



**Hang Gliding and Paragliding
Association of Canada
Association Canadienne de Vol Libre**

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Newfoundland A2H 3N8



HPAC/ACVL

President's Report

Membership Summary

As the summer of 93 draws to a close I would like to give a summary of the HPAC/ACVL membership.

- Hang Gliding Association of British Columbia, 214 members
- Alberta Hang Gliding Association, 112 members
- Saskatchewan Hang Gliding Association, 13 members
- Manitoba Hang Gliding Association, 60 members
- Ontario Hang Gliding and Paragliding Association, 28 members
- L'Association Quebecoise De Vol Libre, 165 members
- Hang Gliding Association of Newfoundland, 3 members

Total Full Membership: 595

(note: this is full members only, no student or associate memberships are included in these numbers)

Some points of interest regarding membership.

- The HGABC, AHGA and the SHGA combined have added a total of 10 new members to the association.
- The MHGA has had a substantial increase of over 20 members (+54%).
- The OHPA's membership has dropped from 146 members in 1992 to only 28 members in 1993. Increased membership dues is blamed for the fall (the OHPA has the lowest full membership fee in all of Canada, even after the 1993 increase).
- The AQVL has 165 members but less than 15 pilots have chosen to receive the National News Letter (a option requested by the AQVL).
- HGAN has fallen in half to only 3 insured members.

Considering that we have not yet completed the year it has been a reasonable year, that is to say with one exception, the OHPA. Explanations as to why the radical drop in membership from Ontario is best left up to the OHPA to explain.

The future?

Well were do we go from here? The first steps toward direct membership have gone reasonably well. Some minor administration problems and early data base problems did creep in but all seems to have worked out for the better.

The HPAC/ACVL needs to make the final step in the direct membership plan. This step will setup direct national services to the membership, leaving the provincial association to tackle regional issues.

For 1994, I have instructed Barry Bateman (the HPAC/ACVL administrator) to prepare to process membership under the following guide lines: (Payment made directly from the applicant)

- **Full Membership, *\$75.00**
(includes; National Insurance, National Membership & Insurance Cards, membership in the Aero Club of Canada, National Newsletter, all HPAC/ACVL services, and Associate membership in the provincial association of residence. (\$10.00 to be forwarded to the Provincial association on behalf of the member)).
- **Family Membership, *\$63.00**
(same as full membership, less the National Newsletter, member must reside at the home of a Full Member.)
- **Student Membership, *\$45.00**
(Includes National Newsletter, Student Membership Card, National Insurance and all HPAC/ACVL services. (Student membership is for first time members and will be processed with their entry level exam)).
- **National News Letter subscription, \$25.00**

*(Fees subject to change and are based on forecast expenses for 1994. Final fee structure will be known when the insurance plan has been renewed.)

Proceeding with direct membership will be viewed by many provincial directors as a contravention of a democratic processes that have run our association over it's history.

Before any provincial directors reject this plan I would like to ask that they seriously consider the direction the HPAC/ACVL is moving. Ask their membership, (Really ask! Ask the pilot's who needs the services of the National programs) what makes more sense, National services for 600+ members provided thru 7 separate and unequal provincial associations or one central association that views all issues equally?

The HPAC/ACVL is at a cross road, provincial associations are asked to support this plan. It is important that we separate the regional and national concerns. Let the provinces tackle their local concerns giving the HPAC/ACVL the opportunity to provide direct, equal, quality service to its members.

In the past, HPAC/ACVL issues and services have been controlled by provincial associations. this system has regularly failed to serve the expectations of the membership. Allowing the HPAC/ACVL to assume full control over these issues will assure a more professional approach to the self government and preservation of our sport.

.....continued on next page

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HPAC/ACVL Directors Reports & Updates

continued from previous page.....

As we make the change over to direct membership the Provinces will need to re-think who should represent their regional issues to the HPAC/ACVL. The representative should be able to see issues from both a National and Regional perspective.

I hope the right direction is made and the HPAC/ACVL is allowed to develop and prosper.

Turning a page.

As the HPAC/ACVL prepares to move on, I intend to discontinue my services as president. Having served the association for more than 4 years the time has come to select a new leader. Its time to take a break from the politics of our sport and do some serious flying. *My resignation is effective November 1st, 1993.*

After November 1st an Annual General Meeting must be held to address the issues of direct membership and leadership of the HPAC/ACVL. Provincial associations are asked to select a representatives that can serve both the HPAC/ACVL and the interests of their region. Any member who has interest in serving the HPAC/ACVL as president are asked to contact the Administrators office.

I intend to conclude the 1994 insurance agreement and hopefully oversee the initiation of the direct membership plan, that is to say "with the permission" of a new acting president.

In closing, I would like to give some advice to my replacement, who ever he or she may be,

Keep "it" simple, remember, "flying comes first"!

To the HPAC/ACVL membership, smooth air and great flying,

Thanks, from the Emperor,
Martin Henry HPAC/ACVL President

Special Recognition.

Its always the people behind the scenes that make everything work. Very seldom do we recognize these individuals for their contribution. One such person is Barry Bateman (HPAC/ACVL National Administrator).

Creative and resourceful, Barry, in the process of setting up the HPAC/ACVL Administrators office has done one hell of a job. The task of setting up the office was not in the job description, he got the whole thing rolling with little if any recognition from the membership.

The HPAC/ACVL has a Level 5 Rating as the ultimate recognition for service to the association. Barry already has his Level 5 so I think we need a Level 6 in recognition of his extraordinary efforts to a very difficult job..... Thanks Barry,

Martin Henry
HPAC/ACVL President.

Competition Report

Membership has it's privileges

On the September long weekend we had our last sanctioned competition in Canada. There are no more sanctioned competitions until next year. With the competition season over, the compiling and analysing of this years competition results is now in progress. I expect to have the Canadian preliminary "point standings" ready by the time the next National Newsletter is published. If there is anyone who cannot wait until the next Newsletter, they might send me a note by fax (604) 682 7851, and I will fax them the results as soon as they become available.

The Future of the HPAC/ACVL Competition leadership.

In my business, it is not uncommon to see leaders being attacked through proxy battles, by dissenting minority shareholders etc. It appears that the same thing is happening in the HPAC. During the Canadian Nationals I have been made aware by my informant, that an underground movement has been started with the goal to remove me from my highly paid and glorious position. What a blow to my ego, but I guess it's time to realize my limits, cash in my chips, sell my stock options and move on. Seriously, I do realize that my way of running the National Competition Portfolio is not to everybody's liking, and the fact that I am not available to run the competition affairs from the end of June to the beginning of September might be a serious flaw. Personally I don't think so, because if an event has not been planned and organized by the beginning of spring the event is doomed to fail. Nevertheless, if someone can do a better job he or she should be given the opportunity to prove themselves. Election are coming up shortly, and I would be more than happy to pass on the responsibility of my portfolio to someone else. I hope that the individual(s) who is(are) eager to take over my position will be stepping up to the plate, and will stand for nomination so they can be elected if seen fit by the delegates.

Competition Corner

It is September, the days are getting shorter, the last competition of the year, the Team Meet is behind us and we can now hibernate until the spring of '94..... **Wrong!!!** Now is the time to:

- Analyse the results from the 1993 competition season, look were one could improve, and on what one should concentrate to improve next years results.
- Tabulate the cross country distances and send them in to Vincene Muller (There is a rumour, that those who send in their distances before the end of October will get preferential retrieval by Vincene, but that is just a rumour).
- Work on fixing and updating the equipment (radios, cameras, etc.) and repacking the parachute
- Get those HPAC level exams done, or write the HAGAR exam, and if that is not enough, there is still the HAM radio licence which could be a great asset for next years flying, like using that repeater which will establish contacts to the outside world from that corner you got yourself into.
- And don't forget, stay in shape. Visit a gym a few times a week, exercise your upper body, that way the first flight next spring will not hurt.
- Don't procrastinate, just do it!

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HPAC/ACVLDirectors Reports & Updates

Paragliding Instructors Seminar 1-2 May 1993, Cochrane, Alberta.

By SEAN M. DOUGHERTY

With the increase in the number of participants in paragliding in the last two years, and the increasing number of pilots interested in teaching via tandem flight, another paragliding instructor's course was clearly a high priority of the HPAC directors. To this end, the 2nd paragliding instructor seminar was held over the first weekend of May at the Cochrane flying site, with Willi Muller as the senior instructor for the course.

On the Saturday morning, 18 participants from Ontario, Alberta and B.C. congregated at Cochrane 0800 prompt for the start of the seminar. Those that were anywhere from 1 to 10 minutes late were reminded of the importance of instructor punctuality in conveying a professional image. Lesson number 1! After perfunctory introductions by each person, Willi outlined the agenda for the weekend. Given the morning winds are typically the least fierce of the day, Willi invited three instructors who have been running schools over the last few years, Wayne Bertrand, Glenn Derouin, and Max de Jong, to supervise three groups in pre-launch and launch preparation. This went very well considering the wind was already blowing out of the west at around 20 km/h. After about an hour we were back inside to discuss the previous hour and to hear the three instructors outline the type of syllabus they use in their teaching. This brought us to lunch time which conveniently coincided with a wind shift to the south and strong, yet good soaring conditions. And so most people went soaring

After lunch a number of people could be found well above the ridge, not at all anxious to return to earth to restart the afternoon proceedings. However, Willi came down from a few thousand over to reconvene the class and made sure that he wasn't alone! After an outline by Ron Bennett (HPAC Instructor Standards Committee Chairman) of the structure of the new HPAC instructor standards and certification process, class was cancelled so that we could go flying. The wind was a little too strong for solo paragliding so Chris Muller and Peter MacLaren took Peter's Edel 40 tandem for a flight. Not ones for missing an opportunity Sean Dougherty and Jacek Chodanowski took off to join them on the Apco tandem. The winds slowly abated over the next two hours until the air was full of gliders. Cochrane hill was a colourful sight

throughout that evening, with pilots stopping only to grab a bite to eat from the BBQ! So ended a good day - about three hours of class sessions followed by four or five of hands on experience!

The next morning the wind was certainly not going to co-operate with any outdoor sessions, howling out of the north-west. Thus we were confined to the classroom for the day. After another early start, the class split into two, one half with Willi and Glen and the other with Wayne and Max. Over the next two hours each member of the two groups gave a 10 minute presentation on some subject relevant to flying, with the intent of seeing everybody's presentation skills. This turned out to be the best part of the course with very varied talks ranging from smoke-jumping (essentially a talk about tree-landings and getting paid for it!) to the physics of polar curves, followed by some very lively, though constructive discussion.

The afternoon session was set aside for a round table discussion of the HPAC instructor standards. Ron asked the group what we thought about the standards and for the next two or three hours he found out. It was hardly a surprise that there was a lot said, both for and against, the standards given that the paragliding standards are new. By the time the session had ended Ron had a bevy of notes and a

large number of suggestions to ponder before the next HPAC AGM. To close the course, Willi announced those who would be recommended as instructor's and those who would be instructors pending a few pre-requisites required by the HPAC (first-aid certificate, and a number of flying and teaching hours). The round-table had obviously interested a few folks since they hung around after the close and kept Ron's ear tuned in for some time, until the need to eat took over and the nearby restaurant and bar beckoned.

Personally, I gained a lot from the seminar, particularly from the sessions where Wayne, Glen and Max demonstrated their own teaching practices, and practices that they had seen elsewhere, notably from Europe, the States and New Zealand. Each instructor offered something different and gave the rest of us a chance to pick and choose the methods that will work for us. It will certainly save us the agonies of re-inventing the wheel with methods that don't work! The round table discussion clearly showed that the paragliding standards are in an infant stage and will undoubtedly be evolving in the near future. Perhaps at the next HPAC the evolution will be evident.

NOTICE TO ALL PILOTS INTERESTED IN RECORD FLIGHTS

June 13/1993

A ruling has come from the F.A.I. regarding record flights: It has now been ruled unacceptable for pilots to file "Straight Distance to a Goal", complete the goal flight AND THEN FLY ON FOR OPEN DISTANCE. The explanation is as follows:

The difference between a goal flight and a distance flight is that a goal flight is from a departure point to a LANDING PLACE and a distance flight is from a departure point to a FINISH POINT.

+100 MILE FLIGHTS FOR 1993

This is proving to be a much better year than in 1992 (except for Doug Litzenbergers +200 mile flight last year). So far the following pilots have recorded flights over 100 miles. (note that distance are estimated-exact distances will appear later in the year. * = tow).

Doug Litzenberger	*100 miles	Doug Litzenberger	*150 miles
Stewart Midwinter	*100 miles	Ken Holman	*136 miles
Willi Muller	*101 miles	Mario Rocchio	*100 miles
Daniel Ouellet	100 miles	Quebec	
Roger Nelson	115 miles	Cochrane	
Steve Preboy	135 miles,	Camrose	

Except for Daniel Ouellet (Yamansky) all other flights originated in Alberta. Steve Preboy's flight is the first +100 mile flight off Camrose (250').

HPAC/ACVLDirectors Reports & Updates

Tandem Paragliding Clinic, Golden, B.C., 24-25th July, 1993

BY SEAN M. DOUGHERTY

Immediately after the paragliding instructors seminar at Cochrane on May 1st and 2nd, a successful tandem paragliding clinic was held in Kelowna, hosted by Wayne Bertrand and Glenn Derouin. A large number of pilots interested in tandems went straight from Cochrane to attend that clinic, blessed by good weather and a good deal of flying. Unfortunately, some of us couldn't make it due to work commitments and so a second clinic was arranged for the summer time, under the tutelage of Max de Jong.

The weather in Golden, or for that matter most places, has hardly been typical this year so it was with some surprise that the first morning was sunny with a gentle breeze out of the north. To get the ball rolling, the four pilots attending the seminar (Eric Oddy, Darryl Sawatzky, Craig Fussell and myself) and a few others interested in the mechanics of tandem, were herded off to the local training hill to go through the basics and some ground school. However, since teaching basic pilot skill to pilots with 100+ hours is not really high on the totem pole of priorities, Max led us into a lengthy discussion about the ethics and responsibility of tandem flying. For those who may feel like they have done it all in solo flight, the following discussion was a sobering appraisal of what tandem really is about: obviously though most importantly, that you are no longer dealing with just yourself hanging in the harness, and hence the need to fly with a different mind set. This first hour was a very refreshing look at safety/responsibility issues and left no doubt as to what is expected of us as tandem pilots.

And so the flying part. Over the next three hours we proceeded to take-off and glide a few feet above the slope of the training hill. Most of us hadn't done this in a long time, but we got to see, try, screw-up, learn-how-to-do-it-right, a number of different launch and landing techniques: forward, reverse, side-by-side. In addition, we each showed off our own methods and helped others to master them. Coming from Cochrane I'd always reverse launched my tandem, mostly out of necessity, so front launches had largely been a bust for me. However, Max pointed out why my front launches weren't working and, hey presto,

they're no sweat. I'd had two main problems - front collapses near the top of the pull up and not being able to run fast enough to get the wing flying. The front collapses went away just by holding the front risers lower down, closer to the carabiner than to the top of the A-line riser. For the running part a neat solution was offered. Many, if not most, tandem pilots fly behind the passenger. However, most passengers are likely not to listen too carefully about the running part and either forget to run, don't run fast enough, or sit down on you when they should still be running. Though I was skeptical at the time, Max demonstrated the "barrow-full-of-shit" technique. For this, the pilot is in front, with the passenger holding onto the pilots harness just above the wooden seat part. With head bent down, and arms almost straight, the passenger pushes the pilot throughout the take-off run. This way you can run easily since the two sets of legs are well separated and you can run unimpeded, and hence quicker. Furthermore, unless the passenger has legs like Wilt Chamberlain the pilot is the last to leave the ground and can thus run throughout the launch, a much more satisfactory turn of events than if the passenger has to do this (as often happens with the pilot flying at the back). I'm now a convert to the "barrow-of-shit" technique since running is almost as if you are taking off solo, unlike side-to-side or pilot in the back, where legs often get tangled up. On the other hand, - Eric had the pilot at the back method down pat. As with take-off, each participant had their own ideas on where the passenger should be during landing - either to one side, or remain behind (or in front) of the pilot.

By the time we had lunch it was late in the afternoon, but since towering clouds were still hovering around Mt. Seven we didn't rush gorging ourselves. After eating, the Mt. Seven launch was an appropriate place to sit and digest whilst waiting for more suitable conditions, and to watch the hang gliders, and Chris Muller flying a paraglider, in the last round of the Golden XC Classic. In the evening the sky cleared and the breeze came out of the north-west so we set up to fly. Four tandems took off one-by-one for a long glide to Nicholson. We managed two flights before darkness took over.

The next morning, the sky was overcast and the odd shower was coming down. So over breakfast the responsibility issue and the previous day's activities were discussed. However, just before noon we went up to launch to meet ideal take-off and sled-ride conditions. Max took a tandem flight with two ladies (Audrey Perry and Andrea Gagel). The take-off looked quite amusing - three sets of legs running off down the slope, Max jammed between Audrey and Andrea. The landing was rumoured to be even more amusing, with Audrey stopping running and them all ending up in a laughing heap in the middle of the Nicholson field. The rest of us flew off after them, flying each other to see what being a passenger was like.

One more flight and the clinic was over. We each managed to get in about an hour of tandem flight from Mt. Seven and had an extensive session at the training hill. Speaking for all attendees, I think we all learnt a great deal and are definitely better tandem pilots than prior to the clinic. Max - thanks a lot!

[advertisement]

Now available! FAI Record Program developed by Stewart Midwinter This program includes the complete FAI Sporting Code for hang Gliding/paragliding and the section of the general sporting code where it relates to hang gliding/paragliding.

The program is available on 3 1/2" diskette at a cost of \$15.00. Please send cheque or money order payable to:

The HPAC
c/o Vincene Muller, Records &
Statistics Committee RR#2
Cochrane, Alberta, TOL OWO
Canada

HPAC/ACVLDirectors Reports & Updates

Attention all Clubs

If you are involved with a hang gliding or paragliding club anywhere in Canada, please supply me with the following information so that I may include your club in the HPAC/ACVL database and to the upcoming "Club List" in this Newsletter.

Name of Club, Full Address (If applicable), General area that the club covers, Contact person plus tel./fax numbers, If the club is for hang gliding, paragliding or both, membership fees for local pilots, & visiting pilots, plus any other relevant information

This information will be used to inform fellow (or potential) pilots seeking contacts or information in your area.

Remember, it is far better to be contacted by someone who is seeking information to fly in your area rather than risk jeopardizing your sites by them not knowing who to contact and therefore possibly being un-aware of any restrictions that may be in place.

(PS: Don't assume that another director is sending me the information, they're normally assuming the same thing as you!!!)

Barry Bateman
HPAC/ACVL Administrator

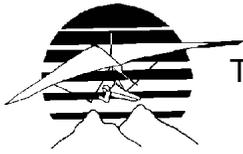
PASSAGES:

MCPL SYLVIO CASTONGUAY

On July 22, 1993 Master Corporal Sylvio Castonguay died in the crash of a C130 Hercules aircraft at Wainright, Alberta. A memorial service was held at CFB Edmonton, and funeral services were held in Montreal. Sylvio was a Level 2 rated pilot, and had been flying in Edmonton with the Northern Lights Hang Gliding Club for the past year. He leaves his wife Dorothea, as well as family and many friends to mourn his loss. A testimonial to Sylvio and his hang gliding career will appear in the next National Newsletter. Donations may be made to the Children's Wish Foundation of Canada in Sylvio's honour.

FALL SPECIAL UNTIL CHRISTMAS..... \$4495

Muller Hang Gliding & Paragliding, RR#2, Cochrane, Alta. T0W 0W0 tel: (403) 932 6760



The Hang Gliding Association
of British Columbia

1993 CANADIAN HANG GLIDING NATIONALS

AUGUST 14-22, VERNON, B.C.

BY STEVE BEST, BC
HPAC/ACVLRIVING COMPETITION REPORTER!

The '93 Nationals were once again held in Vernon, site of the very successful '91 Nationals. In a summer which has seen unusually poor flying conditions in the west, meet direc-

from. Thirty-five competitors turned out, twenty-six Canadians and nine foreigners from the U.S., the U.K. and Australia. Among the visitors were top U.S. pilots Mark Bennett, Tony Barton and Lionel Space.

Day 2

Day 2 was rained out, and featured such activities as beach volleyball in the rain, whitewater canoeing, and sex-starved pilots driving as far as Kelowna in search of exotic dancing.

Day 1. Skyline.

With lots of morning convection, pilots headed up Skyline, a new site on Hunters Range, 50 km. north of Vernon. Meet director Chris Florkow called a race to Vernon, however it O.D.'d before the competitors could launch, and pilots broke down in the midst of rain and near misses by lightning strikes.

Skyline is a classic B.C. site - a logging slash overlooking a beautiful lake and valley. Riverside Forest Products had cooperated by providing some cat work on launch, and had a photographer at the event recording the recreational use of their cutblocks. Skyline was the site of the B.C. Provincials in July, and given some decent weather, the site has enormous potential.

Day 3. Skyline.

Task: Race to Vernon. 50 km. Not valid. With a high overcast, low clouds over the mountains, and light lift, many competitors waited to launch and took their tarp photos from the ground. Pilots scraped their way down the ridge, chasing light and elusive thermals, and landing along the base of the ridge. The longest flights were around 14 km., short of the 17 km. needed to make the day valid.

tor Chris Florkow and assistant meet-head Fred Wilson made the most of a mixed bag of weather, getting in three valid rounds and seven days of flying over the course of the week.

Chris had arranged for the same goal as '91 (the Squires Four Pub, north of Vernon), and had two launch sites to choose

Top left, A pilot launches early in the competition at "Bolean"; Top right, George Borradaile takes to the air in a Wills Wing Ram Air; Bottom, Waiting for the launch window to open at "Skyline"; Opposite page, Top, The American contingent L-R, Lionel Space, Mark Bennett, Tony Barton, Randy Adams & Jim Steel. (Note the head of the decapitated flamingo!); Middle, Peter Luke climbing out just after launch at "Bolean"; Bottom, The setup area and two launches at "Bolean". Photo's by Murray Sovereign.

Day 4, Round 1. Skyline.

Task: Race to Vernon. 50 km.

Day 4 brought better conditions, a blue sky and cu's over the mountains, and the same task was called. Despite the improved conditions, lift was still pretty scratchy, and pilots worked their way along below or just above the ridgetop. Twelve pilots got high enough at the massive Enderby cliffs to glide across the gap, but none was able to get up on the other side. Vancouver pilot Ross McEwan revels in light conditions at Skyline. Ross won the second day of the B.C. Provincials at Skyline with a flight that doubled the distance of the next pilot. Today Ross managed to stretch his glide the furthest, winning the day with a distance of 27.25 km. One field back was Calgary pilot Serge LaMarche. Tied for third another field back were three pilots, Aussie Paul Murdock, American Bob Petty, and local pilot Peter Warnes. Only 3/4 of a kilometre separated the top nine pilots.

Day 5, Round 2. Bolean.

Task: Bolean launch, Monte Lake, Vernon L.Z. 67.5 km.

With all the convection appearing to be in the side valleys, the competition was moved to Bolean, launch site of the '91 Nationals. A 5100' south facing launch, Bolean kicks ass on good days. The tarp opened at 1:30, and pilots climbed to 7000' before crossing the gap to the rock cliffs at Estekwalan Mountain. It was tough scratching up on the far side of the gap, and one glider and a flamingo landed in a mountain-top logging slash just past Estekwalan.

There was good development at the turnpoint, 22 km. from launch, with cloudbases around 9000'. Twenty-seven competitors made turnpoint, and headed back toward Vernon. Some of the early pilots crossed to the south side of the valley and the shortest route to goal, getting up with difficulty on Tuktakamin Mtn.

Later pilots found a solid cloudstreet on the north side, and headed back over launch.

Once the pilots left the side valley for the main Okanagan Valley, they left the lift behind. Serge LaMarche glided the furthest for a dis-

tance of 56.5 km. American ace Mark Bennett was 1.5 km. back for second. Ross McEwan and Calgary pilot Jim Neff were 2 km. further back to tie for third (Jim flies a ten year old Firebird Sierra, proving that it's skill, not equipment, that makes the pilot.). Once again, the leaders were closely spaced, with places three through seventeen landing within 3 km. of each other.

Serge's second and first moved him up to first overall. Ross McEwan's first and third dropped him one spot to second overall, and Mark Bennett's sixth and second moved him up to third.

A barbecue was held after the flying at Peter Warnes place in Lumby, featuring free beer from Okanagan Spring Brewery and videos of aerobatics and local flying history. Two up-

and-coming local competitors, who fly with pink plastic lawn flamingos mounted on their kingposts, (The Fabulous Flying Flamingo Brothers), had their flamingos kidnapped, although they were safely ransomed on launch the next day.

Day 6. Round 3. Bolean.

Task: Bolean launch, Monte Lake, Bolean Launch, Monte Lake, Bolean L.Z. 86.8 km. After their experience with the sink in the Okanagan Valley, the meet directors decided to keep the task in the side valley with a double out-and-return, and finally got a good race in. Half the field managed to complete the task, although the four gap crossings still flushed some hot pilots out of the sky.

Once again the tarp opened at 1:30. With cloudbase at 8000' ASL over launch, pilots were able to cross the gap, overfly Estekwalan Mtn., and keep going. Lift was good near the turnpoint at Monte Lake, with cloudbase rising to 10,000'. The cliffs at Estekwalan were not working on the way back to launch, and pilots arrived below launch and had to fight their way back up.

The logging slashes west of Estekwalan sucked another glider out of the sky, with Tony Barton pulling off a perfect landing on a logging road, when his hoped-for thermal never arrived on the way to turnpoint three. Less ballsy pilots stuck to the front of the bench when they got low, drifting in weak thermals until they got to the red rock cliffs 5 km. short of the turnpoint. Slower pilots had the benefit of higher cloudbases, but also experienced more drift and a headwind on the final leg.

Mark Bennett showed he could race as well as go far on the light days, finishing the course in

.....continues

continues.....

2 hr. 33 min. (average speed 37 kph/23 mph) to win the day. Fellow American Lionel Space was 23 min. slower for second, with J.C. Hauchecorne just 1 min. behind Lionel for third. A total of seventeen pilots made goal, with your faithful scribe the last to make it in,

with an agonizingly slow time of 4 hr. 43 min., almost double the leader's time.

Mark's win moved him up from third to first overall. Lionel Space's second moved him up to second overall (a tenth, a fifth and a second). Ross McEwan made goal in fourteenth place, dropping one spot to third overall.

Day 8. Bolean.

Task: Monte Lake and back. Not valid. Back to the side valley, and an attempt to run half of Thursday's task. However, launch was the only place with any lift, and pilots thermalled up to 6800' in rough air before gliding to a landing across the gap.

Day 7. Skyline.

Task: Enderby and back. Not valid.

The meet-heads gave Skyline another try, this time with a shorter task, but the weather gods failed to cooperate. About ten pilots managed to punch off for a glide to the L.Z. before it started blowing down.

1993 Canadian National Championships

Organized by Current Standings

Cumulative Totals as of Day 3

Pilot	Glider	Prov	Total	Rank	Day 1	Day 2	Day 3
Mark Bennett	Airwave K5	UT	1744.09	1	560.42 [6]	583.67 [2]	600.00 [1]
Lionel Space	HP AT 145	WA	1638.17	2	518.48 [10]	550.24 [5]	569.45 [2]
Ross McEwan	HP AT 158	BC	1625.92	3	600.00 [1]	563.79 [3]	462.13 [14]
Jean-Claude Hauchecorne	HP AT 145	BC	1605.39	4	492.37 [12]	550.24 [5]	562.78 [3]
Bob Petty	HP AT 158	CA	1591.78	5	584.90 [3]	497.49 [12]	509.39 [7]
Peter Warnes	W.W. Ram Air	BC	1577.29	6	584.90 [3]	497.49 [12]	494.90 [9]
Paul Murdoch	Moyes XS 142	Aust	1556.48	7	584.90 [3]	468.27 [16]	503.31 [8]
Serge LaMarche	W.W. Sport 167	AB	1475.35	8	593.56 [2]	600.00 [1]	281.79 [18]
Mike Harrington	HP AT 158	BC	1447.73	9	454.37 [13]	513.17 [10]	480.19 [11]
Randy Adams	W.W. Ram Air	NH	1411.85	10	381.76 [18]	479.65 [15]	550.44 [4]
Peter Luke	Airborne Blade	BC	1396.55	11	560.42 [6]	303.18 [27]	532.95 [6]
Nick Voss	HP AT 158	BC	1368.49	12	401.83 [15]	535.27 [7]	431.39 [16]
Dan Keen	HP AT 158	BC	1345.64	13	433.97 [14]	367.54 [20]	544.13 [5]
Tony Barton	UP TRX	UT	1284.86	14	560.42 [6]	513.17 [10]	211.27 [23]
James Snell	Foil 160 B	BC	1156.58	15	320.57 [21]	367.54 [20]	468.47 [13]
Leo Salvat	HP AT 158	BC	1143.91	16	201.31 [28]	468.27 [16]	474.33 [12]
Jim Neff	Firebird Sierra	AB	1140.43	17	343.01 [19]	563.79 [3]	233.63 [20]
Chris Florkow	HP AT 158	BC	1058.72	18	279.37 [25]	535.27 [7]	244.08 [19]
Dan Baum	Airwave K5	BC	1044.51	19	509.83 [11]	367.54 [20]	167.14 [25]
Steve Best	HP AT 158	BC	1019.97	20	262.64 [26]	337.60 [24]	419.73 [17]
Don Glass	Magic Kiss 154	BC	969.51	21	401.83 [15]	117.88 [29]	449.80 [15]
Barry Bateman	Magic Kiss 154	BC	965.23	22	288.75 [24]	449.76 [18]	226.72 [21]
George Borradaile	W.W. Ram Air	BC	860.31	23	401.83 [15]	306.30 [26]	152.18 [26]
Bob Newbrook	UP TRX	BC	843.37	24	320.57 [21]	319.14 [25]	203.66 [24]
Mark Tulloch	Moyes Extralite	BC	829.06	25	560.42 [6]	51.18 [32]	217.46 [22]
Willi Muller	W.W. Ram Air	AB	804.85	26	242.26 [27]	497.49 [12]	65.10 [30]
Randy Desnoyers	All Demo's	BC	780.42	27	320.57 [21]	429.88 [19]	29.97 [32]
Mark Haycraft	UP Axis 145		778.37	28	186.79 [29]	105.09 [30]	486.49 [10]
Chris Jones	Airwave K4	UK	698.19	29	186.79 [29]	367.54 [20]	143.86 [27]
Fred Wilson	Moyes XS 155	BC	657.62	30	105.21 [33]	535.27 [7]	17.14 [33]
James R. Steel	HP AT 158	WA	550.84	31	343.01 [19]	63.97 [31]	143.86 [27]
Darryl Staples	W.W. Sport 167	BC	380.15	32	168.02 [31]	134.21 [28]	77.92 [29]
Kevin Bassie	Vision 20	ONT	218.47	33	125.61 [32]	27.76 [33]	65.10 [30]
Philip Pask	????	AB	40.00	34	11.43 [34]	11.43 [34]	17.14 [33]
Tom Swift		BC	40.00	34	11.43 [34]	11.43 [34]	17.14 [33]

A Saturday night party at Squires followed the flying, with a keg of free beer, and draws for lots of prizes from Wills Wing, Airwaves and UP. The big prizes were a CG 2000 harness from Tom Swift (won by Leo Salvas), and a Aircotec Picollo vario from Willi Muller (won by Jim Neff).

More flamingo antics - the day before, a flamingo fancier of extremely low moral standards had decapitated one of the kingpost ornaments. Collusionist waiters delivered a hot plate to the flamingo brothers, and the cover was removed with great fanfare, to reveal a plastic flamingo head lying in a pool of ketchup.

Day 9. Bolean.

Task: Race to Skyline L.Z. Not valid.

The last day saw a thick cloud move in, and a strengthening south wind. As pilots set up they were entertained by accounts of an altercation in the campground the night before. Details remain sketchy, but it seems to have involved hang gliding legends Van Fraser, Freep, Jack Daniels, and a Prominent provincial political figure, and an unscheduled midnight dip in "lovely" Swan Lake. Reliable sources report that at one point Van Fraser was accosting the aforementioned political figure while stark staring naked.

On launch it seemed like it should be ridge soarable, however ridge aces Willi Muller and Englishman Chris Jones both sank out into the lighter winds below launch. Competitors de-

Some Thoughts on the Upcoming HPAC/ACVL AGM

Since I started this job at the beginning of the year I have seen and found various flaws in the way this association is run. For example, in the past pilots have been able to get level ratings, become "certified" instructors and earn competition points, *all without even being a member of the HPAC/ACVL!!!*

How could this happen you ask? Well, this was mainly because, in the past, we had no real way of keeping track of who was, and who was not a member. Since the introduction of the HPAC/ACVL administrators position and the Full and Associate membership program, I've been able to keep a constant track on what was happening, much to the dismay of some "Non-members".

cided to wait until the end of the launch window, and then launched in a flurry. Most sank out in the light conditions, but six pilots managed to get above in the very light lift. The six, all top pilots, scratched for two hours, waiting for a thermal to get them over the back and validate the day. The thermal never arrived, and the six finally landed and headed to the awards ceremony to wrap things up.

Conclusion

With three valid rounds, the standings remained unchanged from Day 6. The top two spots went to Americans, Mark Bennett in first and Lionel Space in second (Lionel was top finisher at the '91 Nationals in Vernon). Top Canadian and new National Champion was ace scratcher Ross McEwan in third spot. Second placing Canadian was J.C. Hauchecorne in fourth overall. Always a strong contender, J.C. was second at last year's Nationals as well.

I use the term "non-member" carefully because some non-members actually thought they were members but in fact were not due to their Provincial Association not fulfilling their duties.

It is partly because of these reasons, that in my opinion, that the National Association should endorse a "Direct Membership Program". *The National Association should be looking after the National programs and the only way this can be administered is by allowing the members to join the HPAC/ACVL directly.*

Alberta and Saskatchewan have both been pleased with the program and Newfoundland

.....continued on page 24

The two non-race rounds rewarded patience and scratching, allowing pilots with skills other than racing to do well. The race day allowed pilots with strong racing skills to move up, however most of the top finishers in this year's Nationals do well in both areas.

One disappointing note this year was the lack of eastern pilots (the last two Nationals saw strong contingents of Quebec and Ontario pilots). The west still sees the best conditions in the country, and for a flying vacation with great mountain flying, B.C. can't be beat. I hope to see the entire nation well represented at next year's Nationals.

Thanks go out to meet director Chris Florkow and assistant director Fred Wilson for a well run meet, and to all the sponsors for prizes and beer.

And congratulations to new Canadian Champion Ross McEwan!

Opposite page, Left, Peter Luke's glider makes a radical climb after he missed grabbing the base bar just after launch!; Right, Lionel Space gets retrieved from a poor choice of landing fields; Above, Lionel setting his GPS prior to launch; Right, L-R, 2nd Lionel Space, 1st Mark Bennett, 3rd & Canadian Champ, Ross McEwan surrounded by some of the competitors. Photo's by Murray Sovereign & Barry Bateman



The Alberta Hang Gliding Association

The 1st Annual Canadian Paragliding Championship

BY SEAN M. DOUGHERTY, ALTA

Since the last two years of the Western Canadian Paragliding Championships had been so successful, the Hang Gliding and Paragliding Association of Canada decided to go ahead with a national championship, to be held at Canada's premier flying site in Golden, B.C. Hence, on the 29th of August 1993, twenty-nine competitors and fifteen free-flyers gathered in Golden for the five day competition. Sadly, the weather gods didn't co-operate the first two days, providing only rain, high winds, and severe lightening storms. Thankfully, the last three days of the meet were graced with sunny skies, and the meet was validated.

Open distance was called on the first good day, since the forecast wind of 11 knots at 9000 feet made an out-and-return task improbable. Fortune shined on those that took off early in the afternoon, as the wind shifted and strengthened to its forecast strength, making the take-off tricky and the flying an adventure in advanced manoeuvres. Most that managed to get high at launch made an inordinately fast glide to land anywhere from 12 to 24 km out. Four pilots, however, managed to get sufficiently high to avoid the perils of lee-side rotors in the early stages, and fly substantially further than the rest of the field. Willi Muller and Erich Unterberger won the day, both landing in the

1st place Willi Muller (right) and 2nd place, Eric Unterberger. Photo By Vincene Muller

same field 65 km from launch. US pilot Bill Gordon endeavoured for almost an hour to scrape his way up to the front of Mt. Seven to cloudbase whilst others bombed into the LZ, and eventually took third place for the day with 59 km. Eric Oddy was fourth at 44 km, after getting dumped in very heavy sink. Several pilots went back up to launch for a second flight in the evening and enjoyed much more mellow conditions. A few took advantage of the "as-many-flights-as-you-like" rule to get better scores than on their earlier flights.

Official Results of the 1st Annual Canadian Paragliding Championship.

Pilot	Country	Glider	Day 1			Day 2			Day 3			Final Result		
			Km	Pos	Tot	Km	Pos	Tot	Km	Pos	Tot	Total	Pos	
W. Muller	Canada	Apco	Supra 30	65	1	600	32	3	527	44	1	600	1727	1
E. Unterberger	Canada	Edel	Edel Racer	65	1	600	35	2	566	44	3	545	1711	2
S. Dougherty	Canada	Apco	Astra 27	12	8	225	38	1	600	44	2	555	1380	3
B. Gordon	US	Flight Design	C2	59	3	549	13	9	283	36	10	396	1228	4
E. Oddy	Canada	Apco	Astra 27	44	4	450	13	9	283	38	8	425	1157	5
D. Kruglinski	US	Flight Design	B2	10	15	164	14	7	307	44	6	482	953	6
B. Tracy	US	ITV	Nunki 100	12	8	225	14	7	307	36	0	396	929	7
P. Kloefer	US	Edel	Space 24	10	15	164	18	4	371	33.5	14	350	885	8
B. Hannah	US	Flight Design	A4 28	10	15	164	0	20	67	44	4	524	755	9
G. Henderson	Canada	Apco	Supra	11	13	184	15	6	325	21	18	232	7411	10
H. Siempelkamp	Canada	Pro Design	Challenger 2	10	15	164	0	20	67	44	5	509	740	11
C. Fussell	S. Africa	Apco	Astra 29	18	6	273	0	20	67	35	13	368	708	12
S. Northey	US	ITV	Atiks	10	15	164	0	20	67	44	7	475	706	13
T. Cooper	Canada	Apco	Starlite	2	22	65	18	4	371	23	16	261	697	14
J. Chodanowski	Canada	Apco	Astra 29	11	13	184	0	20	67	38	8	425	675	15
T. Pavelic	US	Firebird	Apache 23	10	15	164	2	19	95	36	10	396	655	16
D. Leinweber	Canada	Apco	Astra 27	12	8	225	7.5	13	196	21	18	232	653	17
S. Roti	US	Ailes de K	Flyair 950	0	23	46	11	12	240	28	15	304	590	18
M. Ferguson	US	Firebird	Navajo 31	24	5	317	0	20	67	18	22	183	566	19
S. Lutz	Canada	Apco	Supra 25	12	12	194	12	11	258	DNF			452	20
M. Dunford	Canada	Apco	Supra	18	6	273	7	15	177	DNF			449	21
K. MacCullough	Canada	Apco	Highlite III	12	8	225	2.5	16	122	7	26	75	422	22
K. Froklage	Canada	Apco	Highlite II	0	23	46	2.5	16	122	21	18	232	400	23
G. Comfort	Canada	Apco	Supra 25	0	23	46	0	20	67	21.5	17	243	356	24
D. Carylo	Canada	U.S. Voile	Gemini 24	0	23	46	7.5	13	196	10.5	25	108	350	25
P. Hajek	Canada	UP	Stellar 27	4	21	85	0	20	67	19	21	197	349	26
S. Levitt	Canada	Custom Sail	XP	0	23	46	0	20	67	18	22	183	296	27
G. Pezderic	Canada	Airwave	Black Magic	0	23	46	2.5	16	122	11	24	118	286	28
J. Nazarchuk	Canada	Apco	Highlite II	0	23	46	0	20	67	DNF			113	29

The weather forecast for the fourth day of the meet promised lighter winds. Open distance was called again to allow pilots to attempt 100 km flights, the sort of distances that make Golden a famous flying site. Again, the pilots that took off early managed to get established on the main range running south from launch. However, the winds picked up again. Instead of reliving the excitement of the previous round, many competitors just flew out to land, and several of those who hadn't launched by the time the winds picked up just walked back down. Three pilots were down range at this time, essentially ridge soaring the mountains since the thermals were blown apart by the wind. Each of these pilots eventually flew out to the valley, since sinking below the ridge offered only severe thrashings. Sean Dougherty won the day with 38 km, with Erich Unterberger in second (35 km) and Willi Muller third (32 km).

The fifth and final day of the meet has traditionally been a race-to-goal of 30 km. since the sun was out and the winds were calm a longer race of 44 km was called, to take advantage of classic Golden XC conditions. The window was opened at 1:30 but the mountain was shaded by an apparently stationary cloud. By 2:15 the cloud shifted and Eric Oddy launched just before Willi Muller. Watching these two rapidly gain height opened the flood gates and most pilots took off in the next fifteen minutes. With a hang-glider competition the same day, there were numerous thermal markers en route to goal and all pilots managed to get established on the course. Taking advantage of a cloud-street Willi managed to pass a shaded area at 30 km and get established well ahead of the field and arrive at goal at 4:12. Meanwhile, many other pilots sank out at this point to land between 32 and 38 km out. Those that didn't sink out had to work hard to stay up. In a head-to-head race into goal Erich Unterberger and Sean Dougherty had to find lift 2 km short of goal. In the ensuing one-thermal race Sean arrived at goal 3 minutes ahead of Erich, though 40 minutes behind Willi. Bob Hannah (+55 minutes), Harry Siempelkamp (+63 minutes) and Dave Kruglinski (+83 minutes) also made goal. Several pilots overflowed goal in pursuit of personal best distances, the best of the day being 65 km. With such close competition over the three days between Willi and Erich it was clearly going to be close. Due to an excellent race flight, Willi took first place from Erich with a score of 1727 over 1711. In third was Sean dougherty.

The excellent conditions for the final round compensated for the less than ideal, turbulent conditions of the first two rounds, with almost everyone happy with their final day's flight. The fact that six pilots made goal in 2-3 hours indicates that races over longer distances are certainly possible at this site. Next year!

LUCKY TO FLY

BY JEFF REMPEL, BC

On June 05/93 my wife (Denise) and I got up at 5am and drove to Falkland for a weekend of camping and flying at Bolean. We were to meet my younger brother Greg; two drivers one pilot, seems correct to me.

Where we turned off the main highway we met Don and Peter, two pilots from Kelowna. We loaded their gliders on our 4WD, they hopped in the back and we were off.

At the top where the small separates to go the last 5km to the launch we were met by Greg, Borg and his driver. Greg explained that there was no way into launch as there were at least twenty large trees down on the road. What do we do? I had a bright idea! I said let's go the back way, it's longer but better protected and less likely to have as many trees down. We headed around back in our 4WD, Greg's beater, and Borg in his blue wagon that he's had for as long as I have known him.

We thrashed through mud holes, washouts, and over rocks and logs. Each time we stopped to wait for the others I would get a stronger feeling they were losing faith in my choice of roads. Then we started running into the blown down trees, small ones at first, no problem for the hatchet that Greg had brought. Then about 2km from launch there were trees down everywhere and some 14". Borg and his driver didn't say much, they just left. Greg started hacking on a large tree, Denise watched, Don, Peter and I hiked toward launch just to see. Within 100 meters it was obvious we would not drive that way that day. We hiked on, fifty trees later and we were at launch. It was 1pm and conditions were great. We decided lower launch was better than no launch. Don and Peter hiked out the front while I went back for my truck and the others. Greg did pound

through one tree in the hour I was gone. How long would another forty nine take? We drove out.

Back at the front we met Don and Peter. They explained that a farmer (Mel Hoff) and helper (Borris) offered to help clear the trees to launch as a neighbourly gesture. Mel had a large 4WD tractor and Borris had a chain saw. I was sure they couldn't be serious but flying fever prompted me to investigate. They were, and soon 14"x100' trees were being chopped and discarded like kindling. We tagged along like children on a wagon train. About halfway in my other brother Darril and Cliff and his son Jesse joined the procession. Cliff could not believe their generosity. With each tree after the first fifty I wondered when they would tell us to stuff it!

They never did and we reached launch by 4pm. I'm still amazed. We gave them a case of beer which was no more than a simple thankyou.

Conditions were still great so Don and Peter set up while the rest of us thanked our sav-iours. They launched and flew to the punch bowl and popped up and out of sight. I set up, launched and climbed to 9500', cruised around for a while and landed. It was worth the wait. Don and Peter landed shortly after. They had been to Monte Lake and back and over 13,500'. The next day we flew again. I got to 11,500' and tagged along on my first real cross country.

Two days of great flying made possible by two guys that should be thanked by every one who flies Bolean this year.

Thank you Mel and Borris!
Jeff Rempel

New Zealand Paragliding Championships, 1994

Leave winter behind this year and come fly in the Southern Hemisphere. The New Zealand Paragliding Championships take place in New Zealand's Southern Alps at Queenstown, from 8 - 16th January 1994. Please address all inquiries to:

New Zealand Paragliding Championships
P.O. Box 432, Queenstown,
New Zealand.
Tel.: (03) 442 3457 Fax: (03) 442 6749



Saskatchewan Hang Gliding Association

SASKATCHEWAN FLYING

BY VIVIAN HOOPER, SASK

Yes, there is life in Saskatchewan and it can be found on the end of a tow line.

Once again the Moose Jaw - Calgary connection put a great deal of effort into organizing a tri-provincial tow meet for the May long weekend. Teams from Calgary, Moose Jaw, Regina and Winnipeg made the trip to Craik Saskatchewan. As you can see from the photos, the Tow Club of Moose Jaw had the most interesting mode of transportation.

The flying was very disappointing on the Saturday; the longest flight was made by Mike Reibling of Regina and was only about 8 miles. We realized that we likely wouldn't be flying much on the Sunday so the Regina club put on the beer drinking goggles and hosted a party in the campground that went on into the wee hours of the morning. The meet was called on the Sunday due to weather and typically, the sky cleared and the thermals were booming on the following day. Bob Yarnton and Carroll

Pelletier flew 72 miles to Weyburn and Maurice Tuchelt achieved a personal best of about 20 miles. I was the designated retrieval crew, baby-sitter and poopy pants character. With a deal like that I think I'll learn to thermal and do my own XC flights. Since we were rained out for the "Craig Meet" in May, Craig Lawrence of Moose Jaw initiated a "Craik Revisited" weekend for the

Saskatchewan clubs on June 18-20. Goal on the Saturday was a 40+ mile flight to Nokomis and was reached by only two pilots Greg Dutchak of Moose Jaw and Bob Yarnton of Regina. Several shorter flights were made by a few other pilots. Not much was happening on the Sunday, most cross country

novice like myself always feels incredible exuberance after safe flying and an excellent landing.

We didn't have any record breaking flights on our weekends in Craik but we had the unique camaraderie of the hang gliding family with volleyball matches, fireworks, and great campfire conversations. Hopefully we'll have another Craik weekend in August.

2.25" X 2.25"

flights were between 3 and 8 miles but Mike Reibling somehow persisted for a 50 miler to Mortlach. Cas Nolan of Saskatoon mounted his camera on my keel so I now have the opportunity of seeing the results of my efforts. Although my flight was a steady 500 fpm down back to the set up area, a

Top Right, Carroll Pelletier wearing his "beer drinking" goggles; Middle, The Moose Jaw Limo; Bottom left, Vivian Hooper heading for the LZ; Bottom right, Vivian after a good flight. Photo's by Vivian Hooper.



Airmail.....

Incorrect Safety Reporting? Stewart Responds

August 19, 1993

Dear Sir:

It is always painful to write accident reports, but I have continued to file these in the hope that some HPAC members will learn something useful from them and thus at least some good will come out of others' misfortune. In this regard I am encouraged that my column has found wide readership even outside the ranks of HPAC members, as evidenced by the response in the last issue to my report in the previous issue.

Any reader that was able to sift through the foul language in the 2 letters in the last issue would note that there was no substantial disagreement with my description of the accident that took place at Longview early in 1993. It does appear there was disagreement with some of my conclusions as to what could be learned from this accident; each reader can of course form his or her own conclusions.

It may have been unnecessary to have had two versions of the accident report in the previous issue, but I stand by my reasons for submitting a report: my duty as interim safety officer to inform HPAC members, and a legal requirement for all accidents in Canada to be reported to the government. Thanks to an agreement I negotiated with the Transportation Safety Board a few years ago, this reporting requirement can now be met through a yearly filing by the HPAC. Thus pilots do not have to file reports on each individual accident directly to the government; instead they can file reports to the HPAC safety officer. However, few reports are ever received, leaving the safety officer to use his own sources of information.

For this reason you can see the importance of accident reports in the HPAC newsletter, and the benefits of HPAC membership. When I wrote my column, I had no confidence that any accident report would appear unless I myself wrote one, since no report was ever received on another serious accident in 1992 involving the student of an uncertified instructor, a League member, as I mentioned in my column. No-one benefits from covering up accidents.

However, every HPAC member can benefit from reading accident reports if they learn something from others' mistakes. If my last column had any part in encouraging Ms. Keller and a few other League members to rejoin the HPAC and make a positive contribution to safety reporting or other HPAC affairs, this episode will have an additional benefit.

Yours sincerely,

Stewart Midwinter, Alta

Rude Letters & Safety Reports

Dear Editor,

I never realized how much a blood sport Hang Gliding was until I found myself in the middle of its politics! Never have I seen so much back stabbing than in the flying community.

The recent hate-mail published in the Newsletter from Karen Keller and Ken Shackleton regarding Stewart Midwinter was not justified!

For those who did not read the letters in the June issue of the National Newsletter, don't bother. There is nothing but non-constructive mud slinging.

For those who did read the letters, lets just ask ourselves, if Stewart Midwinter was not 100% accurate in his reporting of the Richard Gibson incident at Longview in Alberta, was it necessary for the Rocky Mountain League Members Karen and Ken to take out such a rude and unnecessary personal attack on Stewart?

In defence of Stewart (not that he can't defend himself anyway!) he simply printed the facts as he knew them. Then, in a timely manor he had them published in the National Newsletter. I say timely manor because the reporting of such a serious incident so early in the year can be sobering reminder to be careful while taking the seasons first flight.

The facts are: a serious accident took place, someone was badly hurt, it happened at the beginning of a new season. Stewart made the effort to make sure it was reported. He did a good job! I wished a few more people worked as hard as Stewart does in preserving the sport.

Maybe in future the HPAC/ACVL should have the policy that only constructive thoughtful and informative letters should be published. If Karen and Ken had a problem with the facts as they were reported then they should have stated their concerns and kept their personal comments to themselves.

M. Henry, BC

In Praise of Stewart's Safety Reporting

Dear Editor

I was somewhat taken aback by the two vitriolic and somewhat disjointed letters that appeared in the June '93 Newsletter, regarding Mr. Midwinter's reporting of an accident at Longview, Alberta.

First, on behalf of all pilots I would like to extend sincere wishes for a full recovery to Mr. Richard Gibson. I would also like to offer an apology for the shameful manner in which your tragedy has been manipulated by so called "good friends" as a vehicle to further ongoing personal animosities.

Mr. Midwinter has been compiling accident reports since the late '70s and has amassed the most complete database available in Canada. He is regularly used by MOT and the local news media as an information source with regards to hang gliding and paragliding. (It was principally his efforts that caused the MOT to relent and allow us access to Class D airspace!) A comparison of Mr. Midwinter's report and Mr. Shackleton's report indicates very little difference? So why the derogatory, slanderous and foolish personal criticism? (guilt?, pique?, vendetta?) ..

It is most disappointing when some one who has devoted so much time and effort over the years to further our sport is so cruelly and viciously attacked at a personal level. Granted that the critics are hardly credible individuals (a bitter feminist, and a jealous nobody! Shackleton is not even a member of the HPAC/ACVL!!, the price we pay for freedom of expression?)

If nothing else this unfortunate episode has probably refocused attention on the need to be especially careful when scratching close to the hill in light conditions. **KEEP THE SPEED UP** and always allow yourself adequate altitude to clear obstacles and be able to turn away in sudden sink! 200 ft. per min. lift can change to 200 ft. per minute sink instantly and if you are wallowing around semi-stalled 25 feet over the ground you have less than 4 seconds to react.... or crunch!!! I still see pilots, old and new, focusing on their timers, harnesses, whatever within seconds of launch, while still within a few feet from the ground. When close to the ground...**KEEP YOUR SPEED UP!!**

Lastly, at a more elevated level, I see Stewart's redesigned forms for FAI badges and record claims have been accepted and adopted by the CIVL. "Keep up the good effort Midtoad!"

Martin Polach, Alta

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4th Annual Blackcomb Paragliding Meet

Hosted by Parawest Paragliding

Saturday April 17th 1993 started off with early morning rain and a layer of mid-mountain cloud which eventually gave way to a smooth day of flying from the top of "Choker" on Blackcomb mountain. 25 colourful costumed parapilots from Whistler, Vancouver, all over BC and a large Washington State contingent competed and there were even 2 participants from Switzerland.

Each contestant made two flights from the

1000 m vertical drop take off: The eventual winner was later a member of the 3-man Canadian Team which competed in Switzerland at the World Paragliding Championships. (A full report is printed elsewhere in this issue. Ed)

We all had fun and hope to see just as many contestants and spectators next year for this event, scheduled for the Saturday after Easter weekend.

Left, Richard Auer ready to launch in his "Venetian Gondoliers's costume; Above, The participant at this years meet. Photo's by Janet Moschard

Overall winners:

Peter MacLaren	Nth Vancouver, BC	75 Pts
Wayne Bertrand	Kelowna, BC	70 pts
Mike Roberts	Schelt, BC	45 pts

Costume Winners:

Richard Auer,	Whistler, B
	Venetian Gonolier
Bryce James	Seattle, USA
	The Flying Dragon
Donna Jane Miller	Whistler, BC
	Fat lady with purse

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Yet More Praise of Stewart's Safety Reports

Dear Editor:

At the risk of perpetuating on already embarrassing situation, I feel I must respond to the letters in the last newsletter from Karen Keller and Ken Shackleton. These letters were written in response to an accident report that Stewart Midwinter wrote regarding Richard Gibson's accident at Longview in January. My first reaction upon reading these letters was to go back and read Stewart's accident report, to see just what precipitated such a hostile reaction. Although some of the specifics of Stewart's report might not have been exactly as seen by those present, in reading Stewart's report I found it to be fair and unbiased. He did not mention any names, and certainly did not slander or defame anyone. I also re-read the report submitted by Ken Shackleton, and again, although some of the specific details differed, I found the two reports to be substantially the same.

I would now like to address each letter on it's own merits. Karen Keller, as a full member of the H.P.A.C., has every right to have her views published in our newsletter. Although I do not personally agree with her point of view, I

thought her letter was well written, and she made her point. It is no secret that the League has been at odds with a number of Calgary area pilots for years, and this is again reflected in her letter. I would question why she feels that a report received from the League would be any more official than Stewart's, especially since the report's author is not even a member of the H.P.A.C. As far as Stewart's position as Alberta's Safety Officer and temporary HPAC/ACVL Safety Director, most of us who have been around hang gliding for a number of years recognize his contributions to the sport, and his qualifications for the position.

Mr. Shackleton's letter is cause for greater concern. I find it to be defamatory, slanderous, and perhaps even libelous. All of this from a person who *is not even a member of the H.P.A.C.* I sincerely hope that our association has not left itself open to legal action by publishing this letter. Ken says that it is not realistic to maintain the "buddy rule". This might be true, but it does not change the fact that the rule was broken. Nor does it make it better that we all break this rule at one time or another. Ken asks what a helicopter rescue fund would be truly used for. Is he suggesting that there has been a misappropriation of funds in the past? This is a very serious allegation. He mentions the First Aid Course

held at Cochrane, and that it was an A.H.G.A. sponsored event. This does not change the fact that Muller Hang Gliding organized the event, and certainly does not constitute propaganda. The name calling to conclude this letter is not something I would expect from the President of any organization.

No one is questioning the merits of a club like the Rocky Mountain League, in fact I applaud some of their initiatives. Buddying new pilots with advanced pilots is an idea whose time has come. Contributions to the STARS fund is something that all clubs should consider. CPR and First Aid courses geared toward flying injuries are of tremendous value.

This is an incredible sport that we practice, and I would hope that all clubs would be working together to eliminate accidents like Richard's. This can only be achieved by a free and amicable exchange of information when there is an accident. All accidents and incidents should be reported, not so that we can bicker over who said what, but so that we might not have to read another such report in the next newsletter.

Sincerely
Rick Miller, Alta

Wanna Fly in South America?

This is an open invitation to Canadian pilots to come and fly in South America! Whether you want to take in the hang-gliding competitions at La Rioja, Argentina, in November, or at Santiago, Chile, in the first days of January, or paraglide off one of the many volcanoes in southern Chile, I can help you make some of the arrangements, or provide information or translation service - or even a night's lodging in Buenos Aires, the "Paris" of South America. Check last year's issues of the HPAC newsletter or USHGA's 'Hang Gliding' for likely dates for this year, then book your flights early, as airline seats disappear months in advance.

For the gourmets's among you, how does a steak dinner for \$8 and a bottle of wine for \$2 sound? Here is how to reach me:

Stewart Midwinter
c/- Transportation de Gas del Norte SA
Don Bosco 3672, 3° Piso
1206 Buenos Aires
Argentina

Tel.: (011-54-1) 865-8773 office
Fax: (011-54-1) 865-8788 or 865 9835

Air Horns (a reply)

Dear Editor

In response to Gus Larson and his use of "Air Horns" as a safety procedure (March News Letter). I can't say I've ever met Gus, but I think he should know...that if Gus decides to come around me blowing his horn, I will beat him with a big stick, or perhaps a broken down tube!

When I finish my weeks work and get a chance to go flying I want some peace and quite! For collision avoidance stick your horn! keep your head up and practice VFR.

The horn may prove useful for search and rescue but please, not in the air!

Thanks, M. Henry, BC

Note: In recent discussions with other directors it has been decided that it shall become the policy of the National Newsletter to only publish letters that criticize the HPAC/ACVL from current members of HPAC/ACVL. It stands to reason that if one is not a member of an association then they have no business using that associations resources. If they don't like the way it is run, then join the association (you can even volunteer as a director if you wish), and put forth your opinions and suggestions. If they are sound and reasonable, they will probably be accepted. Barry Bateman. Editor)

WHAT SHAPE ARE XC TRIANGLES?

REPRINTED FROM
BHPA "SKYWINGS"

Mark Robinson endeavours to unravel the mysteries of the 28% rule

Interested by articles about defined XC's and triangles in particular, I was curious to find out what effect the 28% rule has on the possible location of the triangle turnpoints, and thus, of the shape of the triangle. (The FAI 28% rule states that the shortest side of the triangle must not be less than 28% of the total length of all three sides.)

I spent a while with pencil, compass, calculator, ruler etc., and drew several diagrams. The exercise was simply one of idle curiosity, and I won't bore you with precise angles and measurements, but there was a recurring shape of certain proportions which intrigued me.

Any XC pilot is likely to adjust their planned route and turnpoints in accordance with the ever-changing sky and prevailing conditions at the time. So for them a simple rule of thumb might be useful.

Having chosen and photographed a start point (A), which will hopefully also be the finish, our pilot sets off in the best direction until sooner or later a second point (B) is chosen and photographed. Where now? What are the limitations for that third turnpoint given the 28% rule?

Well, for any two given points, (A and B) there is a distinctive shape or area in which the third point (C), must be located in order to satisfy the 28% rule. (see diagram, which is not to scale)

The shape has the following features:

If you visualise the point (C) on your map, which makes an equilateral triangle with A and B, the closest possible point (E) that will satisfy the 28% rule is half the distance from C to D (where D is midway between AB).

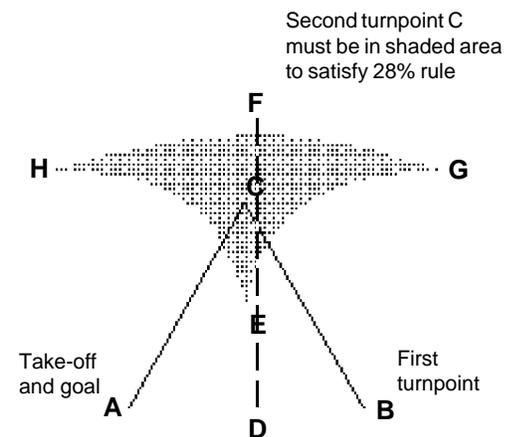
The outer edge at F is such that CF is approximately one third the distance CD.

The tips (G,H) are such that AH=BG=AB. Notice also that any turnpoint close to E, G or H creates a triangle which has one angle greater than 100 degrees.

If the first leg of your triangle is small (ie: $AB < 9\text{km}$), then a point too close to E will give a total distance less than 20km, which can make a difference to XC League scoring.

Follow it all? No?

Then read it again and look at the blinking diagram!



Roy Butterfield adds: Joe was kind enough to send me a copy of this article prior to publication. The shaded shape that Mark ends up with is fascinating and I'm sure would be of great significance to a mathematician (and possibly to the designers of a follow-up to the Stealth spy plane!) There would of course be an equally shaped area in the opposite direction, thereby doubling the pilot's options for his or her triangle.

I am definitely not a mathematician, but having spent a bit of time over the years drawing and measuring triangles, I have come up with "Butterfield's Law of Defined XC Triangles", which states that:

No triangle with one angle of greater than 103° can comply with the 28% rule.

Of course this only stands until someone writes in and disproves it - or better still, flies it.

1993 WORLD PARAGLIDING CHAMPIONSHIPS

VERBIER, SWITZERLAND

By VINCENE MULLER, ALTA

The Canadian Team set off to Switzerland with high hopes. Peter MacLaren of Vancouver went early to compete in the World Cup at Gstaad and finished a creditable 22nd. Peter had previously completed in New Zealand and Australia (2nd in 1991 Australian Nationals) and came to Verbier with high hopes and the loan of a new canopy Edel had released for the World Championships. The Edel 'Rainbow' (available in sizes large, and extra large-sounds like a sweatshirt!) was given to 25 pilots to fly in the competition - Edel was out to win! Glenn Derouin of Canmore had also competed in the New Zealand Nationals for the past few years as well as in Canada. Glenn came with his Advance Omega 25 and soon realized it was small compared to the canopies other pilots were flying so soon moved up at size. Chris Muller whose only past paragliding competition experience was in Canada was flying an APCO Supra 33-definitely up there in size with the rest of the world. Everybody had the skinny 'competition' lines.

The practice days were good, the Team were able to familiarize themselves with the Valley and many of the designated turnpoints. The best practice day (weather -wise) had the team doing a 50km triangle around the valley - it was looking like a good competition. After talking with other teams it was decided that they would use ballast (everybody had at least 10kg water ballast). Where to put the ballast? They had only one option, put it in the storage container of the harnesses! Chris had a larger problem - it wouldn't fit! He flew the competition with a packsack tied onto his harness (most of the European pilots had special harnesses with disposable ballast containers under the seat). Then on Friday, Peter sprained his ankle doing

a reverse launch - rolled it as he turned around (new boots are next on his shopping list). Peter then spent the rest of his time in Verbier with an aircast and crutches.

This meet had the most expensive entry fee of any previous world paragliding or hang gliding championships. 1000SF (almost on par with the Canadian dollar) plus a compulsory radio rental fee of 100SF). 30 countries attended this meet with 127 competitors. 8 countries had 7 competitors, 5 male and 2 female, the rest were permitted only 4, 3 male and 1 female. To have the maximum team members the country had to have been top 8 in the previous World Championships in France in 1991. This made the team scoring unbalanced as each day the top 3 scoring pilots from each country were counted (other methods could have been averaging or just taking top three at the end of the meet).

A word about radios. In Switzerland it is illegal to use radios without the special Swiss

radio licence. It is also not permitted to use radios in paragliding world cup competition. Pilots are not allowed to use radios to communication between themselves or to talk to their ground crew.

The radios provided had two channels, #1 the Security Channel was to be on during flight. Should a pilot have an emergency or see an emergency, they could use this channel to get assistance. After landing they then changed to

Channel 2 and announced their pilot number and location and official transportation was sent to pick them up. [pilots had to land or walk to the main road in the valley for official pick-up].

Day 1

Pilots lined up to ride the gondola up to Les Ruinettes, then a short bus ride followed by a "10 minute walk". The 10 minute walk was 600 ft. vertical with approx. 30% slope at the top. Peter 'crutched' his way up with Chris & Glenn carrying the equipment. One Brazilian pilot paid a small boy 10SF to carry his equipment up to launch - he barely made it himself! Meet Director, Francois Perrault said that paragliding is an alpine sport and competitors should be prepared to walk!

Another surprise for the Canadian pilots! The European teams head up to launch as soon as the launch site is announced. Team

This page, top right, Peter MacLaren; Bottom, Waiting for the launch window to open; Opposite page, top left, The gaggle at launch; Bottom right, Mad Max; Bottom left, Glenn Derouin arriving at goal. Photos by Vincene Muller

leaders stay behind for briefing. On arriving at launch they get their equipment out and all sit around the gates leading into the launch area. This meant that they could get to the launch as soon as conditions look good. With the starting gates blocked, pilots from the back could not get through until all the pilots in the front had launched.... an interesting lesson. Peter found that he was able to launch with the help of the New Zealand and Australian coaches.

The task was race to goal with 3 turnpoints and landing back at the main LZ in Verbier (where all the spectators were). for 32km. Day was won by Swiss pilot Hans Bollinger followed by two Austrians. Chris was 11th and Peter 47th. 64 pilots made goal. Conditions were extremely rough - 4 pilots in the trees and Urs Haari had to throw his backup.

Glenn had an exciting flight. On his way to the first turnpoint he had a major collapse and broke two lines. He continued on to take his turnpoint photo but as conditions didn't improve he decided it would be prudent to land safely. He ended up 87 for the day. All pilots

complained to the rough conditions - but little did they know that they would get used to major collapses each day as tasks continued to have turnpoints in the lee.

Day 2

Another hike up to the same launch. The launch was quite disorganized with many pilots complaining about not being able to get off when they wanted to. After most of the pilots were in the air, one of the hang glider pilots who was acting as wind dummy radioed that a severe thunderstorm was approaching. Pilots were told to land immediately. Imagine the

sight of 100 pilots heading toward the landing area at the one time? It looked like a tarp start in the Owens Valley, except everybody was heading for the same landing area, which was quite small!

Day 3

As risk of thunderstorms was very high the meet director decided on an earlier start. Another hike up to launch - then the storm moved in, so everybody hiked back down to the Restaurant at the top of the gondola to wait it out. Many pilots flew down to the restaurant to avoid the hike down the

steep slope with all their gear. Pilots sat in the restaurant and watched a freerflyer out in the storm trying to get down. He eventually 'crash-landed' safely.

The storm moved through and a short task was called starting at the restaurant. It was a race with a mass start. It was chaos The window opened and everybody could launch at the same time [Chris had his canopy ready was just about to start running when the pilot behind him moved Chris' canopy so he could go first].

The start was chaos, 120 pilots inflating at more or less the same time, running over each others canopies, then when they got in the air there was a huge gaggles in front of the restaurant (great view for the

spectators!). Nobody got the minimum distance so it was another invalid day.

Day 4

Today was cancelled due to severe thunderstorms.

Day 5

A different launch was used today. Buses moved the pilots further around the road and there was a short hike to launch - much better. A 45km race was called with 3 turnpoints. There was some excitement over launch when a Brazilian deployed his backup and came down through the gaggle, fortunately not hitting anybody. 4 pilots went in the trees including Chris. He had a collapse and it 'dropped' him in. Most of the pilots again had major collapses due to much of the task being flown in the leeward side. Glenn was able to get the first turnpoint but Peter sank out early. Chris dropped to 14th with Glenn moving up to 75 and Peter down to 65.

Day 6

First official briefing was at the Ruenettes Restaurant were the launch site for the day would be announced. However it was noticed that some teams were not attending these briefings, only their support crew. Some teams were 'scanning' the official radio and then heading off to get a good position at the start gate. Officials then announced that they would 'search' pilots for illegal radios Wind Dummies were supposed to fly before the competitors and then land as soon as the first

competitor was in the air. One wind dummy was flying the task with the pilots and using a cellular phone to get info back to his team leader. Chris had not able to get his canopy out of the trees before and used his old canopy for the day. He soon caught up to the lead gaggle

which unfortunately sank out that day. Peter & Glenn were not able to get back up to Verbier to make goal. Glenn was slowly moving up with Chris dropping through the pack. Chris retrieved his canopy and only two lines

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were broken so he was able to fix it for the next day. Hans Bollinger had won all three tasks at this time.

Day 6 38km with 3 turnpoints.

The task took competitors down a narrow valley with very strong valley winds. There was the usual number of trees landings and the usual backup deployment (at least 4 tree landings & 1 deployment by competitors each day - free-flyers usually had at least one deploy-

hours, Glenn got the helicopter to bring a rescue crew to help him and was able to get the canopy out without damage. Two other pilots didn't get their canopies out for the next day's flying. Only six made goal this day.

Day 8 Crans - Montana 59km 3 turnpoints.

Great excitement at the briefing. Launch was moved to Crans-Montana in the Rhone Valley. It looked like the promised race to Fiesch would be the task. After a 1-1/2 hour bus trip up a very windy narrow road followed by two tram rides the last of the pilots was up at

launch by noon. Surprise, the task was long, 59km but with three t u r n p o i n t s . Launch was interesting to say the least. Pilots launched directly at the cablecar. Launch conditions deteriorated rapidly. Glenn was sent off and had two major collapses right after launch barely missing the tram line. Other pilots were being

two followed by a 10km leg to goal. Winds increased, more pilots went into the trees. Chris spent two hours in one spot finally and moved 5km backwards before making a vertical descent to a safe landing. Nobody made turnpoint 2. Fortunately nobody made goal as winds were very strong and gusty with dust & debris flying around the parking lot. Meet Director, Francois Perrault kept the spectators entertained with reports radioed by the hang gliders at each turnpoint. The International Jury were extremely upset with the task call. It would have been a great day for a race to Fiesch!

Day 9 38km with three turnpoints - final task

This last day changed the standings quite a lot. Chris raced off with the first gaggle when lift got weak over launch. They scratched for two hours across the valley finally sinking out. Unfortunately, John Silvester of Britain, in 3rd place at the time, was in this group, which dropped him way down the list. Glenn and Peter stayed working the lift over launch and were able to cross the valley high. Peter went with a group around to Osiere where they sank out. Glenn was able to get the first turnpoint before sinking out. Bob Schick of the US Team sank out by Osiere, saw a clearing around a corner and when he arrived flew right into a power line. Fortunately he was uninjured but the canopy was 'fried'. The bang was spectacular!

The launch zone with the competitors lined up waiting to enter. Photo by Vincene Muller

ment a day as well). This task was a different kind of race. Elapsed time to goal (time taken when pilots feet left the ground) with a bonus for placing coming into goal. Only problem was that the larger teams blocked the start gates and pilots could not launch until it was clear. Glenn was the first Canadian to get through 35 minutes after start with Chris 40 minutes & Peter 50 minutes-by this time the first pilots off were already back at the start to take their second of four turnpoint photos. Chris made goal fast, his time in the top 20 but with the placing he ended up 30th for the day. Peter made goal and Glenn was just short.

Day 7 35km with 3 turnpoints.

Many complaints at the meeting the next day regarding the start being blocked. Then they made another line behind where pilots could wait. When they wished to enter the start gate they would raise their hand and announce their number. After entering the start gate they had 5 minutes to launch. It worked much better except they enforced the 5 minute rule. Chris launched with a tangled brakeline - he found his glider turned well to the right but no left turns that day. Glenn got a great start and was heading off with the lead gaggle. Conditions were strong leeside and he had a large collapse and ended up in the trees. After Chris' experience in not getting his canopy out for 24

dragged all over the hill by the gusty winds-some even had premature launches. Launch was closed several times and some pilots didn't get off until 2 hours after the first pilots. Things got worse. Gin Seok Song of Korea, designer for Edel got dumped and crashed into a cliff. He was rescued by helicopter and spent the night in hospital. It soon became apparent that the reason for the task call was to entertain the tourists in Cans Montana. A P.A. system was travelling around town announcing the location of the landing area and urging people to watch "the World's Best Pilot's" arrive at goal. Goal was a parking lot surrounded by high trees and a powerline. Meanwhile back in the air pilots were struggling. The first turnpoint was 18km downwind, then there was a 30km into the wind leg before turnpoint

8 pilots made goal with Hans Bollinger cruising slowly in - he was so far ahead he didn't need to race. Ernst Strobl of Germany had a slow start at the beginning of the meet, but crept up to 2nd spot with John Pendry & Christian Tamegger fighting for third.

Day 10

Pilot briefings were held at the bottom of the lift in town. Weather forecast that strong winds were coming in and eventually the day was called. It should be noted that the 'air-show' continued throughout the day at the landing area with hundreds of free-flyers landing including the dragon, volkswagon car, dinosaur etc. Fireworks were set off (starting a large grass fire above the landing area).

Competitors wondered why if it was too dangerous for them to fly, why everybody and everything else flew!

Final results were delayed due to a change in the last day's results. Hans Bollinger romped in with an

RESULTS

1	Hans Bollinger	Switzerland	Advance Prototype
2	Ernst Strobl	Germany	UP Prototype
3	John Pendry	Great Britain	Airwave Rave
4	Christian Tamegger	Austria	Edel Rainbow
5	Patrick Berod	France	Edel Rainbow
6	Camila Perner	Austria	Edel Rainbow
55	Chris Muller	Canada	APCO Supra
65	Glenn Derouin	Canada	Advance Omega
66	Peter MacLaren	Canada	Edel Rainbow

The Worlds Out My Window

BY KEVIN CALDWELL, ALTA

It's 5:30am and I'm on my way to the World's, a dawn flight racing down to the Owens. My recent move to Calgary, buying a house and a demanding new job have made a 2 month hole in my fitness routine and my flying. I only have two thermalling flights so far this year and my equipment is in total disarray. A hectic day at work after a week of overtime, and I'm on a spam can and off. A sense of foreboding lingers behind my frazzled nerves.

The mountains of Salt Lake City look gentle and inviting out past the wing, compared to my memories and fears of the Owens. I've been debating with myself for months whether I should go at all. Time money and having fun all told against it. But who knows if I'd ever have another chance to fly in the World's?

Roger Nelson's rocking chair test: Picture yourself at 75, telling the young ones about your life. Would you rather tell them about the extra 3 weeks you spent at work back in '93, or about flying in the Hang Gliding World Championship?

A cigarette tube to Ely, Nevada (the first of many places I was about to go that no-one would ever really want to be), and then Reno to meet my brother Greg and Dale Moore, our drivers and coaches and general support. Then off to Bishop to meet up with the rest of the team who had been practising for various lengths of time. The team members: Randy Haney (Desire), JCHAuchecorne (145 HP AT), Roger Nelson (Desire), Mark Tulloch (Moyes XtraLite), Ron Bennett (K2), and myself (Desire).

Greg and Dale had some adventures in Reno overnight, getting the rental car locked up and such, so they are anxious to depart. We arrive in Bishop in the early afternoon, Roger managed to open his shin to the bone landing at the airport the day before. Seems that those chunks of lava hiding in the sage brush are quite sharp indeed. The team is out practising valley crossings to some of the new and weird turn points

on the list for this year. During the retrieve JC has a confrontation with a rattle snake, getting chased back into the truck. Spirits are pretty high heading into the comp. We all line up for an hour to get photos for our official badges. This is our first taste of the bureaucracy that surrounds a meet of this magnitude.

There is a parade the day before the flying starts. Boy scouts and girl guides carrying flags and an motley bunch of pilots trailing behind. It takes 2 hours to get everyone assembled and 5 minutes to parade through the park. The Canadians are already getting a bad reputation for being the only ones who take the scheduled time half seriously. A native drumming group (?), after explaining they aren't really keen on having us racing through their sky, decide they'll give us a song of blessing anyway. The rest of the day is spent in preparation and resting.

The field is split into two groups, blue and yellow. There is about 1 hour between the

The tasks before the cut will be shorter and generally over safer terrain, since some of the pilots from out of the way spots are not that experienced in the kind of conditions the Owens can dish out, both in the air and on the ground.

Mostly the contest is a blur for me. Too much flying, too much heat, too much turbulence, too much flying too close to too much rock. Too much of everything. A few days and incidents stick in my mind tho.

The first day, and one other during the first week were blown out. The first week was generally characterized by fairly weak conditions, no clouds, low climbs, and a lot of grovelling on the rocks. We all ended up farther and farther back in these huge canyons as the week progressed, working the warm air rising up the rock faces despite the lousy lapse rate.

The second day was a dog leg task from the start tarp, to Basalt, to Tonapah rest area, a delightful little dry lake bed very close to the middle of nowhere. I got stuck just past Basalt in the little hills before you head out over another dry lake bed to the east. I grovelled there for ages, finally working over to the dark lava slopes on the south side of the highway. I found a weak thermal that actually went up away, and cored slowly skyward while listening to everybody way out ahead of me. First Mark and then JC hit the deck, so I tip toed along working everything I found. The Desire is so effortless in those weak thermals, I just tried to make little corrections and optimize the climbs. Glider after glider would join me and then fall away. Finally I passed over JC and Mark. There was only one K4 circling with me,

goal still a long way off and sunset coming on. We left what seemed to be our last thermal, still 3000' short of glide slope. I headed over some last little mountains and found nice 400 fpm gift thermal. Randy and Roger (who ended up a heart breaking 100 meters short of goal) were warning me of increasing winds at goal as I tried to juggle altitude, wind and approaching darkness into a final glide.

A long final glide in buoyant air left me a thousand feet too high over the desolate dry lake goal. The K4 slipped in underneath me as

Scratching on the Sierra's at 12,880' Photo by Kevin Caldwell

launch windows for the two groups, alternating early start each day. This really cuts down the size of the gaggles, although the weak conditions and early starts for the first group still mean 60 gliders at the same height in the same thermal. The start gate is the same as the previous years, about 7 miles from launch. We get an hour to set up, an hour to launch and get as high as possible and glide out to the start tarp. After the first week, or at least 5 rounds, a cut will be made to the top half of each group. The remaining pilots will all fly together in the finals. My personal goal is to make the cut.

I tried to burn off the height, only running into the wind at about 700' AGL. I was the last one out of 24 to make goal, but it was very satisfying to be there at all after the long struggle down low. I seemed to have finally rediscovered some patience in light lift, something that has been escaping me for the last few years.

Almost every day there were reports on the radio or talk after the flight of somebody else tumbling or being upside down. JC got to see Robin Hamilton (GB) come down under canopy on a 20' wide spine on top of Black Mountain.

One night we picked up a Korean who had walked for 5 hours out of the desert before getting a ride to the highway.

Day 4 takes us down across Westgard Pass. I grovel low in the little hills with too many other gliders, in extreme turbulence too close to the ground for too long, struggling against an increasing head wind. My lack of conditioning haunts me, one too many low saves leaving me totally drained and beaten. I've been running 2 litres a minute of oxygen at 7000' attempting to gather some strength. It's not enough. I head far out in the valley to land next to a road. I have a perfect landing in the sage, and then lay in the dust for 10 minutes, until the heat drives me to take off my harness and high altitude clothes.

Roger ends up in hospital with very bad food poisoning after the fourth day, and flies home to recover. None of us eats the turkey sandwiches provided on launch anymore.

Ron decides he's had enough of the Owens. Greg also heads home, holidays gone.

JC had some very good days, flying fast and finishing high. I flew a bit more conservatively, just wanting to make the cut, and had a bit more consistent finishes. We keep ending up next to each other in the standings. Mark had some disappointing days early and just couldn't quite put together enough points to make the cut. Randy did quite well, but he is not happy because he wants to win. Randy, JC and I move into the finals. The first 5 rounds are devalued to 500 points each. The final rounds will be worth 1000 each.

The gaggles during the finals are actually much worse than the prelim's in the early rounds, some pilots would be late for the start, some would be low. Now everybody is on time and generally within a few hundred feet. The post gate gaggle is intense. In the prelims the field would be spread out after the first 2 thermals. In the finals, the gaggle stays pretty much intact for the first hour, and even then there seems to be an awful lot of gliders around. Everyone is a lot closer in skill level,

and we all try to hang on the main gaggle, or even get ahead.

The second round of the finals takes us in behind the White Mountains, not a usual flying route in the Owens. It also turns out to be the first decent conditions we've had. I get out front of JC and Randy, and head over the back of Westgard Pass first. We're finally getting decent climbs to over 18,000'. A number of the top pilots choose to try the back side of the Whites. Brad Koji's glider remains and canopy make a colourful dot in the exact centre of a circular irrigated field.

JC and I head across the next valley and find very good lift in the middle. JC has somehow gotten ahead of me. On a glide to the next cloud, I run into a 1000 fpm thermal in the blue. I core it past cloud base, expecting a cloud to form around me any second, but it continues blue. My Ball altimeter shows only - "1" after passing through 19,990', so I don't really know how high I got till I look at my barograph trace that night. I'm on 2 litters a minute of O2 and I'm still hypoxic as hell. My fingers and my entire water supply freeze on the long glide out. I'd finally not worn my fleece today because I'd been cooking while scratching low for a week, so now I'm shivering. I fly right over the next cloud, which is pretty neat. The hypoxia makes me think I'm on final glide for goal, still 60 km away, but the strong head wind aloft brings me below cloud base hardly any farther along than before my big climb. The head wind continues to pick up down low, and the day starts to shut down, making the last way a bit of struggle. JC sneaks in ahead of me, but we're both in the top 20 for the day. Until the films are examined anyway. JC had forgotten to turn his oxygen of before launching, and his one turn point picture is not quite right. He was there with me, but that doesn't matter. It drops him back, and unfortunately drops Canada out of a top 10 team finish. I went to over 24,000'. We flew 168 km, with a upwind leg and turn points way out in the valleys.

I work my way into the 30's overall, but the last couple of days I'm so tired my flying really begins to suffer. One day we fly towards Mono Lake. Everyone goes down, or should I say the ground comes up to meet us. I land at about 10,000', higher than we'd launched from. JC and I kick ourselves for following the gaggle. A route to the south would have worked much

better. We'd both been thinking of trying it, but didn't talk about it and didn't decide to try on our own.

The last day takes us down across Westgard Pass again, after about 4 hours in the air. We all leave Black Mountain high, but the entire glide across is too smooth. Those who manage to squeak over the back hills with a few hundred feet find lift and a light head wind. The rest of us fine a 50 mph head wind rotoring around the lower hills. I manage to punch out into the valley after awhile, and land safely with the bar stuffed. I'm 10 miles from the nearest paved road and a quarter of a mile from a trail. Our retrieve has taken the day off. Even breaking down the glider is difficult in the high winds funnelling around the hills at Westgard. JC is stuck in his harness somewhere out beside the highway. His commentary over the VOX is the only light point. The Aussies eventually fish me out, and I enjoy a typical Aussie high speed retrieve, well lubricated with beer.

Tomas Suchanek's win is pretty popular, with all but the American pilots. He is quite a nice, unassuming guy, not like some of the sky gods. There are rumours the Americans won't hand in certain turn point films to try and change the speed points for the day. They did have Nelson Howe turn back at the finish gate to give Chris Arai more points. It is not enough.

We're all extremely tired from the heat, flying and driving. A foot unfortunately shatters JC and my motel door after an inter-team confrontation.continues

1993 WORLD CHAMPIONSHIPS INDIVIDUAL RESULTS

1	Tomas	Suchanek	Czech	6982
2	Chris	Arai	USA	6971
3	Mark	Gibson	USA	6831
4	Steve	Moyes	Australia	6724
5	John	Pendry	UK	6635
6	Miguel	Gutierrez	Mexico	6603
7	Manfred	Ruhmer	Austra	6598
8	Mark	Newland	Australia	6566
9	Jim	Lee	USA	6512
10	Bob	Baier	Germany	6467
21	Randy	Haney	Canada	6031
42	Kevin	Caldwell	Canada	5512
60	JC	Hauchecorne	Canada	5014

TEAM RESULTS

1	USA	20568	7	France	18487
2	Australia	19964	8	Brazil	17940
3	UK	19653	9	Mexico	17935
4	Switzerland	19286	10	Italy	17601
5	Austria	18954	11	Japan	16556
6	Germany	18929	12	Canada	16343

continues.....

Most of us are very, glad the meet is over.

It is now the end of August. I have one 10 minute flight since I've gotten back, my enthusiasm far from having returned. My wrists still haven't healed completely, despite wearing wrist braces for the last half of the comp. The Worlds were an interesting experience, but I would have liked to have gone when they were somewhere else. Anywhere else. Flying 10 competition rounds in the Owens is far too brutal for an occasional pilot like myself.

Randy ended up 27th. He seemed to give up once he felt winning was out of reach. Memories of his mid-air there last year may have had some effect on his gagle flying.

I am quite happy with my 42nd place. I think it's as well as I can do while working full-time. My physical stamina is not really up to the Owens either.

JC ended up 62 (?), mostly because of his one missed turn point shot. He likely would have made the mid 30's otherwise. He flew extremely well some days, but consistency at the world levels is so hard to come by when you don't fly 400 hours a year. JC's enthusiasm amazes me, he wanted the meet to go on.

Team wise we ended up 12th or 13th, which is quite creditable out of 42 countries. We have a short season, few pilots and no hang gliding industry to support competition pilots. The next team will have to communicate better to prevent errors like JC's turn point from happening. We should have talked about the required sector on the radio.

In my opinion, the world meet has reached the level of professionalism, where an amateur pilot can no longer expect to finish in the top 25. Sponsorship is required to allow a pilot to attend enough international level meets to rise to that skill level. There are just too many pilots who do have the support to fly full time.. Most countries also have the advantage of a paid team leader. This is a difficult and thankless job that requires a person who can command the respect of the team members. It is too distracting for the pilots to attempt to deal with all the issues. I think in the future we should consider reducing the team to 4 in order to support a team leader. I've even heard suggestions of not sending a team unless this can be done. How much would it take to convince Willi and Vincene to come and take care of the team next time?

The worlds were definitely an experience I will never forget.

1993 Grouse Mountain Meet

By DARRYL STAPLES, PRES HGABC

(Could this be an infamous prominent political figure?.....)

The annual Grouse Mountain Meet took place in perfect conditions (sun, heat and lots of lift). The paragliding competition grew from 4 pilots in '92 to more than 30 this year. On the other hand, the Grouse Meet conflicted with a Larry Tudor Wills Wing promotion "Lighting Saturday" in the Fraser Valley. So..... only hang glider pilots not intimidated by the landing field flew Grouse. I am not sure Larry felt comfortable with the Fraser Valley pilots being introduced to Wills Wing Ram Airs at Grouse Mountain. Larry, the landing field baseball back-stop thanks you!

The Grouse event was well attended by American pilots as usual.

Saturday - one for pilots knowing house thermal locations. Peter Graff bobbed around with his paraglider for 3:30 hours and Darryl Staple took up hang gliding residence above "The cut" (1:25 hr.). The location of 1st day house lift did not go un-noticed.... by those on the ground.

Sunday - a display of "Sharks and Jelly fish". Each thermal included a half dozen paraglider interspersed with marauding hang gliders. The number of paragliders sharing the air with hang gliders was a new experience for many of us, but while cautious at first we all settled down to relatively effective - though self-conscious dancing.

All pilots were well briefed on the landing field with hang gliders given absolute right of way. *(It used to be a tight field to get into in the "Old days", you wanna see it now with these modern gliders!!! Ed.)* This year only hang glider pilots with previous Grouse experience were allowed to fly. The result of this cautious approach was a beautiful display of landing by both paragliding and hang glider pilots. Aside from one destroyed metal garbage can and some suggestion that myopia was affecting not

only landing style as well as evaluation but also ability of some to read the rules..... not to mention the use of Danish launch times, the weekend was painless.

Sunday was unusual with our Prime Minister *(Kim Campbell that is, not the prominent provincial political figure that was mentioned in Van F., I mean Steve Best's report on the HG Nat's. Ed)*, in attendance and both paragliding and hang gliding pilots responding with fly-bys over Grouse Nest restaurant during one of her photo opportunities. Washington State aerobatics hang gliding pilot Arron Sweptston added with his attempt to remove Kim's wig during his trademark fly-by (over).

Results

Hang Gliding

- 1st Chris Dominie, Cloudbase Country Club, Everett, Washington
- 2nd Lyndsay Ryerson, Grouse Mountain Flying Team
- 3rd Darryl Staples Grouse Mountain Flying Team. *(3rd eh!... no wonder he sent me this article. Ed)*,

Paragliding

- 1st Graig Cunningham, Northwest Paragliding Club, Seattle Washington
- 2nd Danke Leggatt, Boston, Mass
- 3rd Steve Rich, Northwest Paragliding Club, Seattle Washington

The weekend was fun and very positive for the image of our sport. The Grouse location is unique - overlooking 1.75 million Canadians. The launch and landing (golf course grass conditions) are a treat and made for a very social, no stress weekend.

Thanks to Grouse mountain staff, Meet-heads Doug McNaughton, Cam Mackenzie and Chris Tipper and their timer/judges.

continued from page 11.....

will be supporting the direct program next year.

This is an important issue and has many implications and ramifications. Some Provincial directors who have attended the HPAC/ACVL AGM's in the past have appeared to be more concerned with their own Provincial concerns than the National ones. Not that there is anything wrong with that, but a Na-

tional Association cannot be run by directors who are looking after their own (provincial) interest at the expense of the National association. If you, the members at large, have any thoughts, feelings or opinions on this subject, I would strongly advise you to attend the next AGM and let them be known. **The future of the HPAC/ACVL is in your hands!**

Barry Bateman
HPAC/ACVL Administrator

1993 WESTERN CANADIAN CHAMPIONSHIP

BY DOUG KELLER, ALTA

The 1993 Western Canadian Hang Gliding Championship was held July 31 to August 2 in Golden, B.C.. The Meet was hosted by the Rocky Mountain Hang Gliding League and included the annual League Team Meet.

The team format was three pilots per team with a maximum of two Level 4's (greater than 50 hours) per team. This format is used to encourage the more experienced pilots to help the lower level pilots improve their skills and it seems to work very well.

Rob Sivell, the Meet Director, did an excellent job organizing things and kept the mood relaxed, upbeat and fun. There was a launch list controlling the launch order but I don't think it was used. Most pilots got to launch whenever they wanted to and that definitely helped to keep things calm.

The weather was the biggest surprise of the weekend. After months of terrible weather everywhere including Golden, all three days were good X-C days and the last day was the perfect final day with 13 of the 15 competitors that flew completing the out and return task and landing at Nicholson.

The first day the task was Harrogate/return for a distance of about 87Km. Unfortunately the upper winds were quite strong from the Northwest which made the return leg very difficult, not only because of the penetration problem but also because getting low on the lee side of the next spine meant getting drilled. A lot of the campfire talk that night was about the turbulence, which was strong even by Golden standards. Six pilots made the turnpoint but 20Km into the wind was about all that could be made on the return leg. Doug Keller won the day with 63.9Km, George Borradaile took second landing on the saw dust pile at Parson

for 60.2Km, and Glenn Dagenais made 59Km for third. Glenn probably had the most unusual flight of the meet. After launching early and sinking out he was headed for Nicholson, he found a thermal over the valley and flew the whole way there and back without flying over the mountains.

Day 2 was a carbon copy of Day 1 so a race to Juniper Heights was called. There was the same turbulence and the same heavy sink on the lee side but not having to fly into it made it a lot easier and safer. The two leaders from the day before found themselves scratching together at 6000' on one of the green bumps just before Edgewater. I'm sure each inspired the other to give the extra effort required to climb in the light patchy lift and get high enough for the long downwind final glide to the goal field. Doug made it in first at 2:57 and George was a close second landing two minutes later with a time of 3:01. Serge Lamarche took third for the day with a time of 3:35.

Fortunately the upper winds mellowed on the last day allowing an out & return to Parson to be called. Conditions were booming up high but some had to grovel a bit to get up. All 15 competitors that flew got up and made it to the turnpoint and 13 made it back to goal with times of 1:46 to 3:03. First and second place were separated by only 37 points and any mistake would cost the first place tro-

phy. Doug made the mistake by launching ahead of George. When he was grovelling 1000' below launch and watching George climb out he knew the best he would do was second place, and even second wasn't a sure thing if he didn't get up. George won the day and the meet with the winning time of 1:46, Ron Bennett was second for the day and third overall at 1:59 and Rob Sivell took third for the day at 2:05. Doug did manage to scratch back up and get to goal with a time of 2:12 taking second overall.

The team competition was won by the all League team, the Golden Eagles, Doug Keller, Rob Sivell and Jeff Runciman.

For a low key, fun but competitive competition next year don't forget the 1994 Western Canadian Championship and League Team Meet in Golden on the August long weekend.

INDIVIDUAL RESULTS

NAME	DAY 1	DAY 2	DAY 3	Score
George Borradaile	565.40	598.12	600.00	1763.52
Doug Keller	600.00	600.00	536.00	1736.00
Ron Bennett	415.79	299.40	565.20	1280.39
Ross McEwan	492.49	202.01	545.25	1239.74
Serge LaMarche	107.63	586.71	526.42	1220.76
Don Glass	492.49	74.01	501.79	1068.29
Rob Sivell	254.27	216.42	549.55	1020.24
Rod Porteous	199.00	144.65	535.67	879.32
Peter Bowle-Evans	107.63	187.48	487.15	782.26
James Lintott	107.63	144.65	501.87	754.15
Wayne Blumstengel	107.63	74.01	537.59	719.24
Jeff Runciman	107.63	144.65	462.68	714.97
James Snell	107.63	74.01	509.35	690.99
Glenn Dagenais	545.83	144.65	0.00	690.49
Charles Mathieson	107.63	74.01	188.01	369.65
Larry Layton	0.00	74.01	188.01	262.02

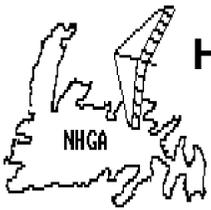
TEAM RESULTS

Golden Eagles	3471.21
Doug Keller Rob Sivell Jeff Runciman	
Scum Sucking Pigs, Part 3	3372.91
George Borradaile, Ross McEwan, Charles Mathieson	
SWC's	2352.71
Rod Porteous, James Lintott, Wayne Blumstengel	
Kick Ass	2232.89
Ron Bennett, Glenn Dagenais, Larry Layton	
?????	2003.03
Peter Bowle-Evans, Serge LaMarche	
Bodacious Beret Boys	1759.28
Don Glass, James Snell	

Where Are You?

The following pilots have had their Newsletter returned because I wasn't informed of their change of address. If you know where they are please ask them to send me their correct address:

Lawrence Palmer	Ont	Dan Murphy,	Alta
Roger Nelson	Ont	Roberto Rogue,	Alta
Kim Cooper	Ont		



Hang Gliding Association of Newfoundland

Here's the news from the east coast of Canada, although I wouldn't actually call it news. The summer weather was a little late in coming but it is here now, and there has been quite a few good days for flying. The only problem, there hasn't been any flying.

Back in early July I talked with most pilots out this way, and all had pretty much the same story. That to date, the weather had not been very good, and when it did turn around it seemed nobody could get it together to log some airtime. Thusly I have no big stories on amazing flights, or for that matter, flights in general.

In late July we had the Atlantic Hang Gliding Championships scheduled for Hughs Brook, located here in Corner Brook. No-one from Atlantic Canada could justify the cost to travel at this time, and unfortunately could not attend. What was fortunate, for them, is that it rained for 4 days straight thus leaving the only

two pilots present, myself and Scott Taylor, twiddling our thumbs. The ironic thing for Scott was that it was the first chance in 4 years to attend the competition. This was the worst showing ever for the Atlantics, we annually get 6-10 pilots, in the seven years I have been, pardon the pun, hanging around.

That's about all that I have to pass on at this time, pretty depressing huh! Our intrepid pilot, Allan Faulkner, has returned from his annual pilgrimage out west, with wonderful stories of booming thermals and mass hang gliding activity. I think Al takes a perverse pleasure in passing on these stories to me, he must know how it makes me drool. Ha ha.

Anyway that's the news, or lack of, from Eastern Canada. Hopefully by the fall I'll have something worthy to pass on to the rest of Canada.

Safe flight
Chris Waters, Nfld

After the previously mentioned party, the pilots staying in the campground across the road returned to continued the party. One by one they retired until only "Freep" and a "prominent political figure" (PPF) remained. Now this is where the story gets a little bit murky, but it seems that "Freep" was babbling in an inebriated stupor, while the PPF idly threw empty beer cans at a tent. A few beer cans later the owner, alias, Van Fraser, stormed out of the tent, rips Freep's glasses of his face and proceeds to crush them. Freep in turn picks up Van F, and unceremoniously dumps him in the lake, well not quite the lake itself, merely the shallow, muddy, slimy, duck s--t covered part. Meanwhile the PPF is sitting idly by watching the fracas. Van F then disappears into his tent and then reappears "naked" and sets to again at Freep... whereupon enact scene one! Not sure what the final outcome was, I'm not even sure I want to know, but by the end of the following day things were back to normal!!! (Buy the way, clues as to these pilots identities may possible be found elsewhere in this issue, if you look hard enough).

Heard from Chris Waters in Newfoundland that he had a couple of visitors from Europe back in early July. They were "Willi Mueller" with his lady. No, not our infamous Willi, from Alberta, but from Berlin, in Germany Both were pilots and were touring eastern North America. Last year they toured western North America, and stayed at Cochrane with our own Willi Muller. What a thought.... two Willi Muller's in the same house!

Judging by the reports I've been receiving this year it would appear that the weather throughout the world has been just about the same as here, the pits. Competitions rained out and generally "dry" periods of the year have been very wet. This may be the reason why so many meets held in BC and Alberta this year have been poorly attended. Hopefully next year the weather will be back to normal.

Late news.... Seems like the Cache Creek Team Meet in BC lucked out with 3 great days of flying. Cloudbase between 10,500-11,500, over 1500 fpm lift, and 230+ km of XC task flown. Full report in the Dec. issue.

Barry Bateman

From Across the Country.....

Seems that Grouse Mountain has had its share of "idiots" just lately. Firstly we had a local north shore pilot who wished to learn aerobatics and decided to pick up a few pointers from aerobatic ace, Arron Sweptston. So far so good, but where to practice these manoeuvres? You would think, somewhere with lots of altitude, preferable over water, and the surrounding area clear of any buildings or obstacles in case something goes wrong. Not this kiddo, he picks Grouse mountain where the postage stamp size LZ is a soccer field in the middle of a sub division. You guessed it, it went wrong, and he came down under canopy right in the middle of the sub division, ending up stuck high up upon a fence (?) where he had to be removed by his workmates from the fire department! He lost his glider, and the hang gliding community lost some more of its credibility!

The other "idiot" was a visiting USA paraglider pilot who was briefed about where he could and couldn't fly. He then takes off and proceeds to fly south over; the north shore residential area which is in the Vancouver TCA, over Burrand inlet (and therefore over the Harbour control tower and the associated float planes landing there) over downtown

Vancouver and lands in a park just over a kilometre from Vancouver International..... What's wrong with these guys? The mind boggles. I'm glad to say steps have been taken to insure that these types of incidents won't happen again.

Couple of interesting tid bits from the HG Nationals. Firstly there was the case of "The Missing Pink Flamingo's". Two BC pilots of strange persuasion, fly with plastic pink flamingo's affixed to the top of their kingpost. During the course of a BBQ one evening the asformentioned birds disappeared from their glider bags. The next at day at launch rumours were running rampant as to their whereabouts but it wasn't until that evening that light was shed on the mystery. As pilots ordered food during the party held at the Four Squires pub that evening, a waiter appeared carrying a silver covered platter. He placed it on the table in front of one of the owners of the missing flamingo, and slowly removing the cover, revealed the decapitated head of one of the missing flamingo's, complete with a paper bandage around it's neck covered in ketchup. (I think!) The owners have indicated that they will extract revenge at the Cache Creek Team Meet. Stay tuned.....

Contact in Nfld

Anyone travelling to the Corner Brook area should try to contact me (Chris Waters) in advance. My job takes me into the bush during summer, so I am not always home. One may also contact Scott Taylor at;
(709) 634-6119 (h) or (709)637-2294.

The "Golden Hour" and Air Evacuation

ASAFETYREPORT,
BY FRED WILSON, BC
HPAC/ACVSAFETYDIRECTOR

This article is dedicated to the fact that preparing for a serious injury accident may have a direct bearing on the survival or recovery of the victim.

"We have witnessed the introduction of specialized trauma centres, life-flight helicopters and paramedic staffed ground ambulances in efforts to improve the care of the injured patient. Medical studies have firmly established the importance of rapid access to definitive care. The seriously injured patient has to be in the operating room within 60 minutes of injury in order to survive. This is called the "Golden Hour"."

Helicopter evacuation should never be requested lightly. Helicopter back-up can save lives when used wisely and cost effectively. Inappropriate use has cost impact to the taxpayer and wastes valuable time for other patients. The following simple guidelines will assist you in making the decision to request air evacuation. Generally P.A.C.C. will authorize requests for helicopter use when:

- A Patient who has sustained catastrophic limb injury, multi-system trauma and/or has unstable cardiovascular, respiratory, metabolic or neurological status and/or has or likely to have failing vital signs and one or more of the following conditions can be met:
- there is a significant time saving that would benefit an unstable patient transported by air vs alternative methods,
- when the patient can be taken directly to a specialized care facility and continuous monitoring and/or treatment are required and time is a factor,
- when the patient will benefit from the flight paramedic's specialized training and time is a factor,
- the helicopter resource is available and can operate within safe established operating parameters of weather and landing zones.

Seriously injured victims should be Helicopter Evacuated if; it will save 1/2 hour or more in transport time and if the (combined) travel and extrication time to the nearest hospital is

estimated to be greater than one hour. There is no responsible substitute for keeping a First Aid Ticket current and carrying a minimum kit. If you own oxygen equipment, providing oxygen to a seriously injured patient is very beneficial... Don't leave it at home!

So, now that you know you will have to provide fairly detailed information about the patient's condition, lets look at what steps can be done before hand to speed the rescue process and improve our odds.

Identify, record and provide essential information such as;

- the site's Latitude, Longitude,
- natural landmarks,
- it's Altitude,
- Radio communication (which has proven effective at the site) and
- clear directions to the nearest phone.

(Arrange with agencies to make a test call out from the site. If there's a spot where 2 way communication does become established, identify it for that type of communication equipment.)

Please note the ambulance service will have real reservations about going into rough terrain. Most ambulances are 2WD with poor clearance, so clearly define the access in to the area, including road quality and names, km up, which turn-offs to take and the total Km. State whether or not a vehicle should be sent to meet and guide aid agencies in.

Estimate the total transport time by road to a hospital should a helicopter not be available AND be prepared to estimate the extrication time if applicable.

Locate the nearest suitable Helipad. "The landing zone must be firm ground at least 22 meters square or 22 meters in diameter (bigger is better in this case!) When selecting the landing zone, think in concentric circles: - The inner 22 meter circle ideally must be clear of anything over 0.3 meter in height, - The next 31 meter circle should ideally have nothing taller than 3 meters in it, - The next 40 meter

circle should have nothing taller than 18 meters in it. This will allow the helicopter to approach the landing zone on a gradual descent. Descending straight down in a hover is difficult and hard on the aircraft." (*Quotations from "BCAS Helicopter Response Criteria" and "Ground Orientation to Helicopter Airevacuation"*) Air Evac will require basic VFR weather information prior to dispatch such as Horizontal & Ceiling visibility, cloud cover, Wind speed & direction and the Altitude. Ensure that all spectators, vehicles and loose debris are greater than 100 feet away from the landing zone. For your information, the maximum EHS fees for B.C. residents total \$274 no matter what method is chosen. (BC EHS Fees for non residents are: \$386 for ambulance, \$1900/hr. for Air Evac and a fixed cost of \$6.00 per mile for fixed wing.)

Extended Health Care benefits almost invariably cover these costs - less the deductible - but BC Medical Services does not. Note: for BC residents, the total cost (as of spring 1993) will be \$274 regardless of whether a Helicopter, ground ambulance or fixed wing is called Please be aware that the BC Ambulance service, including Air Evac does not do any repelling or winching. This is coordinated by the Provincial Emergency Program. (There is no charge at present should the RCC [442 Squadron for Van Isle] be called in due to terrain or extenuating circumstances. However the Federal Government has made clear indications that in the future they intend to have cost recovery.)

A Form is included in this issue to complete and display at your sites. Emergency information kept readily at hand will assist rescue agencies in locating you quickly. (In panic or stress situations, basic information is easily forgotten.)

This same Site Form can be used to inform unexpected visitors, preserve sites and indicate appropriate weather conditions for various skill levels. Photos or maps attached can mark approved landing fields and restricted areas. Site rules placed at launch and landing will keep landowners happy. Laminate the form and tack it to a tree or Ramp.

(FINAL NOTE: Don't call Search and Rescue if a pilot lands out. Missing Persons is a Police matter, they have established procedures for searches and will contact the appropriate agencies.)

Paragliding Incident Report

Strong Winds & Advanced Manouvers

The following safety report was sent into the HPAC/ACVL administration office and I have taken the liberty to print it as I felt that it contains several lessons that could be learnt and therefore benefit fellow paraglider pilots. As I'm not sure if the author of this report intended that it should be published, I have decided the pilot should remain anonymous. Barry Bateman, Editor

This past weekend I participated in the Fly-In at Oliver, B.C. Prior to this meet my paragliding experience consisted of 6 low-level and 34 high-level flights, for a total of 3 hours.15 min., all without injuries. I am flying a 1991, NORTH Para, Model C-28. This was the first meet that I attended. I had an accident resulting in a minor back injury. Here is what happened.

Late afternoon on Saturday, May 22, 1993, our group of 9 travelled to the launch site at Cawston under the guidance of the local paraglider pilot, Steve. This launch is about 3/4 the way up on the hill side. When we arrived at the site we were met by 2 paraglider pilots from Vancouver, that were also participating at the meet.

Chris informed us that they had been flying this site that afternoon and that the conditions were good. The wind came straight up the hill at 8 - 12 knots. Mike from Calgary got his paraglider ready and took off. We all watched as he moved back and forth close the hill side, but slowly sank towards the bottom of the valley. He momentarily disappeared behind the knoll on the hill and we assumed that he would glide to the bottom of the valley.

At this point the wind started to pick-up and shortly after this, Mike reappeared at the bottom of the hill, working his way back up toward launch, moving back and forth close to the hill side and he landed about 100 yards beside the launch site about 5 minutes later. We were impressed and we all cheered his effort.

Most of us got ready to try this. I would estimate that the wind velocity was at 10 - 15 knots at this point. The 3 of 4 pilots in front of me launched reverse. I was 5th and pulled the canopy up in a forward launch. No problems with launch, I immediately gained altitude at 100 - 300 ft./min., however I found that I had little penetration into the wind. As the wind would slow down, I was able to move about at

will. Everything was going well for 15 - 20 mins. I moved back and forth, but I kept climbing higher and the wind pushed me backward. I now realised that the wind had picked me up again and was thinking that I should try and land. By now I was behind the launch and up hill from it and I began to worry. I decided to try little ears to loose altitude. I got the break toggles around my wrists and reached up for the outside A-line on each side and pulled these lines down about one foot.

My vario indicated now that I was climbing at 300 ft./min., so I let go. Then I grabbed the 2 outside A-lines on each side and pulled them down and again my vario indicated climbing at 150 ft./min. In the meantime, I was near the top of the clear area, in front of the tree line at approx. 600 ft. AGL. I wanted to land desperately by now, as all I could see was forest behind me, with the top of the ridge not too far away. I became very aware of the consequences of being blown across the ridge and getting caught in the rotor behind the ridge. I decided to try a B-line stall. Again, I slipped the break toggles around my wrists, reached up for the B-lines, but began to climb again, however I was able to move away from the tree line as the wind slowed down momentarily. I slowed down the canopy in an attempt to get closer to the ground, however the wind picked up again and I started to climb and move backward. I looked around and behind me and decided to try and land in a logged out area to my right behind me. I initiated another B-line stall, pulling one side more than the other. This moved me over to the right and down rapidly. As I was below the tips of the trees I eased up on the B-lines and immediately started to climb. At this point I panicked and pulled the B-lines again and dropped towards the ground. As I was getting ready for a hard landing I planned to roll away on impact. Within the last 10 ft. from the ground, the canopy pulled backward with a jerk and I landed on my back and hitting my head on the ground. I was wearing a motorcycle helmet.

Thank God, I was on the ground!!

I had a sharp pain in my lower back. I moved both my feet and legs and my arms and concluded that the injury was not sever, however I was in lot of pain. I packed my gear and started walking toward launch, about 3/4 mile away. I had walked about 200 yards when I met my friend Peter who was on his way looking for me. He took my back-pack, we walked

down to launch, got into Peter's van and he drove me to the Oliver General Hospital for x-rays and a couple of stitches in my tongue. I injured L-1 vertebrae and I think it was due to a 2 way radio I had packed in the back of my seat.

In retrospect, I am very glad that I had watched the video INSTABILITY several times prior to this weekend as it gave me some ideas on how to react, albeit I should have been able to land without getting injured. I don't understand why I was unable to successfully initiate little or big ears, could it be the type of canopy I was flying? I am on the lower end of the carrying capacity of my canopy i.e. the canopy is rated 80 - 120 kg and my flight weight is 92 kg with reserve.

The wind velocity was OK on take off, but increased as we were in the air. Everyone had difficulty on landing, but everybody else landed safely.

The following day the conditions were milder and everybody got in some good flights.

I would like to thank the organizers of the meet for their efforts and a very special thank you to the doctor and staff at the Oliver General Hospital for their fine care.

Salt Lake Pilgrimage '93

Organizational plans are now underway for the Edmonton club's annual pilgrimage to Salt Lake City this October. Two different trips are planned this year.

One is from the 8th - 18th of October, contact Dave Mitchell at (403) 465-4360 if you are interested. The other is from the 15th - 24th of October, contact Rick Miller at (403) 461-3592 if you are into this one.

The format is free flying at Point of the Mountain, with an excellent opportunity for newer pilots to hone their soaring skills and build airtime. What with the wet weather this year, it is a chance for advanced pilots to make this years totals look respectable after all. Everyone is welcome!

HOW TO REALLY GET TO KNOW YOUR GLIDER!!!

BY ADAM HUNT, ALTA

I know, most of you are saying "What's he mean by that? I know my glider better than I know my wife, hell, better than I know your wife".

Well that's fine for you hang glider pilots, but for the paragliders it's a different game. I know hang glider owners who pull the darn things to pieces every winter. I mean every nut and bolt. Some of them even have their tubes x-rayed. They remove the sails and spend all of January just running their fingers over the leading edges. Sure, these people know their gliders intimately. Too bad most of them never scrub the grass stains off their pods, or their helmets.

Paragliders live in a different world. Those things are huge! You don't realize just how big they are until you try to lay one out in the basement. Unless you live in a gym forget it, and don't ask about getting the lines untangled later! Most paraglider owners only really get a good look at the thing during the preflight. But usually they are in a hurry to get in the air. All they do is unfold it, preflight: cloth, check; string, check; helmet, check and go. Meanwhile the hang guys are still manufacturing their gliders. control bar, on; battens, in; VG,

easy win. He was flying an Advance Prototype. He was the most consistent pilot at the meet and was never challenged, the only pilot who never had a bad round. Ernst Strobl showed great patience and was often slow but consistent. He was also flying a prototype, UP 38m-it was huge. John Pendry squeaked into 3rd spot by 1 point flying the Airwave Rave. 4th was Austrian Tamegger. Big surprise of the meet was the new Womens World Champion, Camilla Perner of Austria who finished in 6th position overall, an incredible performance.

For the Canadians it was a learning experience. Some days they were able to race with the top group but were not consistent. To put Canada in the top 8 it will be necessary for Canadian Pilots to compete with the Europeans at more meets. It was obvious that some of the Australian & New Zealand pilots who have been living & competing in Europe for the past few years were up in the results (Simon Nighy 11th & Cameron Young 12th). They have learnt that many of the tasks are won on the ground (being able to get off when conditions are best) as well as in the air.

routed correctly. It takes so long to assemble those things that you can't help but have a good look at it.

Once a paraglider is on the ground it's time to pack up quickly before the sun eats the darn thing for lunch - they're only good for 400 hours of UV, you know! In flight you really don't get a lot of time to admire the glider, because you are usually too busy trying to avoid the ground. Hang glider - different story - I know people who set the things up and wash them, like it was a car or a tent or something!

Okay, so I never had a really intimate time with my paraglider, in the time I had it. Then there was this one flight and this particular LZ near Golden and this herd of cows

"What's brown and sounds like a bell?" Look, it's not funny. So there I was, glider covered in cow excrement. What to do? Friendly neighbour and mountain 4X4 driver says: "No problem bring it over to my place and we'll hose it down". This we do, we even get off most of the "doo". That's fine, glider takes an hour and 500 inflations to dry from the spot cleaning and it only got 20% wet!

After I got back from that trip I decided that I'd better check it all out in detail. A cloudy day (reduced UV) good chance to spread the thing out on the lawn. Okay there's still some cow stuff there and bug splats (didn't think I went that fast - but they are on the top and bottom, not the leading edge; actually there really isn't a leading edge, which explains the stuff inside too). Okay we'll wash the glider. The owners manual says clean water only so I get the hose and some rags and go over it carefully, cell by cell. The junk that accumulates in the cells is a problem. It's mostly grass and dirt and dead bugs, yuk. Normally this stuff won't come out. You can shake it, pick at it and even vacuum it, but static electricity keeps most of the cell junk in the cells. Some manufacturers just make the gliders in dark colors so you won't notice. I just flush the cells out with lots of water.

Okay after an hour or so I'm done. The glider looks much better, I'm soaked. Okay now what? I decide that I'd better get it indoors and hang it up on our basement clothes line. No problem, drain it out and it still weighs 60 pounds! Bundle it up and take it to the basement. The hallway and stairs are flooded too. I hang up the trailing edge in a zigzag fashion between the two clothes lines. Problem is that the basement is barely six feet high and the

glider's chord must be 10 feet. Half the thing is still on the floor. I decide to suspend it from leading to trailing edge, this gets it off the floor, except that the glider is at least still non-porous.

After a few days it is finally dry. Of course there is still a lot of grass and junk on the top and bottom. A peek inside the cells confirms it's there too. The outside stuff is easy, since the wash there isn't much static to contend with. The inside stuff is another case. I decide to pull each cell through inside out and carefully brush it off by hand. It's like turning socks inside out, 31 times. I'm glad I don't have a 52 cell Katana! While there I get a chance to check out the construction and the stitching. It all looks pretty impressive, actually. You can even see all the numbers left over from the construction process. You can actually see the airfoil sections in the cells walls, too. You can almost feel the care that went into the design and construction of this thing. And you can't smell the cows! One at a time I get the gunk out of each cell, it takes a while, but I feel I know the glider a whole lot better now.

Well, the thing is back in its bag at last, clean and dry. I know you think I'm going to suggest that you all run out and wash your paragliders, just for the sake of understanding how they are put together. Are you nuts? That's a lot of work. I now understand that group that sells their gliders each year and buys a new one! It's not to have the latest equipment, it's to avoid cleaning the darn thing!

As for me if I end up in another cow pasture again that glider is going to the One-Hour-Martinez. It'll probably be all done in an hour and come back pressed and starched, and hung on a hanger!

15 year old Keith MacCullough ridge soaring at Cochrane, Alberta. Photo by Vincene Muller

1993 COMPETITION SCHEDULE

<u>DATE</u>	<u>PROV</u>	<u>COMPETITION</u>
April 9-11	BC	SAVONA EASTER MEET: (1st, Chris Muller, Alta; - 2nd, Barry Bateman, BC; - 3rd, Roger Nelson, Alta)
April 17-25	BC	WEST COAST SOARING CLUB XC SERIES: (Rained out)
May 17-21	Alta	CRAIK QUEST '9: (Non valid meet)
May 22-24	Sask	SASKATCHEWAN OPEN TOW MEET: (No results)
May 22-24	BC	1993 CLUB CUP: (No results)
May 22-24	Alta	ALBERTA CHAMPIONSHIPS: (No results)
June 5-6	Nfld	1st WESTERN NEWFOUNDLAND FLY OFF: (No results)
June 19-20	Alta	21st ANNUAL COCHRANE MEET: (No results)
June 19-21	USA	#1 REGIONALS: (1st, Russ Gelfac, Wa; - 2nd, Lionel Space, Wa; - 3rd, Kathy Fox-Williams, Wa.)
June 25-	USA	WORLD HANG GLIDING CHAMPIONSHIPS: 1st, Tomas Suchanek, Czech; - 2nd, Chris Arai, USA; - 3rd, Mark Gibson, USA
July 11		
July 1-4	BC	BC CHAMPIONSHIPS: (1st, Willi Muller, Alta; - 2nd, Ross McEwan, BC; - 3rd, Mike Harrington, BC.)
July 3-8	Wash	CHELAN CROSS COUNTRY CLASSIC: (No results)
July 17-24	BC	GOLDEN CLASSIC: (1st, Randy Adams, NH; - 2nd, Dave Little, Wa; - 3rd, Lionel Space, Wa.)
July 23-25	Nfld	ATLANTIC HANG GLIDING CHAMPIONSHIPS: (Rained out)
July 29-Aug 2	BC	CANADIAN NATIONAL PARAGLIDING CHAMPIONSHIPS: (1st, Willi Muller, Alta; - 2nd, Eric Unterberger, Austria; - 3rd, Sean Dougerty, Alta)
July 26-30	BC	7th ANNUAL FLY WEST XC CAMP/COMPETITION: (No results)
July 31-Aug 2	Alta	WESTERN CANADIAN HANG GLIDING CHAMPIONSHIPS: (1st, George Borradaile, BC; - 2nd, Doug Keller, Alta; - 3rd, Ron Bennett, Alta)
July 31-	BC	SALT SPRING FLY IN: (No results)
July 31-Aug 7	USA	US NATIONALS: (1st, Jim Lee, USA; - 2nd, Chris Arai, USA; - 3rd, Joe Bostik, USA)
Aug 14-22	BC	CANADIAN NATIONALS: (1st, Mark Bennnett, USA; - 2nd, Lionel Space, USA; - 3rd, Ross McEwan, BC)
Aug 28-29	BC	GROUSE MOUNTAIN FLY IN: (1st, Chris Dominie, USA; - 2nd, Lyndsay Ryerson, BC; - 3rd, Darryl Staples, BC)
Sept 4-6	BC	CACHE CREEK TEAM MEET: (1st, Chris Muller, Alta; - 2nd, Roger Nelson, Alta; - 3rd, - George Borradaile, BC.)
Sept 4-6	Sask	QU'APPELLE VALLEY XC CLASSIC: (No results)
Sept 4-6	Nfld	AVOLON FLY IN: (no results)
Sep 28-29	USA	CAN-AM Maple Falls, Wash. Friendly fly in between the Americans and Canadians. Great socialising. Sponsored by the West Coast Soaring Club. For more info contact: Randy Desnoyer (604) 599 1187

(Meets with dates in bold are eligible for sanctioning. Questions? Contact: J.C. Hauchecorne, HPAC/ACVL Competition director)

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The last competition of the season, the Team Meet, is over. What a great meet that was. The weather co-operated 100 percent and the meet director called perfect task every day. Thanks Barry, this last meet somewhat helped us getting over the disappointment of all the others meets that we had to endure. In general, the season was disappointing no matter where you went. Unfortunately this is part of our sport. As long as we depend on the weather, we will have to take the good with the bad. Next year will be an exciting year for our pilots. The Female World Championships will be held in Chelan, Washington. Any female pilot who would like to take advantage of this great opportunity and participate, please send me a note with your intentions. Female pilots appearing on the Canadian Points system will receive an invitation automatically. To qualify, the same rules as for any other F.A.I. sanctioned meets will apply as will the two year Canadian Points standings will be used.

I'm already working on the 1994 competition calendar. Meet organizers please note:

Anyone interested in running a meet with a longer duration than a regular weekend or long weekend, you must get your dates published as early as possible. Many pilots work for a living, and they must apply for their holidays at the very beginning of the year. The

earlier you start to promote your meet, the more pilots will reserve those dates, and will come to the your competition.

Your opinion is requested.

In the last few years I was able, with the help of many, to come up with a decent system on how Canadian Points can be gained, how meets can be sanctioned, and how the sanctioning process works.

Overall the system works very well. There are a few minor details still to be worked out, but that is part of the never ending improvement process. Now I am working on the next project. "The Canadian Competition Rule Book". I am trying to come up with a rule book that integrates with the F.A.I., the Australian and the US competition rule book. The basis is, to have a competition rule book which is used world wide, so no matter where you are competing, the same rules are applied.

If you, the competition pilots, have any opinions in the creation of this rule book, send your name and critics to me. Your help and your insight is greatly appreciated!

J. C. Hauchecorne
HPAC/ACVL Competition Director