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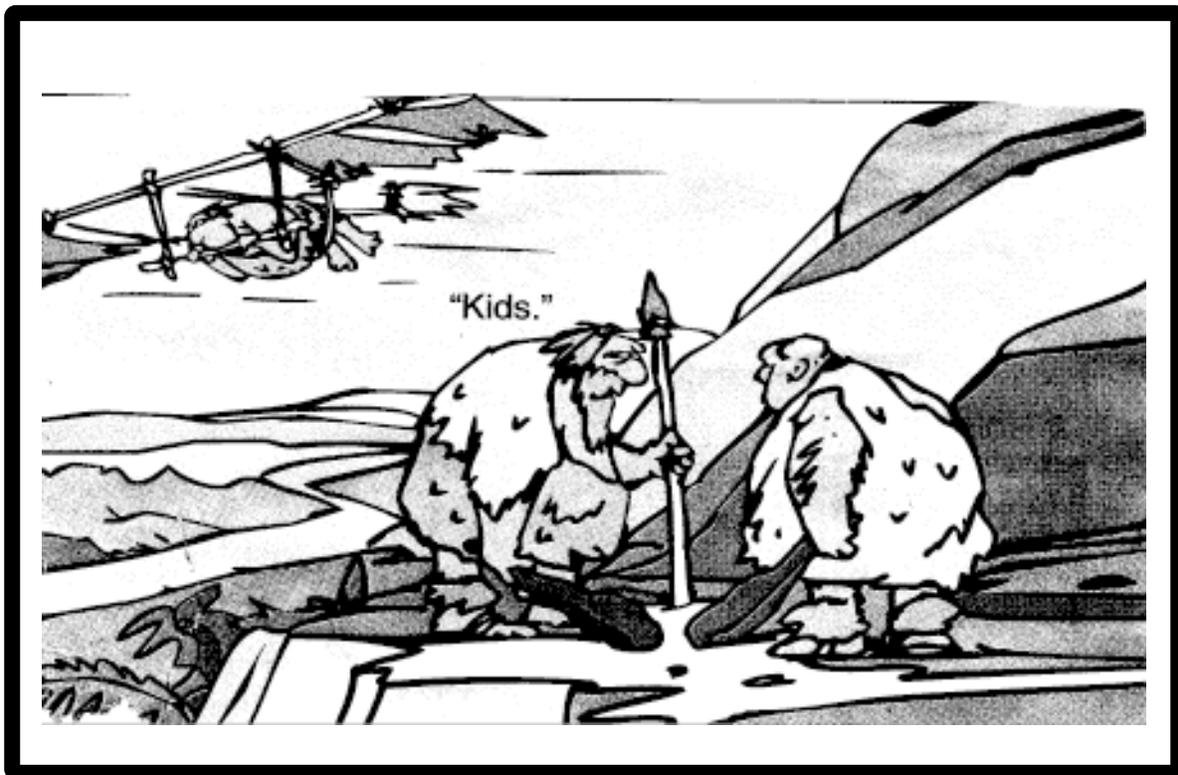
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From the Editor

Chantal Tranchemontagne

What's up kids? Apparently a lot of you.

Wondering why AIR is so late? We wanted to include a report from the annual general meeting held in late February so we held it off until now.

In this issue, reports from the various competitions give a clear indication of how fun and flying go hand in hand. A special congratulations to all those who participated in the World Championships, both paragliding and hang gliding.

Take a look at the much talked about Yamaska story written by Andre Gallant. Although I promised time and time again to write this story, I finally decided, for lack of time and other pertinent reasons to ask a local flyer to write it. Hopefully it will entice you to come and check out the great flying in this area. Besides, if the weather is anything like last year, this might be THE spot to fly.

On a sad note, Philippe Thibodeau, a pilot from Mont Saint Anne died in a paragliding accident in Mexico. At this time, we have no confirmed reports of the cause or reasons for this unfortunate happening. I'd like to send our condolences to Philippe's family and friends on behalf of all HPAC members.

On a happier note for the sport, did everyone check out the last issue of Equinox magazine? The feature story on Will Gadd talks a little bit about his paragliding feats and his bird-like ways.

Speaking of Equinox, most of you now know that I am a graduate journalism student at Concordia University, here in Montreal. I just finished an internship at Equinox and am pleased to announce that their summer issue will have two articles featuring non-motorized air sports. I'll be writing an article for the Canada Outside section- a column-like, first person experience

story. This is just one more sign that the world is waking up to exciting sports that take place high above the ground. The issue is scheduled to come out this summer so pick up a copy and support your humble AIR editor as well as your favourite sport.

So with everyone gearing up for spring flying I want to send out a friendly reminder to play safe. Let's make this an accident free summer and also one to remember.

And remember, no matter how much time you spend flying, there's always a few minutes to jot down some words about your great flight for your favourite flying publication.

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Have fun (and don't forget to share it with others!)

A season of flying

Bernard Winkelmann

My season started in California this year. A group of 4 students and myself ventured to Marshall Peak in Southern California in the middle of January for a thermalling course. To say the least, it was a learning experience for all of us. For me, I learned how difficult it is to run a course on my own. For the students, this provided some valuable experience in light to moderate conditions and helped them push their flying envelope. My hope is that each learned as much as I did and that they were satisfied with the end result.

I then returned to Calgary for one day to say good-bye to friends and family. I was venturing away from home for six months. I left with my paraglider, CD player, some clothing and a plane ticket. I had a small plan, but nothing definitive. To be honest, I had no idea what I was doing.

Upon arrival in Israel, after a long stop over in London, I proceeded to over shoot my target. Somehow, I ended up in Haifa, about 90 km north of Ceasarea. Ceasarea is where the APCO factory is located. It is a beautiful area where the most prominent people (people with money) live in Israel. This is where there is an old aqueduct that rises out of the sand of the beach. It is from ancient times and was built by the Romans.

I spent nearly two months getting aquatinted with my new surroundings. The culture shock for me was immense. No point in getting into details, but I would have to say that I could never spend more than a month in Israel again. My job at the factory consisted of making speed bars and spreader bars, test flying new production gliders (the first batch of Allegras came out about a month after my arrival), and of course inflating all the gliders. Once Anatoly realized my education, my job moved into the office. I spent time updating the web site, proofing all literature that was

going out for publication and when his personal secretary was sick, I was his secretary. I think that was the most valuable experience of the whole journey. I saw a real businessman in action. It gave me insight into what to do and what not to do.

Well this story is getting off base, so I will get back to the flying. Israel is a beautiful place to fly. The mountain in the east near the Sea of Galilee, called Mevo Hama is one of the best places to fly. The sunsets there are amazing but the beauty is not without its hazards. Between take off and landing is a minefield as the land used to be part of Syria. A kilometer behind launch is the Syrian boarder where you will be shot down. There is therefore not much cross-country potential and no screwing around.

The mountain in the east near the Sea of Galilee, called Mevo Hama is one of the best places to fly.

I also got to fly at a place called Gilboa. The landing field has the sweetest grapefruits that you will ever taste, provided you are there in season. It is a beautiful east-facing site. I managed one cross-country flight, albeit a little short due to the backward-blowing sea breeze out of the west.

By far the coolest flying experience was flying on the beach at Netanya. This is where you get to soar over the hotel and the other buildings. There is nothing like looking in on people in the hotel and scaring them - they are not expecting you. Another great thing about this place is that if the conditions are right, which they always seem to be, you can fly nearly 15 km at full speed bar from one end of the ridge to the other. That was my first cross-country flight of the season.

It was really cool to find out how the paragliding industry works. Understanding design and innovation was an eye opening experience. While I was there, I met Ernst Strobl of UP and Airera fame. He was looking for some investment into to his company Also, some of the photos that are in this year's catalog are from his photographic sessions at the beach and near the Dead Sea.

This first competition of the year was in northern Italy near Como. It is a great place to fly. Although we spent a lot of time dodging rain storms and flying near very black clouds, we still got 4 rounds off which is really good for April. This was by far the most organized meet I have ever been to. We were literally spoiled. Free diners nearly every night. One evening, we had dinner at a 5 star restaurant, with as much wine as you could drink and a 5 course meal. There is nothing like Italian food in Italy.

The highlight of this meet was the private slide show Othar Lawrence (USA), Andrew Smith (RSA) and I got from Robbie Whittall. We were told what REALLY happened in situations that you could only read about in XC magazine. Some of the photos he had were absolutely amazing. One series that sticks with me is where Robbie sinks out and the others are forced to land where he does. They are 6 days from any town - in the sticks. They land at the base of a mountain.

While taking their first steps, Robbie snaps a photo. Some 8 hours later, Robbie snapped another photo. The mountain in the background looks just as big as it did in the first photo even though they had been walking for 8 hours. It made me realize how small I am.

After this PWC in Italy I returned to Israel. The rest of my summer will be in the next issue just in time to get you mouths salivating for the new spring season.

Anybody's meet?

1999 Canadian National Hang Gliding Cross Country Championship

Ayn Lexi - Photos by Lexi Photography

With a launch 1,385 meters above the main LZ at Whitecroft, incredible thermal activity and impressive cross-country potential of over 100 km, Sun Peaks Resort promised excellent conditions for a national competition. This site, located at Kamloops, British Columbia hosted the 1999 Canadian National Hang Gliding Championships for the third consecutive year, and with two of Canada's top pilots attending the World's Competition in Italy, it was anyone's meet.

A competitor survey suggested last year's winner, Geoff Dossetor from New Zealand, flying an Airbourne Shark, would be difficult to unseat. But top Canadian pilot Martin Dennis, from Vancouver, B.C., would also be making a run at the top placement in his topless Wills Wing Fusion. Two young pilots, Dustin Martin, 19, of Phoenix Arizona, U.S.A., flying a topless Moyes CSX, and Vancouver native, Tyler Borradaile, 21, flying a topless Aeros Stealth, were also keeping a close eye on each other and their top-rated rivals while also striving for the top placing.

Day one, July 25th, began with a lengthy pilot's meeting as G.W. Meadows, Meet Director, instructed the pilots on



the proper use of the G.P.S. flight to Fadear to the north and return



verification system. This was the first time that the G.P.S. system was used as the only valid means of verifying turnpoints at any Canadian competition.

The task committee called for a 77-km task consisting of a start gate at the "Top of the World", on Tod Mt., a double run

to goal. The start time was late on this afternoon due to the marginal weather conditions and was even extended by one hour closing at 5:00 p.m.

None of the pilots made goal, however the day concluded with Tyler Borradaile and

locally favored Kamloops pilot, Mike Swift, also flying an Aeros Stealth, tied in points. Both managed to fly 27 kms. in challenging conditions. Mark Dowsett of Vancouver was a very close third, flying just 1.3 km short of the top finishers.

G.W. Meadows went over the G.P.S. verification system again on day two as some pilots were still having difficulty with the new

technology. Weather conditions promised ideal flying with clear sunny skies and temperatures of 30 degrees following the instability of the previous day.

The task was called north to Dunn Lake then back to the LZ at Whitecroft, for a total distance of 120 kilometers. The window was opened at 1:30 allowing an early start for the grueling race.

The majority of pilots scored over 500 points out of a possible 1,000 point day using the GAP scoring system. Tyler Borradaile logged the longest flight of the day after five hours of flying but landed just 4 km short of goal with Mike Swift right behind him.

At the conclusion of the second day of flying Mike Swift trailed Tyler Borradaile by a mere 9 points, with 1,070 and 1,079 respectively. Dustin

Martin was in third place with 990 points and Simon Kurth, of Oroville, Washington, U.S.A., flying an Altair Predator, holding fourth place with 919 points.

Day three the task committee called for a 70.5-km task to the Barriere Airstrip to the north and return to the Whitecroft LZ. Strong winds and occasional cross winds led



to a delay in launching. Four pilots made it off the west facing "Back door" launch before Safety Director, Ian McArthur, closed it.

Competitors moved to the southwest launch off the point where pilot concerns about winds caused them to delay in launching, and many missed the launch window. Only four pilots got off the mountain with valid start times and two opted for the bomb out. (It was unclear whether these pilots knew they had flown within the valid start

gate at this launch and thus could have chosen to fly the route.)

The day was devalued due to the lack of competitors on course so the two pilots who made the turnpoint and part way back to goal, Mike Swift and Geoff Dossetor, both only netted 43 points apiece for a good day of flying. But it was enough to push Mike back into first place and for Geoff to move into fourth bumping Simon Kurth back into fifth position.

The only female pilot in the meet, Kayo Fukudo, suffered from an injury while at the meet and was unable to continue. As part of a 5 member Japanese team which returns every year, her only concern was to be allowed to return to fly again—preferably the next day. While this was not to be, Kayo was assured a spot in next year's competition.

Day four became a casualty of Tod Mountain's strong wind conditions when the day was cancelled due to safety

issues. This freed up pilots to take advantage of the amenities in the nearby city of Kamloops, the resort swimming pools and hot tubs or to travel to Heffley Lake which is very close to Sun Peaks to enjoy swimming and canoeing. There were no complaints about the cancellation later in the day either when all the competitors gathered at the Oh Zone bed and breakfast in Whitecroft, home of Meet Organizer Ian McArthur and his wife Pattie, for steak, burgers, beer and the inevitable flying stories.

Due to local high winds and generally unsettled conditions the fifth day of competition was moved to Deadman's launch 42 km west of Kamloops in Savona. The task called for a start gate approximately 2 km in front of launch. This in the middle of a valley to be crossed on the way to Basil's Bump, a turnpoint 27.1 km to the west, then back to the "International" which is the local LZ in Savona, known for its unique "jumping cactuses". The route covered 54.2 km in total with the launch window open between 3:00 and 4:00 and a closing time of 6:30 pm.

Two pilots made it a race to the finish thrilling the spectators on the ground as the countdown to the close of the race window quickly approached. While they thought they were racing each other the pilots were in actuality racing the clock. With Dustin Martin rapidly closing the distance between them Geoff Dossetor landed just over a minute past the official course closing time with Dustin landing approximately two minutes behind him. G.W. Meadows later decided, in fairness, that he had made a mistake in calling a 2 1/2-hour window for this race and allowed the times of the two finishers.

Canadians just want to have fun

1999 Canadian Paragliding National Championships

Ayn Lexi - Photos by Lexi Photography

Known for its big air, its

big valley and its big mountains, Golden, B.C., Canada's preeminent flying site, played host for the 11th consecutive year to the 1999 Canadian Paragliding Championships. The objective was to "Offer pilots of all skill levels a chance to compete and socialize at one of the best flying sites in the world". With this focus on fun the stage was set for one of the most uncompetitive competitions being run today. Randy Parkin, directing his 6th meet and thus earning the distinctive title, Meet Head, along with the other organizers decided to try a new method of categorizing the 61 participants while combining the men and women's fields.

The novice class was created for pilots who met at least two of the following criteria: they must fly a DHV 1, 2, or 1-2 wing, or its equivalent; they must have less than 25 hours of flying time; or they must not have completed any cross-country flights of over 20 km.

The intermediate pilot class was opened to those who were flying a DHV 1, 2, 1-2, or 2-3 wing, or its equivalent; pilots having less than 100 hours; or those who have not completed any cross-countries over 75 km.

The open class was available for all pilots unable to meet the novice or intermediate criteria.

Saturday, July 31st, a delicious pancake breakfast kicked things off at the race HQ site along with a chance for pilots to reacquire themselves with old friends from across the country and over the border. With a pilot's meeting called for 1:00 at the "upper launch" on Mt. Seven it was soon time to



The task called at the pilot's meeting was for open distance, with an open launch window allowing pilots to fly at will. Rather than a mass exodus with a concentration on speed rather than style, as in some previous years, pilots took their time in choosing the right time and the right cycle resulting in a much safer and organized launch area. (Great for the pilots safety and great for the meet, but somewhat less than anticipated by

intrepid camera operators.)

arrange for rides and head out.

Now this is where hang glider pilots have it all over paraglider pilots because they don't have to make the 45 minute vertical hike with a loaded, swaying pack constantly threatening to topple them. Ah, but you realize that the view is worth the hike when you finally arrive. The Rocky Mountains stretch as far as the eye can see with a beautiful snow-capped range running north and south, clad in evergreens from the treeline and sweeping downward. When the mountains level out into a broad valley filled with open fields and bisected by a busy highway, ensuring easy retrievals, it is truly a soaring pilot's dream.

By looking north and down paraglider pilots could also just make out the hang gliders being assembled on Mt. Seven's lower launch for the 1999 Western Canadian Hang Gliding Championships which were being run simultaneously. While they may have thought they would be using paragliders as wind technicians, it actually worked the opposite way. At least one leading paraglider pilot credited a hang glider with marking a thermal for him on his glide out, allowing him to climb back up and finish first for the day.

The top finishers on day one had to work hard for their distance points. Some chose to go south, with Bernard Winkelmann logging 77.6 k in four and a half-hours. The second longest flight of the day, flown by Chris Fitzner, was also along the southerly route ending at 53 km. The next two top finishers of Max Lautenbacher and Glenn Derouin chose the northerly route, flying distances of 48k and 47.5k respectively.

Those who chose to go south had to fight a headwind of 15-20k, but as Bernard Winkelmann stated, he chose this route because of better distance potential, his familiarity with it and because retrievals were significantly easier. Regarding the conditions at the time, he added, "(It was) the roughest day I've ever flown here. I saw a lot of guys on DHV 1 and DHV 2 gliders getting fairly major collapses, over 50%, so it wasn't just the comp. glider".

Those pilots who chose to head north received the benefit of a tailwind, but still had to fly hard in the rowdy air and had the disadvantage of a lack of landing areas and retrieval routes, running the risk of an hours-long hike out. As Parkin later stated, "Notable about their flights was going past Donald Station, something that has not been



incredible variety of outdoor activities for the entire family), or just hang out with fellow aviation junkies. The day gradually cleared allowing many one or two late afternoon and evening flights of the relaxed variety.

On Monday, the last day of the competition, the task called was for a race to Harrogate, 42 km to the south. On this day pilots were a little quicker getting into the air, but then had to spend quite a bit of time and energy scratching in front of launch trying to get up. Eventually some of the front runners got high enough over Mt. Seven to make a run over the first gap to Pagliaro Mountain. From there the race to goal was flown quickly.

Glenn Derouin was the first of a group of 15 pilots making it to goal, with a time of 1:57, with Bernard Winkelmann on his heels landing just one minute behind him. Racing into

goal 15 minutes later Hugo Tschurtschenthaler edged Kevin Alexander by a mere 37 seconds to the cheers of the spectators.

With a first placing from day one and a second from day three Bernard Winkelmann became the 1999 Canadian Champion, followed by Glenn Derouin in second place following a 4-1 showing and Chris Fitzner in third place overall with his 2-8 place showings.

Winkelmann, who has flown in competitions elsewhere, declares that he enjoys this meet above all others because of the uncompetitive atmosphere and the focus on personal bests. "People are here to have fun. People are here to get their best flights, their longest flights or their highest flights."

Many pilots had personal bests while flying at Golden. There were no injuries, no protests filed and everyone had a great time. The generosity of the sponsors of the meet, too numerous to mention individually, and of the participants in donating to the rescue helicopter fund and upper launch safety box must also be noted. Golden comes through yet again and all the organizers, volunteers, sponsors and participants are to be commended for showing the international community how to have fun!



done often and was even called out of bounds in years past due to retrieval issues. This year we said go for it as there has been a growing pressure to push the traditional boundaries on flying Golden...."

The following day was called due to the weather so some of the more pessimistic pilots left anticipating inclement weather the following day as well, (a big mistake on their part). The remaining pilots either left to fly other sites, enjoy local amenities, (Golden has an

Miles to fly before I sleep

Flying Owens River Gorge

Linda Pynaker

Although Owen's Valley is renowned for its fantastic thermals, we were told it is more user friendly during the spring and fall so, we decided to check it out. It was warm and sunny in the Owen's Valley when we arrived early afternoon in the first week of October, so we were feeling optimistic when we headed out to try to find a launch. We didn't see any hanggliders on vehicles so it was obvious that finding directions wasn't going to be easy. I asked for info at a sports store and she sent us to Wilson's Outdoors. But we couldn't find it with her directions. We headed off to the airport and could see one lone hang glider flying over what looked like a launch, but it wasn't clear how to get to the base of the mountain. A fellow at the airport directed us to Wilson's Outdoors. Where had we heard that name before? This time the directions were clearer. Store staff didn't know the location of launch and gave us Kari Castle's phone number. It was a beautiful, sunny day so we didn't think Kari was sitting waiting for our call. We wished we had had a chance to e-mail her before coming to Bishop. We stopped at a gas station for a map of local roads and were directed back to, you guessed it, Wilson's. A different staff person at Wilson's recommended a map and also drew a sketch of how to get to Big Flynn's launch. Bonus!

Directions were clear and simple. The landing field was a quick 2 minute drive from town. We talked with a couple of local hangglider pilots at the LZ and they reiterated the same instructions to launch. The road to launch was "paved" with small sharp rocks so we were a little antsy about our tires (we had had three flats in less than two weeks), but we made it safely to launch in about 15 or 20 minutes. The last section of the road is straight vertical up and down. It was a bit overwhelming; the route was otherwise simple and obvious. It was after 4:30 p.m. when we arrived and a few paragliders were flying above launch. One had apparently been up for hours.

The launch consists of broken shale and lots of dust. So much for my shiny new glider! The launch is fairly open-faced and is clearly marked with streamers, which

allows pilots to launch in southwest to northwest wind direction. It's located approx. 1500' above the LZ.

I stood ready on launch and the wind conditions looked steady and firm, so I pulled my glider up. A strong gust of south wind immediately picked me up and blew me back. I let my brakes up, pulled a little right brake to keep heading over the front of launch and away I went. Apparently a few of the locals changed their minds about launching as they thought it was squirrely on launch and that the wind direction was too strong south. The slope out front was relatively shallow, so with the light thermals and strong south drift I found I didn't have enough altitude to turn full 360's. It seemed the ground was always too close and I had to settle for S turns. I scratched around and, at times, thought I might get above launch, but it wasn't to be.

"I just didn't value a hike or a sagebrush landing."

I headed off toward the landing field and once I was clearly away from launch I had sufficient altitude to turn 360 degrees in lift. I definitely wasn't skyrocketing up, but it bought me some time. I, however, eventually realized I was becoming landing material. The landing field is fenced, but is surrounded by miles of small sagebrush so you can land anywhere enroute. I decided to stay near the road as I doubted I would make it all the way to the LZ. I just didn't value a hike or a sagebrush landing. I surprisingly made it to the landing field, but altitude was limited so I flew over the parking lot and gate opening of the LZ to ensure I wouldn't be dumped on or near the fence. The LZ is huge and looks like hardened clay. Unfortunately, it's actually fine silt, so, once again, my glider got a dust coating.

One of the locals, Martin, landed

near me. When I whined about my 25 minute flight, he told me he launched too late yesterday and had an even shorter run to the bottom, but he'd made up for it today as he was the paraglider pilot flying above launch for several hours. I told him I hoped I could say that tomorrow.

We, however, didn't fly the next day as the sky was closed down due to forest fire smoke. We drove up to launch the following day, Monday, but it was howling on launch so we drove down disappointed. Tuesday, I talked on the phone to Kari. Big Flynn's is apparently her favorite launch in the area, as she likes to practice getting up. She told me that the range is fairly solid toward the north and a pilot can fly to the end of the range and back again for cross country miles. That sounded appealing to me as I was eager to get a good cross country flight on my new paraglider.

We traveled up to launch at Big Flynn's, again. We decided to go earlier in the hope of getting off before conditions picked up. The sky was clear blue and no cumulus had formed yet. My husband, Rob, and I were the only people around. I launched first and just as I started to run, the cycle ended. I thought I was going to run all the way to the deck before I ever got off, but all of a sudden a thermal came through and next thing you know I was going up at 1200 ft. per minute. Rob launched immediately and joined me in the thermal. We quickly cored our way up to 3500 to 4000 feet above launch. Rob, of course, was the higher one. We figured there was an inversion as neither one of us could get above 9500 feet despite the great lift.

"A pilot can fly to the end of the range and back again for cross country miles."

Mont Yamaska

One of the best kept secrets

Andre Gallant

(Editor's note: I've been promising this article forever. Here is Andre Gallant to the rescue!)

Hard to resist to Chantal, our Air editor. She is charming, insisting and convincing. When I read in Air that she was moving to Montreal to study for a year, I sent her an email inviting her to our mountain, which she accepted. She came and as a good journalist, asked a lot of questions, excusing herself for her poor French (which is still pretty good), took a lot of notes. I managed to introduce her to many people, Clubs executives and members, instructors. I took her to various take off and landing sites. I was hoping she would write the article herself. She managed to write a few teasers in Air, always ending the text by letting believe the rest of the story would appear in the next edition of Air. Politicians and journalists, you just can't trust them...

Geographic location of Mont Yamaska

Our mountain is located in the Monteregie, an area, south of Montreal where there are a few lonely mountains in the middle of the plain. These clusters of mountains are called Monteregiennes; they are Mont-St-Hilaire (very nice spot but too close to three airports - St-Hubert, St-Jean and Dorval), Mont St-Bruno, Mont St-Gregoire and Mont Yamaska. Mont-Royal (in Montreal) and Mont Rigaud (West of Montreal) also have the same geological origin.

Mont Yamaska is located at St-Paul d'Abbotsford, 60 km south of Montreal, right in the middle of the corn fields. When Europeans come to fly for the first time at our site and they see our spot, they kind of feel like wanting to go back home... However, even though it is only at 300 meters, this mountain gives a lot of pleasure to its adepts. In the spring (May, June) hang gliders have reached over 3,100 meters and paragliders over 2,900 meters AGL. Not bad for a 300 meters mount. It is a matter of knowing the formation of thermals and being ready at the right time, a knowledge I had finally developed during the last years.



The highest altitude we normally reach is 2,000 meters AGL. 100 km cross-country flies for hang gliders are regular during those months. Why stop at 100? Because it is the US border and we are not yet allowed to cross it without authorization from US authorities. An exceptional 200 Km flight had occurred many years ago; the south-west wind had carried Daniel Ouellet and his hang glider to the Beauce, South of Quebec City. In summer of 1999, Pierre Labrecque and his paraglider made a 66 km fly. He landed east of Drummondville. I had to drive 240 km return trip to retrieve him...

Mont Yamaska is not the best known Quebec spot to fly. Most people will immediately name Mont St-Pierre in the Gaspé peninsula as being "the" spot. This location is certainly worth flying and offers many surprises, beside the whales in the St-Lawrence Gulf. If you read Dennis Pagen, MontSt-Pierre is often cited for its peculiarities and difficulties. Mont Yamaska is never mentioned. It is normal, it is our best kept secret.

In 1995, I went to fly to Golden, BC and someone who knew our area asked me with a grin (a smirk might be more appropriate) if we still had two clubs at our mountain. If that trip would have occurred in 1998, the answer would have been no. We now have three clubs. In fact we now have three clubs and two schools.

At first there was one club, but some misunderstandings occurred and a decision was made to split the club. They are Club de vol libre Yamaska and Club de vol libre les Corsaires. A third one was created last year,

Air Loisirs. This last one is using an ultralight to aerotow hang gliders.

These misunderstandings are now long gone and there are regular discussions to reunite the two mountain clubs. These two clubs have developed seven launches and they share two of those, the south and northeast ones.

Corsaires club's takeoff sites are best suited for paragliders. The west launch has been enlarged this Fall, so three paragliders can now be opened side by side and ready to take off. However both clubs have hang gliders and paragliders members.

This site is where more than half of the Quebec pilots fly on a regular basis. To give you an idea of its importance in the Canadian flying community, this site represents approximately 17% of all the Canadian flying pilots in Canada. Losing this site would be a disaster for us.

Approximately 10 years ago, due to local pilots lobbying and pressure, Transport Canada agreed to change the flying Class around the mountain. There now is a virtual aerial cylinder around the mountain that reaches 2 135 meters (7 000 feet) with area activity code "H" for Hang gliding. This cylinder has an extension towards Mont Rougemont that looks like a balcony. This extension reaches a maximum of 915 meters (3 000 feet). This is our protected playground (playsky!!!).

Of course we love our spot, but rest assured we also love to go to other nice sites like Mount Seven, Marshall, Mexico or the Alps. After all, flying is not that expensive, until you have to purchase a rugged 4 x 4 truck, regular air fare... and expensive gifts to keep your spouse quiet...

In my case, it will be cheaper, because I will be flying in my dreams only. I had a terrible accident at Labour day holiday, last summer, where I broke my back and had various complications. I am much better now and do not wear a back brace anymore, but I am very fragile. I have paraglider and hang glider equipment for sale... agallant@zoo.net

1999 World Championships

Chris Muller

Drizzle, more drizzle... at least the forecasters here are right, although I think everyone would be much happier if they weren't. We have been sitting for four days now in the rain, and there is no sign of change. This morning Russell (the team leader and our alarm clock) tries to pull one over on us, and instead of the usual "GOOD MORNING... the day is cancelled" he tells us that we are to meet in an hour on one of the lower takeoffs for a spot landing contest. Right, it is still raining, I'm tired and hung over, and my sense of humor just can't take this right now. Bernard hasn't moved an inch from his bed. Russ has to be kidding...right? So here we are again, another world championships. My journey starts at the Munich airport, where I hook up with top American pilot (and a good friend of mine) Othar Lawrence. During our two hour drive south to the Pinzgau region of Austria the conversation covers the poor flying season in Europe (where OJ has been competing on the PWC tour for the past few months), girls, car wrecks, beer; the usual. They gave me an Audi A4, a pretty sporty little car, so we make good use of the Autobahn. Once there I drop OJ off at the American pad and it's off to find the team. The rest of the Canadian team includes Russell Fretenburg, Bernard Winkleman, and Kevin Alexander, all of whom are arriving from the Scandinavian Championships in Northern Austria. All in all, I'd say this is the most competitive team of Canucks to date. Each of these guys has been putting in impressive results over the last year, so the team standings are

looking promising. The days leading up to the meet are amazing. High cloud bases allow pilots to fly everywhere, up the range, back to the Kaiser range, over to Zillertal, you name it. On Saturday the Red Bull speed gliding championships are on over Kitzbühl (20-km north) and the temptation is too great. A couple dozen pilots thermal up off of the Neukirchen launch and race over to see the action. Top landing allows us to see some brilliant hg racing up close, while enjoying the free Red Bull being handed out by the lovely young Red Bull girls, and having one off the best wiener schnitzels in a long time at the hill top restaurant. Afterwards we make the return



Chris Muller at the Worlds

trip home for the opening ceremonies. What a day!
Day 1:
The first day looks good. A 107-km out and return race is called, with the turn point just past the Zell am Zee. The conditions on course are much better than we expected, and Austrian Christian Heinrich (who was in orbit over the start tarp) glides off to a huge lead right out of the gate. The rest of the pack (Bernard and I included) is now in pursuit. The conditions are great, full on racing, but we don't seem to be closing in. By the first turnpoint Christian has an 8km lead (we meet at 4 km's from the TP), and along with a Japanese pilot I have 2-3 kms on the next group. The trip back is fast and I only have to thermal once. A huge cloudstreet has formed and it's full speed all the way. Christian

wins by a Big margin (almost 15 minutes), I follow, and then the rest of the pack comes in about 10 minutes later. Bernard is with them, and the Canucks are looking good with Russ and Kev on the way. Then it happens, an hour and a half after the first pilot lands a huge gust front blows through, virtually stopping incoming pilots in their tracks. Some other pilots who had been flying under the cloud street, which had by now drifted a few kms behind the ridge, were unable to penetrate forward, and were forced to land in the lee of the mountain range. The result was a lot of hairy landings, and a lot of unhappy pilots. This set the stage for the controversy that ensued for the next couple of weeks. For those of you who are new to the sport, controversy and world meets are like bread and butter, you just can't have one without the other (or so it seems). So here are the two sides:
Stance 1 (taken by most third world PG countries (that's us))
-Team leaders argued that the storm blew through, making it impossible for pilots to safely complete the task. They believe that the meet organizers should have been paying closer attention to the growing instability, and should have cancelled the task.
Personal Gains: These teams were generally the weaker "third world (non European)" nations, and canceling the task would allow them to regain equal footing with the stronger teams, and essentially put them back on equal footing with the stronger nations.

Stance 2

- Team leaders argued that pilots had a fair chance to make the task (because we all left at the same time), and even if the organization did cancel the task the pilots would have been in the same position, that of being forced to land in gust front conditions. They also argued that it is the pilot's responsibility to determine whether the conditions are safe, and take the appropriate actions.

Gains: Obviously, the proponents on this side of the fence had pilots that did very well, and were in good standings. They were generally the stronger European teams.

So there ya have it, one day, one protest...off to a good start. What's my view? Well, I don't go to PG meets to argue about politics (don't worry, there are a lot of other people who do), I just go to fly and to hang out with my friends so the decision didn't really matter to me. Both sides made good valid arguments, and the jury voted. The task stayed, and that's the end of it. Or so we thought... I would really like to thank Russ for being our leader, and putting up with all of that @#\$\$% for two weeks. He did a great job, and we all really appreciated it.

What happened over the next two weeks is a bit of a blur... it rained a lot. Every day. Once in a while the cloud would lift enough for the organizers to get excited and send us up the hill to sit at the top of the mountain... in the rain. On top there was a little chalet with wonderful goulash soup. At least there was someone who benefited from the weather, 250 pilots didn't hurt the restaurants



business at all! The organizers also tried to hold a little spot landing meet on the side or excuse me, the "World Accuracy Championships". If these were indeed the best spot landers in the world, paragliding is in a sorry state. At least it provided entertainment! I would give you a longer account of these non flying days, but I really can't decipher one day from another in my mind, so here is a summary: Lots of sleeping, lots of reading, lots of drinking (not necessarily in that order). The Americans, bless their hearts, were smart enough to bring along 8 hours of South Park episodes and a VCR and we watched all of them, a few times!

The next possible flying day didn't arrive until the last day of the meet. This makes the championships invalid because you need four tasks to declare a world champion. The organizers, out of desperation, tried unsuccessfully to hold two tasks in one day but there was no way around it (we still would have only had three), the

weather had won. Since a lot of pilots left, the take off was considerably less congested, and almost civilized. The task was a short 47km triangle. The only tricky part would be the valley crossing to the second turnpoint. After a late start (due to poor organization on my part, as well as a tail wind on launch), I had to rush to make the start tarp some 17 km away. I arrived over the tarp at base with two minutes to spare, phew! Getting the second turnpoint proved easier than I thought, and I was able to glide to the other side of the valley at ridge height. A group of five or six of us led off down the south side of the valley. I wasn't sure what to expect, as the south side generally doesn't work until later in the day. We were rewarded with smooth fifteens all the way back. Good old-fashioned racing (racing paragliders- an oxymoron if I ever heard one!). In the last thermal there were four or five of us at the same height. I waited until they were facing the other way, straightened out and jammed on full speedbar

towards goal. This gave me enough of an advantage that it was smooth sailing all the way home. My first WC task win. I was pretty stoked (to say the least)!

So the 1999 Paragliding World Championships drew to a close. Christian Heinrich of Austria held onto the lead to become the rain champ, while John Pendry(GB) retained his title as the reigning World Champion (on a serial class glider no less!). On the women's side Louise

Crandal(Dk) took top honours, while Sandie Cohepain(F) retained her title.

As for the Canadians, I'm not sure where everyone finished. Both Bernard and Russ left early to try and find some flying, while Kevin seemed more focused on other things... who can blame them? I finished in second place so I can't complain... too much. Looking forward to flying Golden...

HPAC/ACVL Annual General Meeting

**Minutes by Fred Wilson and
Kevin Thomsen**

February 26, 27 2000 - Calgary

Participants

British Columbia: Peter Bowle-Evans,
Mark Dowsett
Alberta: Lucille de Beudrap, Doug Skye
Saskatchewan: Bob Yarnton, Cas Wolan
Manitoba: Steve Pederson, Gerry Lacroix
Ontario: Phil O'Conner (Andre Nadeau
absent)
Quebec: Normand Michaud (Francois
Theriault absent)
Atlantic Canada: Michael Fuller (Judith
Newman absent)

Nominations

Treasurer: Martin Pollach and Board to look
for qualified replacement
Vice President: Kevin Thomson
President: Andre Nadeau
Public Relations: Bruce Busby
Subcommittee members: Michael Fuller,
Normand Michaud
Ratings: Gerry Lacroix
Sub Committee: Charles Warren
Accident Review and Safety: Ian
MacArthur

Vote on Offers to Host National Competi-
tions.

Motion: Offer from Randy S. Parkin to host
PG Nationals: - Unanimous

Motion: To hold two National Competitions
Nationally to cater to demographics (East /
West Tow / Foot launch)

11 for 3 against. Passed.

P. Ian MacArthur to host HG Tow Nationals:
July 1 -18 Eastend Sask.

Brett Hazlett HG Foot Launch Nationals
May 20 - 28 Lumby BC

This created a conundrum for our new
Competition director. How to figure out our
National Champion? There is potential for
complications due to the way points are
currently calculated. In the long term
Bernard suggested the system he would
prefer would enable a three meet system: I.e.
an Eastern, Midwestern and Western
Nationals. This way the National champion



could be picked from two of three meets. An
interim solution for the Board to discuss
during On-Line would be to look into
declaring a Tow Nationals Champion and a
Foot Launch National Champion for this
year. Then change the points calculations for
the Lew Neilson National Points Champion
Award to make it based on Canadian meets
only. (That is, remove the current allowance
for points from 2 foreign meets.)

This had support from Chris Muller who felt
the points earned in Worlds' and other high
point International meets meant that it was
unlikely for a Canadian pilot to sweep meets
in Canada and still be able to win the Lew
Neilson Award.

Motion: The review, updating, cleanup and
publishing of our Policies and Procedures
and to place them online. The HPAC Policy
Manual is in two parts. The Forms sections
carry most HPAC Policy relevant to the
membership, while the Policy Section
concentrates on Committee job descriptions,
duties and responsibilities. Policies which do
not belong on

Forms are also included in this section. -
Passed

The XC Records, Ratings, Competition,
Instruction policies were notably out of date.
These sections were repealed. The commit-
tee chairpersons are now responsible to work
with the Board to develop new job descrip-
tions in these areas. Most already have
something ready for review on-line.

Motion: Towing. "Towing Aloft" by
Dennis Pagan and Bill Bryden was adopted
as the Official HPAC Towing Manual
during the On-Line AGM. This manual is
targeted at Instructors, Tow Operators and
pilots who are heavily into towing.

The Calgary AGM moved to adopt in
principal the HGFA Towing Procedures
Manual and Study Guide. This manual is
targeted at Students, includes a Study Guide
and Exam.

- The MHPA will oversee a representative
committee who will incorporate Platform
Tow Launch procedures into the manual
and exam. The Towing Committee will be
repealed at the conclusion of this business.
Both manuals include CIVL's standardized
Towing Signals.

Motion: - Restructuring the Voting Power
of member associations

A 1998 motion instituting representation
based on population was passed but
implementation was held in reserve. The
Calgary AGM voted to rescind this motion.
5 for, 9 against, leaving the present HPAC
structure untouched. There is still enough
dissatisfaction with the current structure in
certain areas (especially the west) to make
it worth while to continue looking for a
better solution.

Motion: That it will be mandatory to sign
the HPAC Waiver beginning July 2000 as
pilots renew their membership. - passed
- The Administrator will be directed to put
Waiver on same page as HPAC membership
application form on Web, and to print the
Waiver on back of our paper application
form.

- The Insurance Chair will write a letter to
the AIR and Sur Vol outlining the reason
this has become necessary. This needs to
take place before signing becomes manda-
tory in July.

Motion: To accept Andre Nadeau's
unsolicited offer to develop and maintain
the HPAC Business Plan within a 3 Month
Time frame for a fee of \$1000. - Unani-

mous

Motion: Provide better support (or Safety Net) for Orphaned student pilots. - Passed.
- Fred Wilson is to approach BHPA and other national associations to look at current Mentor Programs.

- Nationally, Schools, twice a year to send student names and address list of those who have completed courses to the Administration. Administrator to forward names of new members to Provincial associations for follow up. This will help those provinces (e.g. Saskatchewan) who want to do better follow up with people in their province who have recently taken training.

Motion: Purchase up to half of a web server from Pamela Andrews (OHPA past president) for the HPAC Web Sites to a \$1000.00 cap. - Unanimous.

Explanation: The HPAC has increased its web presence considerably as a cost effective method to provide support and services to the membership. These Web sites are now taking up considerable disk space. It was felt that moving them all to one central secure location was important. Thus if Pamela moves to another service provider, it will be a matter of unplugging our server and plugging in at the new location. This is a commitment to Long term continuity in this area on both our parts.

Motion: To accept requests to subsidize instructor certification courses in regions where it is too difficult to reach senior instructors. The Board will assess individual applications. - Unanimous.

Note: This will have the added bonus of developing a system where Senior Instructors will be able to review training facilities, policies and procedures with new instructors in remote areas. Each request will be reviewed by the board.

Motion: Bruno Allard from the AQVL forwarded a Master Rating Nomination for Richard Roussin which Lucille recommends we accept. - Unanimous.

- Richard has a long history of service with the HPAC and was responsible for developing the HAGAR Exam with Transport Canada.

Motion: Accept Senior Instructor recommendation from Chris Muller - Unanimous
Rene Marion (plus Tandem II)
Barry Morwich

Jim Reich

Discussions that day noted that most PG instructors are doing Tandems only, which is not the intention of the Instruction system. In addition, the terms and conditions in CARs

which permit Tandem flights are that it is to be used for Instruction Purposes Only. There was concern about the direction of some Tandem Operations. Discussions over both days included the need to develop an Instructor's Code of Ethics.

Discussion: - Administrator/Administration Review Appendix.

The Board felt the Administrator was doing a good job in terms of most functions required, but there were some concerns in a few areas of the job description (i.e. not specific enough in some areas and not open enough in others).

Martin Pollach reported he would like to see much more financial accountability and detail from the administrator.

- Martin needs to provide a detailed example and instructions on what he is after. It has been difficult for Martin to get the detail he is after to date.

- There have been difficulties getting Named Insured Documents mailed out in a timely basis. Since these are often needed on short notice during negotiations with landowners this is one area which needs to be addressed.

- The administrator program appears to be providing an incomplete Mailing list at times. Several directors only got one or two AIR magazines this year. It appears many people after a certain point in the alphabet did not get some issues. There should be a check system in place to ensure this does not recur.

- Discussions began on allowing some Flexibility in the Position. The administrator is in a unique position to determine the needs of the association, and should be authorized to address them as need be.

- The board brought up discussions on providing Microsoft Access Training for the Administrator.

- Discussions also revolved around making the database more accessible to provincial updating. The database is presently posted and sorted by name for each province. This was designed to be convenient for meet organizers. However it was felt that for this purpose it would be more convenient to download the complete database in one document. It was felt that the database posted on line would provide a better service to the membership if the provincial listings were posted sorted by City, then by name. (This is already included in the Administrators job duties.)

In future, we decided that the Administrator is to attend all AGM's and participate in the On line meetings and to take on more duties related to organizing the AGM

Finally, at some point in the future, the

HPAC may merge administration functions with the new Association of Unpowered Air Sports as a cost saving measure. The Administrator should be prepared to mentor a replacement.

Motion: Better Ground Rules and participation needed for Online Meetings

- Set deadlines for end of discussion and voting.

- voting can not begin until discussion officially complete

- There must be a commitment from Executive members to participate

- Email reminder when new discussions begin or voting should begin

- moderator must keep things on topic

- Look at CIVL Safety and Membership trends discussion board program?

- Possible to set this up on Pamela's Server?
- Stay on Task

Motion: - Board of Inquiry In Principle - Unanimous

- We will use the British association's format as a starting place

- British document will be posted on-line for us to collectively work into a Canadian policy and document

- in future we will work towards assigning people to the role

- suggestion that we create an official identification card for these people so that they can have better success when approaching local authorities for access to details of an incident.

Motion: Should we help create an association of unpowered Canadian air sports including SAC, HPAC, Ballooning and Parachuting? - Unanimous.

- This opens up a process to conduct talks with the other unpowered air sport associations in Canada to create an association with a larger member base.

- This could then result in Federal Funding and a reduced AERO Club costs, it could open up avenues to Sport Canada Funding and it could result in simplified or centralized Administration and services.

- Formulating a Constitution which will protect the self interest of the associations will take first priority, along with ensuring that any future governmental funding for the HPAC is not jeopardized by such an association.

Motion: Read and endorse the new Competition Manual - Unanimous. Thanks go to Kevin Cauldwell. This manual will be posted on-line.

(AGM continued...)

Notes:

1. The HPAC Competition Rule Book permits the use of GPS in Canadian Competitions.
2. Meet organizers must understand the need for early notification for National events.
3. The Rule Book and HPAC Policy fail to address the requirement under Canadian Aviation Regulations for Event Organizers to apply for a "Special Aviation Event Order" (or an Exemption to it when, as is normally the case, spectators are not invited.) The "Special Aviation Event Order" ensures Transport Canada is provided with the name of the Meet organizers, safety personnel, procedures, location and dates. This is a check system which will help ensure that
4. HAGAR is presently required at all meets. The board will discuss on-line rewording this, as there is no need for the HAGAR
 - a) if an event is held inside the confines of a CYA or
 - b) if the event is held completely inside Class "G" airspace (and does not cross any air routes or victor airways.
 - c) or if Transport Canada issues an exemption (example: for foreign pilots competing here.)

Review: Treasurers Report

\$68,000 cost per year to run the association
 Only 3 of 4 scheduled AIRs were mailed out last year, this saved us \$3000,
 Actual 1999 surplus was 1,800. Since interest on our account was \$1,800 we actually broke even on membership revenues.
 The HPAC account is a buffer for increased AERO Club costs, future insurance premium increases and for possible legal costs.
 However it is now at the point where we can safely look at establishing a Trust Fund with a portion of the money, the interest of which to reinvest into the sport.
 It is proposed that the Board discuss on-line how much money should be invested, and the purposes to which the accumulated interest could be expended. (Noting that Foundations / Trusts are limited in how they can invest money.)
 The HPAC will take steps to ensure that a Second Signature is required on all cheques. We will ask Martin to find out if today's electronic technology creates an opportunity to make a second authorization more convenient.

Motion: Public Relations Committee to increase Visibility through merchandising and other avenues.

- Discussions at this point turned to ideas such as Fund raising, marketing Crests, an HPAC Calendar (thought to be too expensive)
 - The Public Relations Committee is to focus on increased visibility of the HPAC to the membership, and of the sport to the public.
 - Of primary concern for now was the retention of members and re-attracting previous members
- Discussion included:
- The on-Line Board meeting will discuss developing an HPAC promotional Kit. We will begin documenting a document from all Exec and interested parties as to why the HPAC is of such importance to HG and PG in Canada. It is felt that too many pilots do not understand why the HPAC needs exist.
 - encouraging Pilots to attend Air shows with static / towing displays. It was noted that Long weekends are a major source of revenue for instructors, so the HPAC encourages clubs and pilots to perform this role.
 - more contributions to AIR from Canadian pilots need to be acquired and a more regular publishing schedule needs to be ensured

Motion: Public Relations job description to include liaison with Air Editor. - Unanimous

Motion: The AQVL bid to host the February 2002 AGM in Montreal Quebec. A Firm date will be set during the Feb 2001 On-Line AGM. (Late February is set as the HPAC AGM date as this is when our insurance comes due.)

Motion: Budget of not more than \$1000.00 for the creation of an award for the Paragliding National Points Champion. This has been named the Willie Muller Award. - Unanimous.
 - Artists are asked to send draft proposals to Bernard Winkelman by Sunday, April 16, 2000 deadline. Bernard will choose the best submission.

Motion: The HPAC to pay the deductible on claims made by landowner against the insurance policy. - Unanimous.
 Discussion revolved around the responsibility of the pilot to pay their deductible, but this topic was bypassed as other business

was pressing. The board will discuss on-line defining the circumstances by which the HPAC would ensure the landowners deductible was paid.

Motion: To create a category of recognition for exceptional contributions to the Sport of Hang Gliding and Paragliding on a national basis. AN HPAC "Hall of Fame" - Unanimous. This to be under the responsibility of Public Relations Committee

Motion: Use merchandising to increase the visibility of HPAC - Unanimous. This will also be under the responsibility of Public Relations Committee. Discussion on what we could do will take place on-line.

Motion: Replace the HPAC rating system with the international IPPI system - defeated
 - IPPI is useful when competing internationally
 - we will make it more clear to members that anyone can get an IPPI card from our admin office denoting their international rating

Motion: Reaffirm our Charitable / non-profit status. Meet the requirements of that original agreement. Alex Landels to assist, to contact Martin Henry and Martin Pollach. (Subsequent to the meeting Alex confirmed that the HPAC does have a Charitable / non-profit status). The exec now needs to get our papers and reports in order to reactivate this status.

Motion: Cliff Kakish Award: for 1999 went to Kevin Cauldwell in recognition for many years of dedicated work on the HPAC Competition Rule Book. - Unanimous. We get to sing our praises for one of our unsung heroes. - Fred will produce a write-up for AIR

Motions which failed to pass.

- Motion: to require GPS verification (with Camera backup still required) for competition sanction status was Defeated. 10 against 4 abstained. It should be noted that on the same day, CIVL voted to allow GPS in International Competitions.
- Motion: To host the 2001 CIVL Meeting in Calgary was defeated due to insufficient information regarding costs
- Motion: HPAC Bylaw changes re official HQ of the HPAC. A decision was not needed as our treasurer resides in Calgary.

AGM Commentary

IT WAS MY PLEASURE

Peter Bowle-Evans

How many of you have approached an AGM with apprehension? I have. You probably got press ganged into it in the first place. I did. No offence anyone, but when everyone is grasping for who the heck is going to do THIS chore, and there is the usual squirming and worming going around, eventually someone gets stuck with it. I ran out of excuses that day. My wife complained. I grumbled. Strangely (?) everyone else either didn't care or thought it was a great idea. My boss was one of the latter. Hmmm. What is he thinking and not saying?

So I took part in the nightly online email group. This was not too hard. Maybe I even know what I am talking about. (There you are - shoot me down in flames those who disagree). Nevertheless, I was wondering just how the Calgary HPAC AGM would be. If you say it longhand, even the title is impressive.

The reality? There is no other activity I have ever taken part in that has netted me more friends world wide, never mind all over this country of Canada, than HG/PG. The people I met and began to get to know over this weekend I found to be as sincere of a group of individuals and professionals as it has ever been my privilege to be part of. The same goes for many others I have met, dealt with, worked with, and yes, flown with over the past ten years.

Kevin Thompson did a most excellent and professional job that weekend. Yes, it is work, but when approached the right way, it can be productive and rewarding. Kevin led us that way. I believe that together, we were both productive and successful, and indeed have laid down some fresh guidelines that will enhance our sport. These things may take some more developing, but you will never find out if you do not try. You should know that with a person like Kevin Thompson at the helm of your sport, you are fortunate to be lead by such a man.

Unfortunately, I did not get to meet Andre Nadeau, the person who had submitted a significant proposal to take over this job, and whom we did vote in as our new President, but going by the recommendations of those who did know him alone, never mind the details in his proposal, I am sure that he is another whom you are lucky to have working on your behalf, and with whom those of us on the Board and Executive will get to work.

Kudos to Ian McArthur for taking on the role of Accident Review & Safety chair - I might add kudos too to Fred Wilson for having carried this one for I believe over 10 years - and to Gerry Lacroix who took over the Ratings chair from Lucille de Beaudrap, and to Lucille who has looked after this one for the past few years. As an aside, Gerry, by the way, has a remarkable nose for an interesting bar!

It is a fact that in the course of the elections of officers, I did state that I might be prepared to stand for the job of Vice President this time next year, and I stand by that statement. It is my intention to mentor from Kevin during this year. In the interests of continuity and to carry out a task properly, you need to know what it is about. If you have opinions on this - PLEASE ! convey them to me, or to Kevin, or someone in the group. If someone else among you would like to do it - Ha! Ha! Please also realize that, as I dare say you are aware, as I am, that there is shall we say, a trend, for new VP s to inherit the Pin.

A friend and I traveled together from Golden. On the way home, we stopped at the bakery at Lake Louise for a break, and I bought several loaves of their excellent bread. So excellent indeed, that they mysteriously ended their journey in his kitchen, not mine! This culminated in the inevitable email, "Peter, this weekend sure cost you a lot of bread!"

What other way is there to have a friend in every region of this country, from Halifax to Salt Spring Island? You will read details of the business elsewhere. For my part, I have to say in summary that IT WAS MY PLEASURE

Nicholson LZ

Peter Bowle-Evans

The Nicholson LZ may be changing hands again. For those of you who have never been here, just know that it is a 40 acre field at a 4:1 glide ratio from launch. There are a few stories out there already, and partly because firstly the present owners told me it was sold, and then the purchaser said, well, not quite yet, and further that they would not be making any decisions until at least April. There are partners, and the closing date is yet to come. This particular deal may not go through. For the time being, it is business as usual. As at the time of writing, it is still ours to land in. If the deal does go through, it could be the best thing that ever happened to us - or not. In Golden here, we do know some of the people involved, but we do not know what their plans are. We will not know any more for several weeks yet. As soon as we do know, I will send out details through the HPAC mail group, and the other flying groups in my address book.

Either way, this brings up a few things. The present owners are not going to be with us forever. A change of ownership is a given. When this does happen, we may have to confront:

1. Just exactly how much money could we pay annually for continued use?
2. Is there any way we could possibly purchase the property?
3. Is there any viable alternative?

Discussion

1. A few of us have booted around some numbers, but I am not going to put any ideas into anyone's head at this point. It would be interesting to hear some opinions.
2. The word "Foundation" came up the other day. It sounded good, but is outside of my experience. It should probably be looked into.
3. I have racked my brains over this one for years. Physically, there is the farm to the south of Nicholson, but it is a working farm - the owner just does not want the middle taken out of it.

Other options - the gravel pit at Reflection Lake. Generally not where you want to go, especially HG, and very unforgiving ground to bonk on. PG use it quite regularly, but when they choose.

Anything else, somewhere between forget it and under water most of the summer.

We will do our best, but it may be "up in the air".

lofty news and notes

Early morning arrival
HPAC/ACVL welcomes a Jade Skye, born on October 14.
Congratulations to mom and dad
-skyed@cadvision.com

Canada has a second newsletter serving our French speaking population (primarily in Quebec).
All articles to the HPAC should be duplicated to the following address.

AQVL Quebec Canada Sur Vol
Editor 1999
Line Turcotte Email:
line.turcotte@sympatico.ca
850 Claude de Ramezay,
Marieville, Québec J3M 1E8
Publication Deadlines: Feb. 12th
May 15th, Aug 15th and Nov 15th. each year.

Hi folks!

Perhaps you've heard there's a towing-based competition being planned from July 1st-8th next year at Eastend, Sask. (pop. about 600). As the only pilot from Ontario who attended the '96 Eastend towing nationals I've got to encourage you all to consider attending.
Those out in the flat West/Central Canada have some really nice rigs to help us get airborne!

Any questions? Contact Henry "from Hamilton" Maciesowicz
<hozer@netinc.ca

From Vincene Muller
Thanks:

Thanksgiving weekend didn't seem to be an ideal time to have a Tandem Paragliding course, especially in Alberta. This year we were lucky.

Glenn Derouin facilitated the course and his five students enjoyed his instruction and the great flying weather. The course covered all aspects of tandem flying and started with a classroom session followed by three flight sessions.

We would like to thank Glenn for taking the time from his busy schedule to run this course at Cochrane.

The Alberta Hang Gliding & Paragliding Association hosted its annual 'End of Season/Xmas Party' on November 13th. Despite a thick fog and a generally miserable evening there was a good turnout - over 80 people.

The following awards were handed out:

Master Rating: Ron Bennett, former President of the AHGA and HPAC and former chairman of the Instructor's Committee. Ron was responsible for the current Instructors Certification Standards. Ron also ran several very successful hang gliding competitions in Golden.

World Record: Stewart
Midwinter - Rigid wing -
Triangle Distance - 107.67 km

Canadian Records
Hang Gliding
Stewart Midwinter - Rigid wing
- Out and return - Speed over
100 km (pending world record)
- 33.13km/h
Stewart Midwinter - Rigid wing
- Out and return distance -
107.124 km

Paragliding
Tandem
Open Distance - Chaloner Hale
-116 km
Distance to a Declared Goal -
Chaloner Hale - 53.60

Fred Wilson: Since the earliest days of the sport, we have been blessed with a succession of volunteers who have quietly gone to work in the background to develop many of the programs and services we have come to take for granted.

This year the HPAC is again honoured to recognize some extraordinary contributions and service to the sport.

Of particular note this year was the submission of a new, revised HPAC Competition Rule Book. Developed under the chairmanship of J. C. Hauchecorne, much of the work can be credited to years of dedicated service on the part of Kevin Caldwell. We are pleased to announce that Kevin has been named as this year's recipient of the Cliff Kakish Award - a recognition for our most outstanding volunteer of the year.

The HPAC Competition Rule Book is a study in the beauty of the English language.

Word sparingly written. Word perfect. Of obvious value to anyone interested in running an event or competing in Canada. Doubly worth the read. I encourage you to obtain a copy from your Provincial Association, from our new Competition Director, Bernard Winkelman or from the web at:
<http://okjunc.junction.net/~fwilson/comprules.html>

Congratulations go out as well to our three new Master Rated Pilots:
Ron Bennett
Kevin Thomson and
Richard Roussin.

If you are interested in attaining a Masters Rating, check out the criteria at:
<http://okjunc.junction.net/~fwilson/master.html>

AHPA - Thanks
from Peter Bowle-Evans

So I went to this party early last winter. For those of you who did not experience the delights at Ron Docherty's 60th - and I can assure you, there were some! - all I can say is, "You should have been there!" Then Stewart Midwinter starts making his speech, and the next thing I am the focus of attention, holding this super picture of a recent scene at the Lookout, with a neat little brass tag on the bottom, cameras and all, and drowned in applause. We do what we do to make a little more out of what we already have. These are special moments that really make you feel that is worth it. Thank you to Stewart for organising this, Lyle for the picture, Roger Nelson for doing the framing. Most of all - "Thanks to one and all, boys and girls - it is appreciated and hit the spot!"





Hang Gliding and Paragliding Association of Canada
#13, 13670 - 84 Ave, Surrey, B.C., V3W0T6
Ph. & Fax: 604-507-2565
APPLICATION FOR 2000 MEMBERSHIP

HPAC MEMBERSHIP

Full membership in the HPAC with all the benefits and privileges. Worldwide \$3 Million third party liability insurance. Aero club of Canada / FAI membership. Air Magazine Subscription. Choose one of the following:

B.C, Alta., Sask., East Coast Residents (includes \$15 Prov. Fee) \$85 \$ _____

Man. Residents (includes \$25 Prov. Fee) \$95 \$ _____

Ont . Residents (includes \$10 Prov. Fee) \$80 \$ _____

FAMILY MEMBERSHIP The same as a full member except no Air Magazine,
 (Must reside at the home of a full member)\$50 plus appropriate Prov. Fee \$ _____

AIR SUBSCRIPTION Six issues of the "AIR" magazine (For non-members) \$35 \$ _____

TOTAL AMOUNT DUE,

\$ _____

HPAC is a non-profit organization and donations are tax deductible request a receipt Y/N Donation amount \$ _____

HPAC Membership # _____ **PLEASE PRINT CLEARLY** New Member (Y/N) _____

Name: _____ **Fax:** (____) _____

Address: _____ **Cell:** (____) _____

City: _____ **Email:** _____

Province: _____ **2 Meter Radio Call Sign:** _____

Postal Code: _____ **Hang / Paraglider Pilot:** _____

Country: _____ **Male / Female:** _____

Phone: (____) _____ **Date of Birth:** (day) ____ (month) ____ 19 ____

Work: (____) _____ **Medic Alert:** _____

In Case of EMERGENCY contact: _____ **Relationship:** _____

Phone: (____) _____ **Address:** _____

City: _____ **Prov.:** _____ **Country:** _____

It is MANDATORY to carry liability insurance to fly most sites in North America. HPAC Liability Insurance is only available to financial members of the HPAC. If you are applying for full membership please complete the following:

I ACKNOWLEDGE THAT THIS FORM IS AN APPLICATION FOR LIABILITY INSURANCE AND THAT ALL THE INFORMATION GIVEN ABOVE IS CORRECT.

Did you have an accident in the past year that was not reported Y / N

Dated: _____ **Signature:** _____



RELEASE, WAIVER AND ASSUMPTION OF RISK

I, _____, hereby acknowledge and agree that in consideration of being permitted to participate in Hang Gliding/Paragliding programs or activities, I hereby agree to release and discharge “Owners and/or Lessors of land who have granted permission for the use of property for Hang Gliding/Paragliding programs or activities, the Hang Gliding and Paragliding Association of Canada a/o Association Canadien De Vol Libre, their officers, directors, representatives, employees, members and all other persons or entities acting in any capacity on their behalf” (hereinafter collectively referred to as “Releasee”) from all liability and I do hereby waive as against the “Releasee” all recourses, claims, causes of action of any kind whatsoever, in respect of all personal injuries or property losses which I may suffer arising out of or connected with, my preparation for, or participation in, the aforesaid Hang Gliding/Paragliding programs or activities, not withstanding that such injuries or losses may have been caused solely or partly by the negligence of the “Releasee”

1. And I do hereby acknowledge and agree;
 - a. **that the sport of Hang Gliding/Paragliding and Hang Gliding/Paragliding is very dangerous, exposing participants to many risks and hazards, some of which are inherent in the very nature of the sport itself, others which result from human error and negligence on the part of persons involved in preparing, organizing and staging Hang Gliding/Paragliding programs or activities;**
 - b. that, as a result of the aforesaid risks and hazards, I as a participant may suffer serious personal injury, even death, as well as property loss;
 - c. **that some of the aforesaid risks and hazards are foreseeable, but others are not;**
 - d. **that I nevertheless freely and voluntarily assume all of the aforesaid risks and hazards, and that, accordingly, my preparation for, and participation in the aforesaid Hang Gliding/Paragliding programs and activities shall be entirely at my own risk;**
 - e. **that I understand that the “Releasee” does not assume any responsibility whatsoever for my safety during the course of my preparation for or participation in the aforesaid Hang Gliding/Paragliding programs or activities;**
 - e. that I have carefully read this RELEASE, WAIVER AND ASSUMPTION OF RISK agreement, that I fully understand same, and that I am freely and voluntarily executing same;
 - g. **that I understand that by signing this release I hereby voluntarily release, forever discharge and agree to indemnify and hold harmless the “Releasee” for any loss or damage connected with any property loss or personal injury that I may sustain while participating in or preparing for any Hang Gliding/Paragliding programs or activities whether or not such loss or injury is caused solely or partly by the negligence of the “Releasee”**
 - h. that I have been given the opportunity and have been encouraged to seek independent legal advice prior to signing this agreement;
 - i. that the term “Hang Gliding/Paragliding programs or activities” as used in this RELEASE, WAIVER AND ASSUMPTION OF RISK agreement includes without limiting the generality of that term, the Hang Gliding towing programs and activities as well as all other competitions, fly-ins, training sessions, clinics, programs and events;
 - j. this RELEASE, WAIVER AND ASSUMPTION OF RISK agreement is binding on myself, my heirs, my executors, administrators, personal representatives and assigns and;
 - k. **that I have had sufficient opportunity to read this entire document. I have read and understood it, and I agree to be bound by its terms.**

Signature of Participant: _____ Print Name: _____

Address: _____

Phone: _____ Date: _____

Signature of Witness: _____ Print Name: _____

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A special note on this day should be made of the actions of one of the Canadian competitors, Alex Penner. Alex had just succeeded in crossing the valley on his way to the turnpoint when he noted that a downed glider beneath him had shown no movement for about 15 minutes. Out of concern for the safety of that pilot, Alex chose to return to the LZ, scoring a zero for the day, to radio for other assistance and to drive to where the glider was spotted to ensure that the pilot was not seriously injured. Fortunately the pilot was okay and was merely taking his time in moving and disassembling his hang glider. Alex was recognized at the conclusion of the meet and received a Good Sportsman trophy.

With one day left the competitors agreed that it could be anyone's race and the front runners were not taking anything for granted. The final day of the competition began with Dustin Martin leading the pack with 1,271 points, followed by Geoff Dossetor with 1,206, Mike Swift with 1,113, Toshiyuki Shishido of Japan fourth with 1,036 points and Martin Dennis holding down fifth spot with 937.

The last day of the competition G.W. Meadows declared a short task, stating he, "Hoped to give everyone an opportunity to get into goal". The race called was an out and return to Agate, again to the north, for a distance of 48.5 km. Out of 20 competitors 11 did not make the start gate and zeroed out. Geoff Dossetor flew the course the fastest followed by Martin Dennis, Dustin Martin and Barry Bateman. As if a portent for things to come, these top three would be the same pilots receiving trophies at the day's end.

After an exciting week of flying, the 1999 Canadian Grand Prix Hang Gliding Cross Country Championship concluded Friday evening with Geoff Dossetor again claiming top spot. With a mere 7 points separating them Dustin Martin, a young American worthy of watching, followed closely in second. Third place overall and the top Canadian pilot honors go to Martin Dennis of Vancouver, who stayed in the top group throughout and pulled out all the stops on the final day. It was a great meet, with friendly, cooperative pilots, a great site and some excellent displays of flying.

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I flew around for a while and then decided to try to fly down range. I lost too much altitude trying to cross to the next bump so I returned to launch and, again, caught lift 1200 ft. per minute up. I flew around a while longer and then made another attempt to fly down range. I managed to maintain a decent altitude, but hadn't gone far before Rob called me on the radio to say he couldn't find me. I was busy thermalling, but tried to call him back. Unfortunately, I had accidentally wrapped the Velcro strap over the talk button on my radio and I could not get it to work. He called repeatedly to say he couldn't find me and despite 7 or 8 attempts to respond, I could not get the talk button to work. I had only flown 10 km. down range, but I had to land so I could call him and let him know I was okay. Even at 60 ft. above the ground I encountered an impressive thermal, but Rob was still calling me so I flew through it. Talk about frustrating! When I was about 30 ft. above the ground he came on the radio to say he had finally spotted me. Too late!

Rob landed at the LZ and it was apparently no easy task getting down. He left his glider near the LZ and hiked up to launch to retrieve the truck which took him about 45 minutes. It was a hot, tiring climb. I started hoofing it back to the LZ and by the time he picked me up on the road I had had considerable time to calm down, although I was still extremely disappointed.

Rob flies an APCO Bagheera DHV 2 paraglider and I fly a FreeX Flair DHV 1-2 paraglider. Despite substantial lift, neither one of us had more than wingtip flutters during our flights.

We left Owen's Valley the following day as a front came in. It sure looks like a great place to fly. We'll probably head back there in the spring, as we'd like another chance to fly there and this time, with my radio working as I've still got "miles to fly before I sleep."

For Sale:

-Advance Omega 4, 24, red, 2 years old, good condition, ~100 hours; \$1990
-Sup'air Cocoon Harness, 1 year old, amazing harness, range from upright to race orientation; \$490
-Firebird RS2 Emergency Parachute, 32 square metres, 2 years old, brand new condition; \$490
-Ball Graphics Comp Flight Computer with '99 software, 120v AC and 12v DC charging system; \$890. Call Kevin (416)239-6762, keever1@hotmail.com

For Sale: UP TRX 160 Race. Full Mylar sail. In very good condition. Approx. 300 hours on glider. Carbon fibre frame and kingpost. Asking \$1200.00. Call James Lintott: 403 526 1240. Medicine Hat, Alberta.

Paragliding Instructors Course
hosted by Wayne Bertrand & Glenn Derouin,
Paraglide Canada
April 29- May 4, 2000
Okanagan Area

for information please contact:
Glenn Derouin - glenn deruin@hotmail.com
or
Wayne Bertrand -
paraglidecanada@attcanada.net

The HPAC, like many Provincial associations is moving to increase its web presence as a cost effective way to provide increased service to our members.

<http://home.istar.ca/~hpac/> - HPAC Administration

<http://www.hpac.ca> - HPAC Discussion board

<http://www.hpac.ca/acvl.html> - Discussion board French

<http://www.interlog.com/~clarity/> - HPAC On-Line-AGM

http://www.hpac.ca/sites_e.html - HPAC On-Line Site Guides

<http://okjunc.junction.net/~fwilson/> - HPAC Flight Safety Section

(including The HPAC Policy Manual, Accident Statistics, Safety Articles and the new HPAC Competition Rule Book to name but a few.)

Stay tuned, most if not all of these sites may soon be moving to join together at a central, permanent web site, thanks to Pamela Andrews.

(compiled and submitted by Fred Wilson)

WILLI MULLER MEMORIAL TROPHY FOR PARAGLIDING

CALL FOR PROPOSALS

This is your last chance.

So far, there are no proposals to consider. We would like to see something coming from you and your friends - the members.

A perpetual award.

You win it, your name is marked on it, it sits on your mantlepiece for the year, the next year you bring it back and it goes to the next winner. It will be awarded to the Canadian high point champion PG for the year, or other formula that may evolve over time.

The Trophy

The HPAC BOD will accept proposals for the production of a trophy up till Sunday, April 16, 2000. We are looking for a piece with some creativity, and of an enduring medium. The successful proponent should be ready to commence work by May 14, 2000, and be able to supply the finished item by the August 1, 2000. There are no preconceived ideas as to the exact nature of this trophy - it is open to your imagination and creativity.

Proposal Submissions

Proposals should provide sufficient material to describe the piece, and drawings and/or photographs of previous work are anticipated. Overall size, weight, the medium, colours, and theme would be relevant items. References would be helpful. Proposals should be submitted to the HPAC Competition Chairman, Bernard Winkleman, by Email, fax or hard copy. Email file attachments readily carry any pictures or drawings; but the conventional post, bus and courier still work well. Originals of photographs can be returned if requested.

Cost

Proposals must include a breakdown of costs and project total. Set-up costs, if applicable, should be clearly stated. Proposals over \$1000 will not be considered.

Delivery

The completed trophy is to be delivered to the HPAC Competition Chairman, Bernard Winkleman, or other member of the BOD that he may designate in his absence, by August 1, 2000.

Payment

Payment will be made to an original, signed, Invoice for the accepted trophy. Any interim payments will be subject to negotiation, and will require original, signed invoices detailing the requirements. The final Invoice will account for any such interim payments.

Award

Proposals received will be evaluated by the HPAC BOD and Chairpersons, and voted on by the BOD. The successful proponent will be notified in writing by HPAC Competition Chairman, Bernard Winkleman, by May 14, 2000.

Oh look! An alternative!

It may well be that you have an idea, concept or theme, but are not the hands-on artist to carry it out yourself. If so, send it in!!!!!!! If your concept is used, you will receive a Mt. 7 t-shirt.

Contact details:

Bernard Winkleman
2012 - 35 Street SW, Calgary, Alberta, T3E 2X6
benyl40@hotmail.com
403-249-6763