted with permission from the BHPA magazine "Skywings"

*Ever wondered how you actually do this much-vaunted unloading and downloading business with a GPS? Steve Uzochukwu explains*

The GPS has become very popular since we saw the first units in the hands of competition pilots a couple of years ago. The masses were first able to get hold of this technology last year when Garmin introduced the GPS 40 and 45 models. The two have the same software and only differ on two points: the 45 has an external antenna and a much larger range of external voltage supply. For these reasons I bought a 45, the BNC connection to the aerial making it very easy to extend it to the outside of a car.

## Why bother?

Waypoints have to be entered in to the GPS using the keypad which, whilst simple, is slow. With a PC interface kit you can enter or edit waypoints from your keyboard with greater ease and speed. There is also a risk that somebody could clear your GPS of all waypoints and setup by doing a power-on reset. With the PC interface kit you've always got a backup. It is now possible to get all the tumpoints for some comps from the Internet in text form. These can be placed in a file and uploaded direct to the GPS before you leave home. It's great to be able to avoid that frantic GPS programming that takes places on the first day of any competition. It's also great after a good cross-country flight to get the track (your 'snail trail' over the ground) out of the GPS to examine in greater detail on a big screen, then to file it away to refer to in the future. Routes can also be set up and uploaded to the GPS as well, or dovmloaded from the GPS and filed away.

With all this in mind I asked local dealers how much a GPS-to-PC interface kit cost. The reply came back... £120! (Cdn\$250) It seemed the idea would have to go on hold, until a League pilot told me that at a comp in Spain Ron Richardson had downloaded all the turn-points for them in a bar for the price of a beer! Talking to Ron, it transpires that he can do the lead for the GPS and the software is available as shareware on the Internet. I resolved to get going and get my GPS talking to my PC. Similar programs exist for the Mac.

Hardware The GPS talks to the PC via the serial port, a plug on the back of the PC with either 9 or 25 pins in a D-shaped connector. These are known as 'COM something', where

the something is the number of the serial port. You'll need a lead to connect your PC's COM socket to the little socket on the back of the GPS under the rubber bung. This lead costs about \$29 from Garmin in the States; I'm not sure what Garmin's price is in European countries but you can get one from Davron, UK for £15. For the technically minded, you'll need to connect TX, RX and ground from your PC to the same on the GPS, not forgetting to cross over RX and TX! The Garmin manual has wiring details for the GPS end in the back. Usually, if you are using MS Windows, the mouse will be connected to COM 1. You will need to have another COM port free to use for the GPS link. If you're not using Windows or a mouse then connect to COM 1 if it is free. Connecting to COM1 or COM 2 has advantages; use either if free.

## Software

Get your anorak on, it's time to FTP! If you have Internet access you can download the software from a lot of places. On CompuServe or AOL the software can be found by going to the sailing forum and doing a file search, which will throw up several files to choose from. If you are using DOS the file to download is Gardown6 (it's freeware), but note that it will only work if your GPS is connected to COM 1 or COM 2. If you are using Windows then try Garlink (an unlimited licence for Garlink will cost you \$40 - about £27). Garmin64 is an earlier version of Garlink which is no longer supported. If you're not on either of these two services then try going to Peter Bennett's ftp site at <http://vancouver-webpages.com/peter/index> and downloading from there. All these files are zipped up (shrunk down) which means they will have to be unzipped before you can use them. You will need to use a program called PKunzip to do this, which can also be downloaded from the Internet. If you haven't got net access get an anorak who has to do this for you. It is worth scanning all programs from the net before you run them just in case a virus exists! Also do not use a file called PK300.Zip - it is a virus! Unzip the files and run the setup program if there is one.

## Let's go!

Plug up your GPS and run your program! Run Gardown by typing Gardown6 at the command prompt and it will give you a list of commands. The Windows programs will probably give you an error message unless you have connected your GPS to COM1, which is un-

likely unless you have no mouse. You'll need to configure the program to use the correct COM port and then restart it. The GPS will have to be set in the I/O menu for Garmin/Garmin protocol - this is the last line in the last page before you come back to the Satellite Strength page. Power up the GPS and press the 'quit' button and you'll be there.

## What if it doesn't work?

Check the leads and that the GPS is in the COM port you've told the PC it's in. In Windows check the hardware and software setting of your interrupts, and in DOS remember Gardown6 will only work if the GPS is plugged into COM1 or COM2. If you've got Windows one way of checking the connections is to go into the terminal program and setting up the COM port you've got the GPS plugged into to 4800 baud, 8 data bits, 1 stop bit, no parity and no handshaking. If you then set the Garmin to NONE/NMEA I/O setting it will be possible to see NMEA data incoming from the Garmin if you've got the connections right. Both Garlink and Garmin64 have very comprehensive help sections which explain all this. For this reason if you have Windows on your PC it makes sense to use it.

## Using the Windows-to-Garmin interface program

Fig. 1

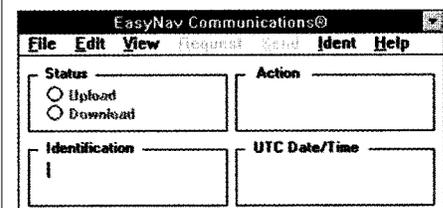
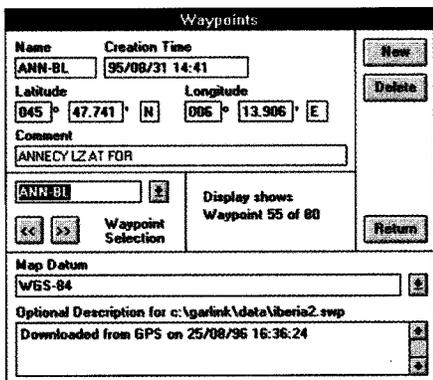


Fig. 1 shows the main screen of the Garlink program, the initial screen you see when you run the program. The first thing the program does is to identify the GPS; it is at this stage that any communication problems will be obvious. The Help files will give you detailed advice to get the GPS-to-PC interface going if you have problems. With the Request dialogue box it is possible to download from the GPS your waypoints, routes and tracks. The waypoints and routes may be edited (fig.2) and you can merge files of down-loaded waypoints or edit the same. For example, I've got waypoints from all over the world in my GPS. It makes sense to have only the UK ones when I'm in the

Fig. 2



UK, and to save all the foreign ones in files to upload just before I go away. I also have a backup copy of all my waypoints if the GPS is ever cleared. I've used the program to edit the Comment line in the Garmin - usually 20 characters long and containing the creation date for that waypoint. I've changed this to include a more detailed description than the six-letter name allows. You can also upload to the GPS using the Send menu.

It is possible to download and edit routes as well. Fig. 3 shows the route for a task flown in the Spanish Open at Piedrahita on the third day. Things become even better when you decide to download the tracks from your GPS. You can then cut and paste these tracks into a Windows based log book if you have one, or just retain the file on your PC to include your best flights. Fig. 4 shows the task flown in the Spanish Open round the town of Piedrahita, as detailed in the route shown in fig. 3. The task starts at Peña Negra take-off and ends at the landing field near the 'El Rubio' bar. This page took quite a while for the PC to work out; yours may initially appear to have crashed, but have patience!

**Using DOS-based interfaces**

Gardown6 is more basic. It will simply give you a list of waypoints, tracks or routes from your GPS. I chose to save these to file using redirection in DOS: `C:\anorak\garfnin>gardown6 wl > mylist.txt` This will get a list of all the waypoints in your Garmin and put them in a text file called mylist. Here is a sample with only the first three waypoints from my GPS:

Welcome to Gardown. This version will down all the Waypoints Track, Routes & Proximity WP held in the Garmin using port COM1 or COM2. It now unloads Waypoint, Routes Proximity WP from a text file. See readme. Pressing any key will return to DOS. Please email Bugs and comments to mike@anali.demon.co.uk

Gardown (c) MJ.Montgomery 1995 Ver 0.06beta 29/5/95

Fig. 3

W 001 N35 28.7597 W050 18.7601  
 Sun Apr 14 22:24:25 1996  
 14-APR-96 22:24  
 W 002 N51 46.8588 W002 59.4450  
 Sun May 05 12:15:16 1996  
 05-MAY-96 12:15 W 003  
 N51 44.1445 W002 14.4235  
 Sun Jun 16 12:52:48 1996  
 16-JUN-96 12:52

Gardown6 includes a help file explaining the format for waypoints from a GPS.

**Is it worth it?**

Yes! Both these programs allow you to download data from a Garmin GPS, manipulate it and upload it again. You may even type in waypoints on the PC, which is much quicker than entering them direct into the GPS. Keeping a backup of all your waypoints on your PC also makes sense, just in case 'somebody' resets your GPS completely. It also frees you from the maximum 250 waypoints, 20 routes or 768 point 'snail trail' points the Garmin allows. Garlink is very easy to use and will allow you to get more out of your GPS. You'll also be able to store away the tracks of those longer flights to analyse in greater detail later. It's possible to get software to lay your track over the ground on top of a map, but that's beyond the scope of this article.

I've found that the time spent away from the pressure of a competition looking at maps and entering data allows much more thorough checking and gives you a feel for the area. You'll end up with a much greater knowledge of your GPS unit, and this will pay you back in terms of easier use. Remember though, it's only an aid to flying, and not a substitute for good navigational skills.

Here's to good cross-country flying with easy navigation!

Steve Uzochukwu

Right: The Iccaro Speed Bar.  
 Now if we can just connect the control servo units to the GPS and the latest glide/climb varies....

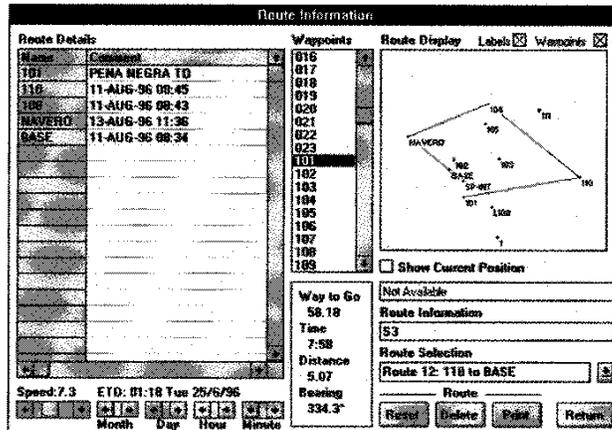
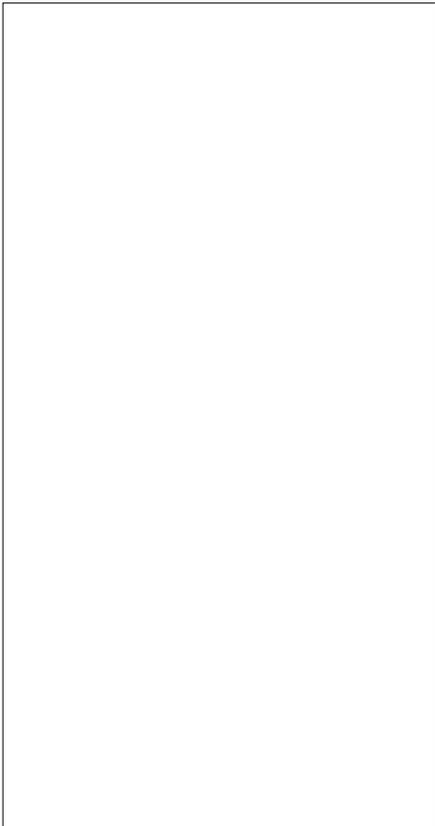
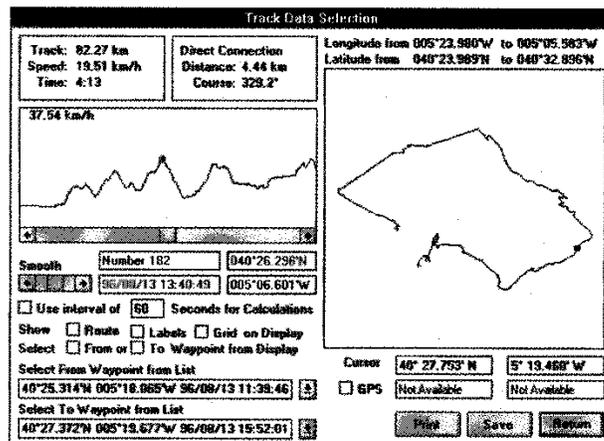


Fig. 4



# 1997 COMPETITION SCHEDULE

<u>DATE</u>	<u>PLACE</u>	<u>COMPETITION</u>
▲ ÿ Oct 1-Mar 31	Canada	<b>AIR PIRATES XC CHALLENGE</b> Points awarded for xc flights and ridge soaring, both endurance and number of sites soared. Contact Skirbatoni Daug (568) 3865667
▲ Dec 28-Jan 6	Australia	<b>HANG GLIDING NATIONALS</b> Hay, NSW. Entry fee A\$220 before 30 Nov, A\$260 after. Requirements: Tow endorsement and HGFA membership. Databack camera's are essential, GPS permitted. Minimum of 4 paid entries per team to secure a strip. Contact Western Victoria HG Club, c/o RMB236B, Trawalla, Vic 3373. or Meg Bailey (61) 014 678871 or Sandra Holtkamp (61) 053 492845
▲ Jan 4-12	NZ	<b>NEW ZEALAND NATIONALS</b> Nelson. Contact Stuart Karsten ph/fax 011-64-35-44-1182
▲ Jan 6-17	Australia	<b>BOGONG CUP</b> Bright, Victoria. Max 130 pilots. 30 places for International pilots till 31st October (1996 had 60 International pilots plus 10 unable to enter. This meet sells out!) Entry fee A\$185 A\$5000 minimum cash/prize pool. Send entry fee to; Bogong Cup Registration, c/o PO Box 308, Bright 3741, Victoria, Australia. Enquiries from; Steve Stricek, tel 011-61-57-551 503 (Eastern Oz time, 6-10 pm only) Accommodation enquiries at; Mt Beauty Info Centre, 011-61-57-541 267 (work hrs)
ÿ Jan 12-18	Australia	<b>PARAGLIDING FLATLANDS</b> Forbes, NSW. Contact Michael Spratt (61) 2359023
▲ Jan 20-Feb 1	Australia	<b>FORBES FLATLANDS (1997 PRE WORLD CHAMPIONSHIPS)</b> Forbes, Australia. Teams comprise of 4 pilots who are required to provide their own towing system. Entry is open to all active FAI member nations who may send a maximum of 8 team members. Individual places are available after 31st August. Maximum of 240 pilots. Entrants require; HGFA membership A\$45, pilot rating equivalent to IPPI Level 5, FAI sporting licence, certified glider, 35mm data back camera. Entry fee A\$300 (A\$100 for team manager) 30th November is final day for registering and paying entry fee. Contact JC Hauchecorne or the HPAC administration office or; '97 Flatlands, PO Box 950, Nerang, Qld 4211, Australia. Tel 011-61-7-5596 3600, fax 011-61-7-5596 4394 info at <a href="http://www.ozemail.com.au/~zupy/index.html">http://www.ozemail.com.au/~zupy/index.html</a>
▲ April	BC	<b>FRASER VALLEY XC SERIES</b> To be hosted by West Coast Soaring Club
▲ May	BC	<b>CLUB CUP</b> To be hosted by West Coast Soaring Club
▲ June 29-July 5	BC	<b>CANADIAN NATIONALS (HG)</b> Sun Peaks, NE of Kamloops. Contact Ian McArthur (250) 8280174
ÿ July 13-25	SPAIN	<b>WORLD PARAGLIDING CHAMPIONSHIPS</b> Spain. Team size = 5+2females. Entry fee +/- Cdn\$675. Should hold Advanced rating (IPPI V) Team selection by 2 year points standing = 1994 standings) Contact JC Hauchecorne ((403) 241 3129 or Chris and Vincene Muller (403) 932 6760
ÿ Aug 2-4	BC	<b>CANADIAN NATIONALS (PG)</b> Golden. Organised by the Cochrane Club. The '96 Nats had 110 registered with 40+ on there way. Contact Randy Parkin or Vincene Muller (403) 932 6760
▲ Aug 2-4	BC	<b>WESTERN CANADIAN CHAMPIONSHIP</b> Golden, BC Entry: \$30 Contact: Doug Keller (403) 293 4008 email: <a href="mailto:skyward@cadvision.com">skyward@cadvision.com</a>

▲ = 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.

## CANADIAN PARAGLIDING WORLD TEAM

In 1997 the Paragliding World Championships will take place in Spain from 13th - 25th July. Various pilots have already shown interest in being on the Canadian Team so a call is being put out for all those pilots who are interested to contact..... now that's a good question. JC Hauchecorne, HPAC/ACVL competition director has been to busy doing his own thing to do much for the HPAC/ACVL which is why I guess we haven't seen a competition points standing for a couple of years. Perhaps the best thing to do is contact the Competition director via the HPAC/ACVL office AND notify Chris and Vincene Muller.

Michael Potter has expressed interest in going as Team manager and the following pilots have shown interest in being on the Canadian Team; Chris Muller, Bernard Winkelmann, Bernadette Younk, Glenn Derouin, Peter MacLaren, Eric Oddy, Keith MacCullough, Dan Curylo, Denis Bigeault, and Kevin Alexander.

Stewart Midwinter will be representing CIVL as a Steward at the competition and is receiving information directly from the organizers. As he attended the last CIVL Meeting he is aware of the discussion regarding the competition (Stewart also is fluent in Spanish). Should the team size be changed from what was suggested last March, Stewart will probably be notified first.

Unlike the Canadian Hang Gliding team which although once strong has been lately suffering from stagnation and lack of direction, let's send a strong Paragliding Team and make the rest of the World sit up and take notice.

So far there is 150 entries for the Pre-world Competition in Forbes, Australia. If anybody is interested in entering, they should fax the Meet Director on +61 755 964 394, and he can fax back an entry form. For general information about the competition look for <http://www.ozemail.com.au/~zupy/index.html>. The entry fee is AUD\$300 and you need to have at least visiting pilot insurance.

## Look before you Call

**Please guy's do your administrator a favor!**

So many times I answer the phone to have someone ask me a question that they could have found the answer to if they had just bothered to looked. I don't mind helping out poeple, but when I get calls like "when's the next dealine" and then they ramble on for the next 15 minutes about 'the great flight they just had', when they could have *just looked in the AIR for them*, the time starts to add up.

Charles is going to be filling in for me and I can assure you that he will not have the time to answer these type of questions. If you require answers to questions *that you cannot find*, then by all means call, but just don't be lazy and bother Charles for answers you could find elsewhere.

Barry Bateman  
(ps: Sorry, I have to fill these spaces up with something!)

**For Sale**

**BRITISH COLUMBIA**

**Selling my Entire Package**

**Wills Wing HP AT 158** \$2200  
**Sport Keller Harness** with emergency chute \$375  
**Integral Full Face Helmet** (one season old, (M)) \$175  
**APCO Activa 28** (excellent beginner/intermediate) \$900  
**APCO Harness** (One season old (PG)) \$200  
**AVTEK vario** \$40  
**Western Canadian Site Guide** \$10  
 Contact Rafe at; tel (604) 736 8523  
 pgr (604) 643 0662

**Hang Gliders**

**167 Euro Sport**  
 Mold stains on sail. \$1250  
**Bell Helmet** \$35  
 I also have used wheels, bar mitts and various as well as a used sail and glider bag for a 167 Euro Sport plus many frame parts for this glider. Call George at (604) 574 7121

**Super Sport 163**

Low airtime and in great condition. Red and white sail, flies well and lands like a dream. Perfect for beginner to intermediate. \$2200 obo 20.5 ft PVC tube. Perfect for outside glider storage. 12" diameter, fits all gliders \$120 Call John at (604) 591 2550

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with short downtubes. (2 spares) and custom folding basetube. New luff lines and cross country bag. Good condition \$2800 obo

**1996 Wills Wing 155XC**

Low hours, complete with winglets and XC bag. No GST or PST. Like new \$4750 obo Call Martin or Mia at (604) 854 5950

**BLACKHAWK harness**

4/5 years old. Suit somebody 5' 8" tall. Excellent condition. \$350 Call Marcel at (604) 854 1454

**144 Klassic**

Flown one season, with winglets Call Michael at (604) 785 4461

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1994. Less than 5 hours, with floats. Immaculate \$2500 Call Shane at (604) 372 8453

**220 Dream**

Good condition. New side wires. \$1200 Call Rik at (604) 891 0909

**Apco Jetstream (Pod) Harness**

Teal/Yellow with side mounting for chute -for approx. 5'7" - 5'10" tall. New 1993, Used 1 hour. Like new. \$575.00 OBO

**H.E.S. 20 Gore chute**

new in 1993. Excellent shape. \$500.00 OBO  
 Call Andre at (604) 386 1338

**Moyes Extreme Harness**

Suit pilot 5' 10" tall of average build 1 yr old. \$850

**High Energy Reserve Chute**

20 gore. 2 yrs old. \$550

**Mk IV Vision 17m**

Good condition. \$1600

**Moyes Pod Harness**

Suit somebody around 5' 10" \$350

**Moyes Mars 150**

Excellent condition. Less than 2 hours airtime. \$2100  
 Contact Brett at (604) 421 0130

**A Rare Find...**

**Wills Wing HP AT 145**

In excellent condition. Fly's beautifully and still holds its own against the newcomers. A classic in its own right. Leaving country so must reluctantly sell. Looking for good home. Offers around \$2300  
 Barry (604) 888 5658

**Paragliders**

**Edel Quantum L (90-110kg)**

Purple. Virtually new with only eight flights on it. Comes with Hero 96 harness and RSII 35m2 reserve. \$3250 Can. No taxes. Selling due to injury.

**Airwave Reggae M (75-95kg), purple.**

In excellent condition, no tears or repairs. Excellent first wing, easy to launch, solid, great performance. \$2000 Cdn. (604) 765-2359

**ALBERTA**

**Wills Wing 167 Sport \$1250**

**Cocoon harness \$50**  
**Parachute**, deployment bag, pouch \$300

**Aircotec Piccolo \$350**

Call Jim at (403) 467 5111

**Stolen**

**From:** A newly arrived UK pilot.

**Where:** Stanley Park, Vancouver, BC

**When:** Saturday (am) 10th Aug 1996

**What:** 1986 Silver Toyota Mini Van. Lic# HDX 306 (Vehicle was fully loaded up ready for a 2 week camping trip).

**Items Stolen:**

1995 Solar Wings **SCANDAL** 13.6m Lilac L/E, Lilac D/S, Blue front D/S wedge. This glider was in a **breakdown configuration** as it had only just been picked up from the Airport! (It is possible it may be offered for sale this way); **CRUISE** Harness (dark blue) with a **WINDHAVEN** parachute; **SKYLARK** vario (blue); **SKYWATCH** (yellow). Also stolen was clothing, Camping equipment etc. If offered any of these items contact the police (incident #96214038) or Nick Collins in Courtenay, BC (604) 334 4990

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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

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

# THE FUTURA

*The New Performance Glider from APCO  
Fully ACPULS certified in all sizes - 27; 28; 30 & 32*

## THE APCO FUTURA

*A pilot review by Bernard Winkelmann*

Well guys, its time for another report of a newly test flown glider by yours truly. Hot out of the APCO factory comes the newest high performance canopy, the FUTURA. This glider is slated to replace the niche now left by the discontinued and very successful XTRA. Some of you out there may have already been given the privilege of seeing a ZEN in action, but I know that none of you have seen the FUTURA. This glider is somewhat of a cross between the ZEN and the SENTRA. Basically, what APCO has done, is put the handling and the amazing stability of the SENTRA into a glider that has the same sail cut as the Zen. Now, it is not quite as high aspect, nor are the tips as raked toward the rear, but the essence of ZEN can be completely appreciated. The FUTURA has completed certification and it is rated Performance by ACPUL. This safety also comes with the incredible performance of its big brother, the ZEN.

Today I was give the privilege of flying the FUTURA 30. The glider was recently unveiled at the festival in St. Hilaire, France.

One thing that I can't get over about this glider is how absolutely stable it is. Pulling in big ears proved to be much more difficult than I am used to. But this just goes to show how tip stable this glider is. I managed to pull some asymmetrics where I put absolutely no brake input into recovery whatsoever, and the glider just popped out after maybe a 45 degree turn. It almost got boring, the collapses did not last very long at all. To make things a little more fun, I held the a-riser for as long as I could, but the glider, wanting to reinflate so badly, nearly ripped the A-riser out of my hand! This is the most stable glider I have ever flown. It is comparable, if not better than some of the brick-like stable beginner gliders that everyone should have learned to fly on. Just a little note: You know how most gliders reinflate after a collapse by first inflating the center cells and then on outward? Well, this glider, if you ever get the chance to pump the brake,

reinflates all at once! I'm not joking here, I've never seen anything like it before, but seeing is believing.

As with all APCO gliders, you get the finest cloth money can buy as well as a three year 250 hour warranty that to my knowledge is unmatched in the industry. The lines on this glider are cascaded similarly to those on the ZEN. The lines are connected to the glider using the completely successful low drag hookup points first pioneered on the XTRA. The makeup is 3 A-lines, 3 B-lines, and 3 C-lines. As you have probably already guessed there are only 3 risers on each side. This is due to the fact that this wing is fairly high aspect, but not quite as high aspect as the "Chopstick" wings of the competition class. Also, it has inherited the thickness of the SENTRA. Some people were calling this glider the baby ZEN. By no means is this a baby. It has gotten a nickname already here in Cochrane..... and I quote "FAT ZEN", or "CHUBBY ZEN". Like the ZEN, the FUTURA has some of the outboard cells closed, although not quite as many. Another aspect which is ZEN like is the 2:1 reduction pull on the stabilizer line. This, to my knowledge aids in flattening the turn. Like the SENTRA and ZEN, APCO has incorporated the diagonal ribs in the FUTURA. This seems to be the new trend in increasing performance without sacrificing any stability or safety. The goal of APCO has always been a priority in safety with performance secondary. But as with the ZEN, APCO managed to bring both together. The sink rate is comparable to the ZEN's and of course shows this by sitting even above a Falcon in ridge lift.



Well there is more good news about the FUTURA, especially for those who have complained about the handling of the ZEN. (personally, I don't know what you are talking about.) But anyway, the handling is incredible, it turns fast and really flat.

Better yet, take a FUTURA for a testflight.

*Contact us for more information:*

*Muller Hang Gliding & Paragliding Ltd.  
Box 2, Site 13, RR#2  
Cochrane, AB, TOL OWO  
ph/fax (403) 932-6760, email: mullerhg@cadvision.com*

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