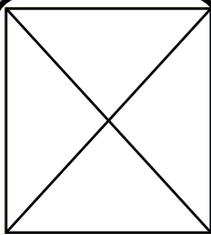


FEB 1996

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

VOLUME 10 ISSUE 1

Eric Oddy flies at Golden. BC



HPAC/ACVL Certified Instructors and Schools

HPAC/ACVL Certified Instructors

as of Wednesday 31st January, 1996

Name	City	Prov	Tel - Res	HG Status	PG Status
Darrel Bossert	Jasper	Alta	(403) 865 1230	HG: Inst	
Glenn Derouin	Canmore	Alta	(403) 678 4973		PG: Sr Inst; Tandem II
Derek Holmes	Calgary	Alta	(403) 270 7678		PG: Inst; Tandem
John Janssen	Calgary	Alta	(403) 286 9257	HG: Sr Inst	
Dean Leinweber	Calgary	Alta	(403) 244 3724		PG: Inst
Rick Miller	Edmonton	Alta	(403) 461 3592	HG: Sr. Inst; Tandem	
Willi Muller	Cochrane	Alta	(403) 932 2759	HG: Sr. Inst	PG: Sr Inst
Chris Muller	Cochrane	Alta	(403) 932 2759	HG: Inst	PG: Inst
Richard Ouellet	Calgary	Alta	(403) 247 2861		PG: Inst
Jeff Runciman	Calgary	Alta	(403) 293 9027	HG: Inst	
Georges Thibault	Edmonton	Alta	(403) 457 2507	HG: Inst	
Denis Bigeault	Lasalle	Que	(514) 363 7378		PG: Inst
Claude Fiset	St-Ferreol-des-Neiges	Que	(418) 826 0882		PG: Inst; Tandem I
René Marion	Beaupré	Que	(418) 827 5735		PG: Inst; Tandem I
Bernadette Younk	St Mathias - Richelieu	Que	(514) 658 3829		PG: Inst; Tandem I
Kevin Ault	Cultus Lake	BC	(604) 858 8837		PG: Inst
Barry Bateman	Langley	BC	(604) 888 5658	HG: Inst	
Wayne Bertrand	Kelowna	BC	(604) 765 2359		PG: Sr Inst; Tandem II
Michael Brothers	Nth Vancouver	BC			PG: Inst
Maxim de Jong	Sardis	BC	(604) 858 2300		PG: Sr Inst; Tandem II
Max Fanderl	Fairmont Hot Springs	BC	(604) 345 6278		PG: Inst
Armin Frei	Vancouver	BC	(604) 224 5493		PG: Inst
Russell Fretenburg	North Vancouver	BC	(604) 988 1111		PG: Inst; Tandem
Andrea Gagel	Vancouver	BC	(604) 732 4418		PG: Inst
Don Glass	Kelowna	BC	(604) 765 6919	HG: Inst	
Peter Graf	Vancouver	BC	(604) 732 0045		PG: Inst
Mike Harrington	Burnaby	BC	(604) 294 1394	HG: Inst	
Steve Levitt	Penticton	BC	(604) 492 6101		PG: Inst
Peter MacLaren	Nth Vancouver	BC	(604) 980 3962		PG: Inst; Tandem I
Bob Newbrook	Langley	BC	(604) 5321694	HG: Inst; Tandem 1	
Scott Nicholson	Nth Vancouver	BC	(604) 986 3708		PG: Inst; Tandem 1
Eric Oddy	Golden	BC	(604) 344 5653		PG: Inst; Tandem I
David Palmer	Victoria	BC	(604) 385 2970	HG: Inst; Tandem I	
Daryl Sawatzky	Chilliwack	BC	(604) 793 0454		PG: Inst; Tandem
Mark Tulloch	Victoria	BC	(604) 658 0119	HG: Sr. Inst; Tandem	PG: Inst
Peter Watson	Kelowna	BC	(604) 765 6919	HG: Inst	
Rick Robinson	Halifax	NS	(902) 457 4963		PG: Inst
Douglas Beckingham	Winnipeg	Mb	(204) 489 4761	HG: Inst	
Jacek Chodanowski	Toronto	Ont			PG: Inst
Rocklyn Copithorn	Stouffville	Ont	(905) 640 4339	HG: Inst	
Karl Dinzl	Etobicoke	Ont	(416) 621 2280	HG: Inst	
Michael Gates	Downsview	Ont	(416) 636 1696	HG: Inst; Tandem I	
Ray Jarvis	Mississauga	Ont		HG: Inst; Tandem	
Michael Robertson	Claremont	Ont	(905) 294 2536	HG: Sr. Inst; Tandem	
Michael Solaja	Etobicoke	Ont	(416) 620 0115		PG: Inst; Tandem I
Kevin Thomson	Kitchener	Ont	(519) 742 5744	HG: Sr. Inst	
Gary Ticknor	Kitchener	Ont		HG: Inst	

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

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

HPAC/ACVL Certified Hang Gliding and Paragliding Schools

as of Wednesday 31st January, 1996

Name of School	HG	PG	Owner	Address	City	Prov	Post code	TeI
Muller Hang Gliding & Paragliding	Yes	Yes	Willi Muller	RR #2	Cochrane	Alta	T0L 0M0	(403) 932 6760
Rocky Mountain Paragliding	No	Yes	Glenn Derouin	P.O. Box 2662	Canmore	Alta	T0L 0M0	(403) 678 4973
Aerial Sensations Paragliding Ltd.	No	Yes	Wayne Bertrand	RR #5 - S 17C - C4	Kelowna	BC	V1X 4K5	(604) 765 2359
Air Dreams Hang Gliding	Yes	No	Mark Tulloch	615, Brookleigh Road	Victoria	BC	V8Z 3K1	(604) 658 0119
First Flight Paragliding	No	Yes	Cameron MacKenzie	3034, Edgemont Blvd P.O.	Nth Vancouver	BC	V7R4X1	(604) 988 1111
Free Spirit Hang Gliding	Yes	No	Barry Bateman	21593, 94a, Ave.	Langley	BC	V1M 2A5	(604) 888 5658
Get High Paragliding	No	Yes	Armin Frei	116011 - 14th Avenue	South Surrey	BC	V4B1G9	(604) 535 8304
Mescalito Adventure Co	No	Yes	Maxim de Jong	50639, O'Bryne Road	Chilliwack	BC	V2R1B4	(604) 858 2300
Mount Seven Paragliding Inc.	No	Yes	Eric Oddy	P.O. Box 2483	Golden	BC	V0A 1H0	(604) 344 5653
Parawest Paragliding Ltd.	No	Yes	Claude Fiset	Box 1097,	Whistler	BC	V0N 1B0	(604) 932 7052
Valley Wings Hang Gliding Inc.	Yes	No	Randy Pankew	P.O. Box 2003, Sardis Stn Main	Chilliwack	BC	V2R1A5	(604) 793 3106
Prairie Wind Flight School	Yes	No	Barry Morwick	4, Almond Bay	Winnipeg	Mb	R2J 2K4	(204) 254 4056
Sky Images Paragliding	No	Yes	Rick Robinson	#205 - 175 Knightsbridge	Halifax	NS	B3M3Y2	(902) 457 4963
Grand Valley Hang Gliding Inc	Yes	No	Kevin Thomson	30, Thistledown Drive	Kitchener	Ont	N2E3C3	(519) 742 5744
High Perspective	Yes	No	Michael Robertson	RR #5, 865, Conc 7	Claremont	Ont	L1Y1A2	(905) 294 2536
Paraglide Canada East	No	Yes	Chris England	#167 - 3349, Mississauga Road	Mississauga	Ont	L5L 1J7	(905) 607 8032
Skysailing Ontario Flight School	Yes	No	Karl Dinzl	23, Deancourt Road	Etobicoke	Ont	M9B3K8	(416) 626 2227
Aile Émoi	No	Yes	Heinz Hefti	12, Rue Genest	Iberville	Que	J2X2R1	(514) 358 2151
Distance de Vol Libre Inc	Yes	No	Philippe Thibodeau	C.P. 763	St Germain	Que	S0C1K0	(819) 395 5224
L'Eole Buissonnière Inc	No	Yes	René Marion	7773 Avenue Royale	Chateau Richer	Que	G0A1N0	(418) 824 5343
Surulv de Québec	No	Yes	Claude Fiset	23 rue du Boisé	St Ferréol	Que	G0A3R0	(418) 827 5735

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

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Association Canadienne de Vol Libre**

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home; (604) 854 5950

Transport Canada Liaison (Aero-Towing): Armand Acchione

P.O. Box 128, King City, Ont. L0G 1K0
home; (416) 518 0111

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PROVINCIAL ASSOCIATIONS

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and Paragliding Association**

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British Columbia V7N 4M0

Alberta Hang Gliding Association

Box 2011, Stn M, Calgary,
Alberta, T0E 0M0

Saskatchewan Hang Gliding Association

303 Main Street South, Moose Jaw,
Saskatchewan S6H 4V8

Manitoba Hang Gliding Association

200, Main Street, Winnipeg,
Manitoba R3C 4M2

Ontario Hang Gliding and Paragliding Association

1185, Eglinton Avenue East, North York
Ontario M3C 3C6

L' Association Quèbécoise De Vol Libre

4545 Pierre de Coubertin, C.P. 1000, Succ. M,
Montréal, Quebec H1V 3R2

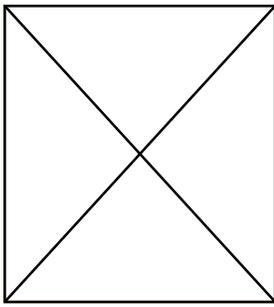
Hang Gliding Association of Newfoundland

16, Woodbine Ave, Corner Brook
Newfoundland A2H 3N8

This newsletter is produced by the Hang Gliding & Paragliding Association of Canada/Association Canadienne de Vol Libre (HPAC/ACVL) and is published and distributed quarterly to its members. The views expressed in this newsletter are not necessarily those of the HPAC/ACVL, its directors or the editor. The Editor reserves the right to edit contributions. Contributions may be sent in on a IBM disks, as an ASCII text file or in any of the major word processing formats. Written and typed contributions are also accepted. Disk and photo's will be returned if requested and accompanied with a stamped address envelope.

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

Published on 1st Feb, April, June, Aug, Oct, Dec. Deadlines are two weeks prior



HPAC/ACVL

President's Report

If you read my last instalment in the newsletter, you may recall that I was ranting and raving about the shortcomings of the Aero Club, and to a lesser degree about the F.A.I. It now seems that its the F.A.I. which should be the cause for greater concern. I'm getting the impression that the F.A.I. is something of an old boys club. They're acting like a mini I.O.C. - without the funding. They refused to consider the Aero Club's request for a reclassification which might have seen our fees reduced to an acceptable level. So, we (Canada) pay 30,000 Swiss Francs for membership in the F.A.I. while the U.S. pays only 60,000 SF. They're 10 times our size and should be paying 300,000 SF as a minimum. In fact, they're equivalent of our Aero Club is a much broader based organization and may be much more than 10 times the size of the Aero Club, It leads me to wonder if we wouldn't be better off without the F.A.I. Surely the world wide community of HG and PG pilots could do a better job of maintaining world records and running world championships than the F.A.I. is currently doing on our behalf. I've also heard that Davis Straub, a well known northwester U.S. pilot, has been making similar noises on the Internet. Furthermore it seems that some group in South Africa has declared themselves to be "the" world body for hang gliding. If the F.A.I. does not soon recognize that it is not serving the interests of its member countries, it may be faced with wholesale defections.

Here's another scary thought. It may well be that the time is approaching when the HPAC/ACVL will have to consider re-inventing itself to better serve the interests of its membership. Consider for a moment the fact that hang gliding and Paragliding do not occur along geographic boundaries. In this country, as everywhere, hang gliding and paragliding can be found in small pockets where a few pilots have gathered. They start a club and soon it grows to a size that's roughly related to the size of the community in which it's located. However, the HPAC is an association with only seven members - seven provincial associations. Those provincial were originally formed in order to provide sport representation which could be recognized by the respective governments (and could probably be registered as such in provincial corporate registries and given constitution off the shelf as defined by the provincial societies acts). But these days, the provincial associations continue to find themselves struggling to adequately represent the various pockets of hang gliders and paragliders that are scattered around the country, and they exist largely for the purpose of obtaining provincially funded grant money. It might further be said that they would not exist at all, if it wasn't for the fact that they control the purse-strings. However, the pendulum has swung. Fiscal restraint is the watch-word and governments are cutting back everywhere, such that the grant monies are no longer significant. In fact, a person would really have to question the value of doing all the paperwork for the small amount that's received, Peter Bowle-Evans, personally, is responsible for more self-generated revenue than the Alberta, Saskatchewan, and Manitoba provincial associations combined (and that includes their grant money). Clubs like Yamaska and the West Coast Soaring Club comprise the bulk of their respective provincial memberships.

To make matters worse, the constitution of the HPAC provides for voting privileges that allow the Newfoundland association (5 members) the same number of votes as the B.C. association (308 members). Where is the equity in that!? We only need look south of the border for a better solution. The U.S.H.G.A. arranges more balanced representation for its members by grouping them into regions.

Enough said. I think you can see that our structure has numerous flaws.

Well, I can't think of any other way to stir up trouble for the moment so I'll leave what's left of the page for Barry to fill. Before I go I'll just inject a personal note. I've been busy working on my winter project. (Its been to @#%&*! cold to do anything else.) A few of you may have heard that I've been working on a new harness design, and it's just about done. At least, it's done to the point where I can hang in it in the basement - and it seems to work. The only problem is, it looks funny! It has these wings, or hang pockets, or hang sleeves - actually I don't know what to call them, but with a little luck I'll get it in the air this spring and maybe someone will come up with a name for them.

Till then, keep warm
Ron Bennett, HPAC President

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

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

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

If you wish to volunteer you can contact me at;

Vincene Muller
Box 2, Site 13, RR #2
Cochrane, Alberta. T0L 0W0
ph/fax (403) 932 6760
Email: mullerhg@cadvision

HPAC/ACVL Directors Reports & Updates

PG Rating Exam Update

In March of '95 I volunteered to prepare the new paragliding ratings for printing. Little did I realise at the time that I would also end up revising, modifying and almost completely redoing both the hang gliding and paragliding Student, Novice and Advanced ratings, in French as well as English!

Well, almost a year after they were supposed to be ready, I can now state quite sincerely that they are now complete and will in fact be printed and ready for distributing by the time you are reading this.

The problem with getting them ready sooner was primarily because of 3 reasons; first there was some confusion as to what the paragliding advanced rating was supposed to be (after many hours had already been spent it was found that we were on the "wrong track!"); secondly there were a lot more new forms to be generated which was initially overlooked; and thirdly, almost the whole lot needed to be translated into French. While I was at it I also re-formatted all the exams and answer sheets so that everything pertaining to the rating exams has been completely revised.

Anyhow, the bottom line is that we now have a very good set of hang gliding and paragliding exams that have been completely updated and are ready to go.

All HPAC/ACVL Certified Instructors will be receiving them, as and when they renew their HPAC/ACVL membership, which means that very shortly afterwards, you should be able to write your exams.

The instructors will also be receiving an "Instructors Package" which I have generated explaining, amongst other things, how to administer and apply for ratings.

Basically if you require a rating you will have to obtain it through an HPAC/ACVL certified instructor. The Instructor will check that;

- You are a current member of the HPAC
- You have the previous rating to the one that you are about to write.
- That you have your log book for verification of the number of flight, sites, hours etc.
- That you have a copy of the HAGAR results (if you are applying for an intermediate rating)
- That you have the \$10 processing fee

He will then:

- Administer the written exam
- Conduct the flight test if required.
- Submit a completed rating application form to the HPAC

When you have successfully passed the exam, the Instructor will then submit it to the HPAC/ACVL Administration office for processing. If everything is in order I will mail you back a new HPAC/ACVL membership card which will show your new rating.

I would just like to mention here that if you are applying for an Intermediate rating then you should take your log book to an HPAC/ACVL certified instructor for verification of your hours, sites, and flights along with a copy of your HAGAR results. Have the instructor fill in a rating application form (HPAC R-04 Rev 4 95-10) give him the \$10 rating fee and have him mail it to the HPAC/ACVL Administration office. (Do not just send me a copy of your HAGAR results and expect a rating!)

In this issue, I have listed **EVERY PILOT** that has ever held a rating and what their current rating is. Check it over carefully, what you see is what you get! In every issue from now on I will be publishing a list of **ALL PILOTS** that

have received a new rating since the previous issue of "AIR". If you gain a new rating and it does not show up in this list it will probably indicate that something was incorrect with your application, in which case you will receive a letter from me stating what it is. If you do not hear from me, then contact me as there may be another problem!

Below I have listed the requirements for each rating level HG and PG so that you will know what is required. Vincene Muller is presently getting "sticky back" inserts made for the log books so that they may be pasted in the log books over the "old" rating system. (More information on how to obtain them will appear in the next issue).

The HPAC/ACVL directors would like to apologize for the delay in getting these new exams ready and for any inconvenience it may have caused you. I am in a position to see "both sides of the fence" and I can assure you that many hours by many volunteers have gone into these exams. We hope that you will be satisfied with the results.

Barry Bateman
HPAC/ACVL Administrator.

Paragliding Ratings:	Hang Gliding Ratings:
Student Diploma <ul style="list-style-type: none">- Beginner Course- 5 Instructor supervised flights- Flight test- Written exam- Five minutes airtime	Student Diploma <ul style="list-style-type: none">- Beginner Course- 20 Instructor supervised flights- Flight test- Written Exam- Five minutes airtime
Novice Rating <ul style="list-style-type: none">- 30 supervised flights- Flight test- Written exam- Two hours airtime	Novice Rating <ul style="list-style-type: none">- 75 flights- Flight test- Written exam- Two hours airtime
Intermediate Rating <ul style="list-style-type: none">- 80 flights above 250 metres or 40 flights above 250 metres & 40 flights below 250 metres of 10 minutes or more duration.- 10 flights inland- Five different sites- Hagar Exam- Ten hours airtime- Basic First Aid recommended	Intermediate Rating <ul style="list-style-type: none">- 150 flights- 10 flights inland- Five different sites- HAGAR Exam- Ten hours airtime- Basic First Aid recommended
Advanced Rating <ul style="list-style-type: none">- 150 flights- 10 km cross country flight- Written Exam- Fifty hours airtime- Basic First Aid recommended- Advance Manoeuvres Clinic is recommended	Advanced Rating <ul style="list-style-type: none">- 200 flights- 10 km cross country flight- Written exam- Fifty hours airtime- Basic First Aid recommended
Master Rating <ul style="list-style-type: none">- Significant contributions to the sport in Canada- 250 hours airtime	Master Rating <ul style="list-style-type: none">- Significant contributions to the sport in Canada- 250 hours airtime

HPAC/ACVL Directors Reports & Updates

Aero-Towing Update

Well if you have been receiving the U.S.H.G.A. magazine, you like to read "Product Lines", you must have notice that Dan Johnson has been doing write-ups on Aero-Towing. Although Dan claims to tone down the amount of write-ups on Aero-Towing, for the last year every month he has mentioned something new and exciting about Aero-Towing.

In an interview, G.W.Meadows was asked, "what is the future of hang gliding"? His reply was just in one word "AERO-TOWING". Just look at the sailplane community, they at one time only used winches, then one person started to aero-tow, next thing you know the whole sailplane community Aero-tows! Only one sailplane club in Canada still uses a winch. Aero-towing is the next evolutionary step in hang gliding.

In the past five years there has been over 30 Dragon Fly tugs (Tug) built, not even to mention how many Trikes are out there. Dragon Fly tugs now cost around \$22,500 US (\$31,000 Funny Money @ 73 cents). They can be found in places like Mexico, Australia, Germany, and one in Canada. Yes Canada, yours truly has one in the back yard. We all know there are Tugs 'in the U.S.A., but who would of thought you would find them in places like Utah, Nevada, New York, or for the most part any place that has mountains. It seems that even in the mountains Aero-towing is becoming the preferred method of getting off the ground!

A Transport Canada Aviation (TCA) official asked me once "How safe is Aero-Towing"? Well I explained to "It" (him or her being politically correct) Aero-Towing will enhance safety, because most mountain sites are in remote locations that make it difficult for HPAC instructors to monitor their students, or stop anyone from doing something really stupid and life threatening. With Aero-Towing it will make it easier for experienced hang glider pilots' to pass on their knowledge and skill to novice hang glider pilots'. Look at the accident reports in the U.S.H.G.A. magazine, when was the last time you saw an accident report on Aero-Towing. It seems to be an effective way to manage SAFETY!

Well, if you are wondering what is happening as far as the authorization to Aero-Towing. On January 19th of 1996 I was summoned to

attend the Steering Committee (SC) meeting. Their job is to help streamline (?) proposals like Aero-Towing hang gliders to get approval. When the proposal was put before the committee the Industry representatives at the table were in favour of the ideal. BUT, the TCA had Questions (like could we live without them, was there Fight before their existence, or what is the meaning of life).

The biggest problem with TCA is that Hang gliding has been very Low-Key. That the public perception of hang gliding is still back in the Hay-Days of the 60's & early 70's. The TCA and the general public has no idea of the great advances in safety and performance of hang gliders, or the standards set for pilot and instructors ratings.

Before the next SC meeting Lindsay Cadenhead (he was mentioned in the last issue of AIR, give him another call!) has to look into the Air Reg. 5 1 0 & 602.22. If 602.22 could be applied to your needs then I think half the battle is over. But no matter how they interpret either one of these AIR REGS, TCA still has not made a commitment as to when we will be granted approval, this season or next?

Your help is needed! Aero-Towing may not be in your back yard, but someday your local club will have enough funds to purchase their own tug, whether you live in the mountains or prairies. If you did not call Lindsay last month, call this month!. If you did call, call again!. Tell him that you want to legally Aero-Tow this summer. Again Lindsay will accept collect calls at (613)990-1036 or Fax (613)957-4208. Mail if you like to;

Lindsay Cadenhead,
Transport Canada (AARRD),
Ottawa, Ontario. K1A ON4

Fly high, Fly far, Fly safe,!
Armand Acchione
HPAC/ACVL
Transport Canada Liaison

Well, I guess it had to happen! The HPAC administration office now has an email address:
hpac@mindlink.bc.ca

I warn you though, at present I'm treating it as a "read only" system, so if anyone has ideas of holding long and lengthy discussions..... forget it! But if you wish to send me an article for the AIR..... HPAC Administrator.

Interim Financial Position

For a volunteer organization, with no government backing our finances are in a commendable position.

We entered 1996 with approx. \$40,000. in the bank.

From Jan 1995 till Oct. 1995 our cash flow was as follows (an accurate accounting will be compiled once I have the Dec. banks statements)

INCOME		EXPENSE	
Donations	\$110	Insurance	\$21960
School ins	\$4110	Aero Club	\$1470
Site ins	\$800	World team	\$1000
Ratings	\$630	Exp reimb.	\$1000
Logbooks	\$1050	Newsletter	\$9893
World team	\$240	Office	\$2133
Adv.	\$125	Administrator	\$5758
membership	\$50473.		
total	\$57538.	total	\$43914

gives a current surplus of \$13,624 less year end expenses of:

provincial reimbursements	\$3031
Dec Newsletter est.	\$3200
AGM est	\$3800
admin est.	\$1300
total	\$11331

projected surplus for the year \$2293

NOTE: these are not the final figures.. they will be printed in the April 1996 issue of "AIR"

Any member wishing to review the records may do so by contacting myself;
Martin Polach,
Days (403) 291-0717
Even (403) 932-3680
Fax (403) 291-0844
Email polachm@cuug.ab.ca
(isn't communication fun?!)

Cheers... its -40 C and snowing lightly... what is it that we do in this sport??
Martin Polach

On the following page is a list of all FAI approved barographs. A barograph is required for setting world records or obtaining FAI proficiency badges

APPROVED ELECTRONIC BAROGRAPH

Flight record printouts made by instruments designated below will be accepted as barographic evidence of flight performance in support of FAI record and badge claims in class O airsports (hang gliders and paragliders) provided that the instrument is used in accordance with the relevant sections of the FAI sporting code and the official observer procedure is followed. Pre and/

or post flight calibration of the instrument at a laboratory approved by the competent National Aero Club (NAC) may be required. NAC's can, at their discretion, revoke this acceptance for their pilots or flights made over their territory. Use of the instruments on other classes of airsports is subject to approval of the FAI commissions governing those airsports.

Model	Software Version	Manufacturer	Accepted Date
Alto Print	Note 1	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	19 Oct 89
E W Electronic Barograph	Note 1	E.W. Avionics, 45 Wyresdale Crescent Perivale, Middlesex, UB6 8TH, England	20 Mar 90
SKYBOX	2.2 3.2	Automaten Technik Winkels GmbH (ATW) Erienbrunnenstr, 20, D-7454 Bodelshausen	19 Mar 91
PC Barograph	1.2 + 1.3 2.3	Ingenieurbüro Leimkuhler Am Eselsberg 1, D-8120 Weilheim	15 Jul 91
Flytec 3030	29141 Note 2	Flytec AG Ebenastrasse 8a, CH-6048 Horw	21 Dec 91
Flytec 3030	29209	Flytec AG Ebenastrasse 8a, CH-6048 Horw	21 Apr 92
Micro Panel 3	3.0	Afro Fluginstrumente Bahnhofstr. 37, D-8219 Rimsting	23 Apr 92
Bräuniger	29209	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	10 Jul 92
Micro Panel 3	3.1	Afro Fluginstrumente Bahnhofstr. 37, D-8219 Rimsting	27 Sep 92
Aircotec Primus	01.2	Aircotec A.G. Postfach 56, CH-6048 Horw	8 Aug 93
Flytec 3030 Professional	29209	Flytec AG Ebenastrasse 8a, CH-6048 Horw	8 Aug 93
Bräuniger AV Competition	1.6	Bräuniger GmbH, Püttrichstr. 21, D-8120 Weilheim	15 Nov 93
Skybox Maxx	93073 3.2	Automaten Technik Winkels GmbH (ATW) Erienbrunnenstr, 20, D-7454 Bodelshausen	10 Feb 94
Davron	2.04	Davron, 1 Church Road, Keston,	17 May 94

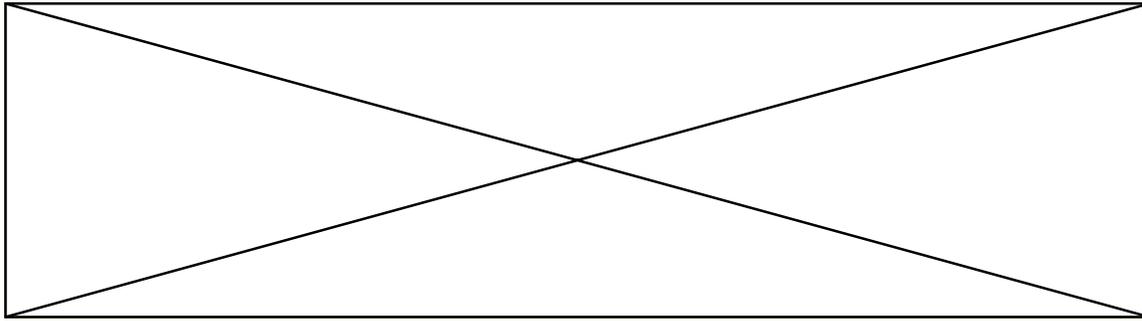
THE LIST ABOVE IS CORRECT AT 23 NOV 94

Acceptances are valid only for the models and software versions listed above.

Acceptance of printouts does not constitute and endorsement of the instrument or guarantee of quality of materials, workmanship, reliability, accuracy, freedom from defect or malfunction. FAI and its officials refuse any and all liability for loss, damage or injury resulting from the use or possession of any of the above instruments. It is the user's responsibility to determine if one of these instruments should not be used for determining flight levels in controlled airspace unless they have been certified for such use by civil aviation authorities.

Note 1. This instrument was accepted under an early version of the EAM specification that did not require identification of the software version.

Note 2. This software version is accepted under the condition that the instrument be calibrated by the manufacturer less than one year before the record or badge flight, paragraph 5.4.6 of section 7 of the FAI sporting code notwithstanding. A calibration certificate from the manufacturer must accompany any performance claims.



By; DON GLASS

WARNING: This article contains information and ideas which without proper practise and preparation, can lead to serious carnage or worse. These ideas and training methods include flying fast and performing aggressive flight manoeuvres close to the ground. If you are interested in improving your landing abilities, cross-country skills, overall confidence in your flying abilities, and most importantly your knowledge, read on.

One of the most difficult aspects of cross-country flying is the ability to land your glider safely under adverse conditions. By understanding and practising tight field approaches, landing areas which weren't considered before can now be used. Some of the techniques are also extremely effective in landing in strong or very turbulent conditions. Once you have gained confidence in your ability to land in restricted areas, your overall confidence and your flying abilities will improve, and allow you to fly further, faster and safer.

This article looks at the mental psychology, flying skills, and some tricks to apply during an approach, to get into that postage stamp LZ you are forced to land in.

To receive your hang II rating, you must demonstrate the ability to consistently land within a 50 foot radius circle. This is a reasonable area to "spot land" in, and most pilots are capable of doing it when they so desire. Of course the "spot" is located in the centre of a huge field, with no surrounding obstructions providing for an easy approach, and no adverse consequences to under or overshooting the desired target. Psychologically, it is an easy landing area. This mental attitude is what blocks us from landing in places which have this 50 foot radius circle but the area surrounding the circle is unlandable, like a 100 foot diameter island in the middle of a lake. Here's what I mean by the mental attitude: Lay a 2x8 plank on the ground, and walk along the length of it. You will do it without thinking twice, and unless you really lack coordination, you will not fall off. Now raise the 2x6 plank 10 feet in the air, and walk

across it. Now when you walk across it, your mental attitude is much different than when the plank was on the ground, because the consequences of failing off are much greater. The difference between walking across the plank on the ground and 10 feet in the air takes place in your head; you perceive it to be more difficult and dangerous, therefore it is. This mental perception actually makes it physically more difficult; try this experiment and you will fall off the raised plank many more times than the plank on the ground. Only after you change your mental attitude towards walking on the high plank, will it become as physically easy to walk across it as the one on the ground. This is the biggest single factor involved in landing in restricted areas: the unwavering confidence that you CAN land there, exactly on the spot you desire, EVERY time.

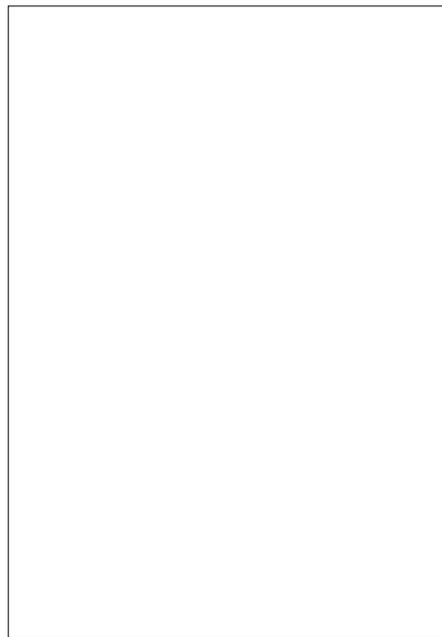
Lets look at the area surrounding the 50 foot radius circle which you will land in. If the surrounding area has no tall obstructions to hit (trees, powerlines, etc) or contains small obstructions (bushes, fences) or is unlandable (water, swamp etc) then we already know that it is perfectly acceptable to perform an approach over the area, because we know that we WILL hit the spot within our 50 foot circle, and not over or undershoot into the unlandable surroundings!

Right now, this should have opened up a plethora of new landing fields for you! Small beaches, fields with haybales, roadside pullouts, and most logging slashes (there is a road through the slash, sometimes an intersection, and usually a cleared, flat area where they drag all the trees and do logger stuff to them), building roofs, playgrounds etc. All these spots have that 50 feet on either side of your selected spot to undershoot or overshoot, and there are no obstructions to prevent you from gliding straight in. If there are obstructions, you will have to utilize your bag of landing tricks (coming up shortly) to manoeuvre onto the spot.

Obstructions.

Obstructions are things in the LZ which you can hit. You will probably surprise yourself as to how close you can actually get to something and not hit it. This is a tough one to practise, for obvious reasons. It requires development of your ability to maintain spatial awareness while not looking straight ahead. Spatial awareness is an important ability which allows us to fly effectively while focusing on something other than directly flying the glider while maintaining control and awareness of our "space" hence "spatial awareness". A couple of methods I have found effective in developing spatial awareness are: 1) at altitude and clear of all your aerial

buddies (you don't want to hit them, and this looks really goofy to anyone who can see you ...), come out of prone, and rotate yourself backwards and fly the glider from the rear



Study this article well if you intend to land in small fields or you will end up like this unfortunate pilot!
Pilot's identity withheld to protect what's left of his dignity

flying wires while looking backwards (this only works with harnesses without internal frames). Another option is to rotate yourself sideways, or pitch yourself head down, and look behind you while you fly. This teaches your brain to use what it sees as a "reference" only, and will help fine tune your ability to use your other senses to determine your orientation. 2) Watch your wingtips instead of looking ahead when you are flying past launch, trees, rock faces etc, when you are low and scratching, or just doing a sled ride. Pick a point on the terrain as you fly past, and watch your wingtip relative to that point. Be very careful when first doing this as you can easily lose your orientation, which tends to adversely affect terrain avoidance (teaching experience has shown that when you are "spatially unaware" you will naturally fly towards what you are looking at!). Oh yeah, when you are flying close to the terrain, do it on a calm day until you get really good at this (you don't want to get turned into the hill!).

Once you get used to watching your wing flying past things, you will develop a mental glider "size" (kind of like you now have with your body: you know if you can fit between/under things or not, just by looking at them ...) and you will become comfortable at bringing yourself closer to those objects that you don't want to hit. Your brain will also get used to maintaining spatial awareness without having to look forward. This is an essential ability to have, not only for landing, but for ALL flying conditions.

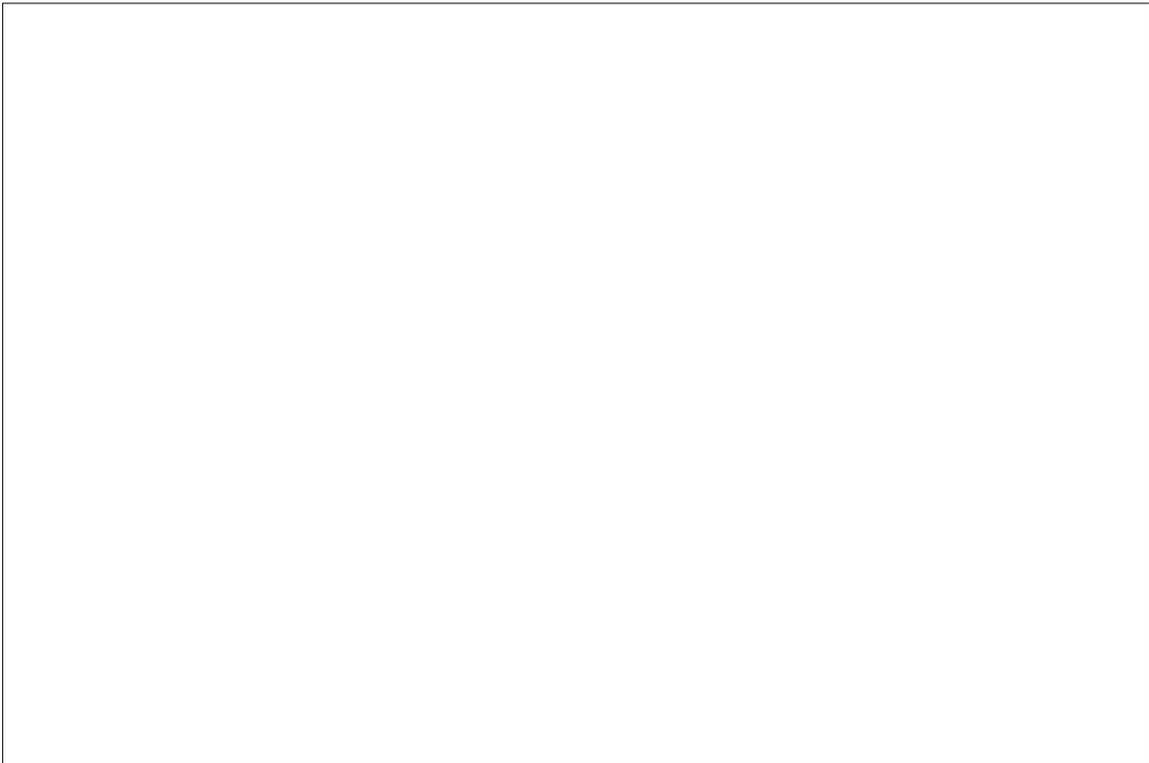
Now for some theory (this is also the flying skills part, so don't go away!). When we land a glider in a small field, we want to get the glider onto the ground in as short a distance as possible. When landing, it is always better to come in hot (fast) regardless of conditions, fields or anything. Why? It allows you to

punch through any gradient or turbulence in the landing field, and enables you to make any necessary corrections during your setup and final approach. You need to stay prone until halfway through your groundskim, as being prone allows greater manoeuvrability when required. I should mention here that being "hot" is also your safety-factor. With excess airspeed, you have the potential to manoeuvre, or regain altitude to compensate for those unexpected circumstances during the approach, (mis-timed turns, and unexpected meteorological occurrences, etc).

A common myth is that if you land slow, the ground you cover during your approach will be less. If two gliders begin final approach at the same speed and altitude, say 100 feet, with one glider flying slow, and the other glider stuffing it into a steep dive, and rounding out for a long groundskim, the slow glider will use up much more field. Not only is the slow glider flying

therefore flying inefficient, rounding out (bleeding off energy in a manoeuvre which is even more inefficient) and also takes curved path, all three factors which reduce the horizontal distance the glider travels. Now you may say what about induced drag when you're close to the ground? It's pretty negligible. At best, it might give you a 10% increase in glide, and remember the amount of induced drag decreases with speed, therefore it only really affects you during the last little bit of your groundskim when you are flying slowly. FIGURE!!!! So; coming in hot uses less field than coming in slow, if both gliders start from the same point in space with the same speed.

This shows that being fast is good, but as soon as you get level "on the deck", you need to bleed off that airspeed when you're landing tight. To use up less horizontal distance in the field, you need to get onto the deck steeply, as fast, as possible, which gains energy. Before



Barry Bateman approaches the infamous Grouse Mountain LZ. during the International Grouse Mountain Meet. Notice the high trees on top of a bank under the pilots right wing, the backstop on the left (and the houses across the road which are out of sight), the small bank and trees on the right, and a tall bushy tree just in front and below the pilot (out of sight). Of course this is right in the middle of a subdivision and beside a very busy road. In case that is not enough, the normal (?) wind direction blows from the bottom of the picture towards the top and the LZ is thermic! Spectators don't help either!

Photo by Barry Bateman and Leroy Granis

at optimum efficiency (best glide, of course!), it also takes a path which covers the MAXIMUM horizontal distance possible, due to the glider's efficiency, and the straight glide path. The glider which dives at the ground is: diving

you flare, you must bleed off this energy. Since we are trying to use as short a distance as possible, we can use less field by turning,

.....continues on next page

rather than going straight, and we can gain energy in that turn by sideslipping.

What if you could do a screaming fast sideslipping turn straight down into the field, round-out the turn right on the deck into the groundskim about 2 miles/hr above stall/flare speed? You gain energy by turning the glider and allowing it to slip towards the ground, using a small area of field to get onto the deck, and you bleed the gained energy off during the high speed and inefficient round-out. The distance used in the groundskim would be negligible, and you would use up a minuscule amount of landing field; This is the "perfect" tight field approach, from an infinite height. Unfortunately, we are mere mortals subject to imperfections. Practical field tests (my own) have demonstrated that this manoeuvre can be performed, but with less than desirable consistency (tests have been suspended pending further funding. Please send airworthy gliders or cash to the "Get rid of him once and for all" fund, C/O BC's Cloudstreet mag).

Getting the glider onto the desired heading (into the wind) on the ground, and slipping the glider at the right speed requires precise timing and altitude control, and there is no way to compensate for gradients or turbulence. But we can use many of the ideas in the "perfect" approach, and add in a "safety factor" to allow us to compensate for poor judgement and unexpected weather conditions. The concept of glider energy is what I'm getting at. Manoeuvring a glider requires an understanding of energy. The only energy we are concerned with is kinetic energy, which roughly translates into speed. (You get kinetic energy from diving; using potential energy). Once you have kinetic energy, there are various ways to get rid of it; bleed it off. You can bleed off the energy slowly by gliding, moderately by gentle manoeuvring, or very rapidly with strong, aggressive, high angle of attack manoeuvres.

When on the deck in a groundskim, you can only bleed energy slowly by gliding until it is time to flare. You also no longer require the safety margin that the excess airspeed provided. Therefore, to maintain the desired short groundskim, it is necessary to bleed off as much excess energy as possible just before entering the groundskim. As previously shown, it is good to come in hot (lots of energy) therefore you bleed off the energy with aggressive manoeuvring (bleed energy rapidly). Aggressive manoeuvres also allow the pilot much more control of the energy loss rate, or glider efficiency; (e.g., in a steep banked tight turn: if you aren't going to come around enough before the glider stalls, you can reduce the bank angle and the push-out so the glider bleeds energy slower and flies more efficiently; or if you

realize you have excess energy, you can push the turn out more so the glider bleeds energy quicker and flies more inefficiently. Basically, you have a wide range of glider "efficiencies" to fly at.

Putting it all together:

Practice! You'll need lots of sled rides to practise; sled rides are best because you stay focused on training and practise the whole flight. You can still use your huge landing field, unless you don't mind repair and hospital bills during your learning stages. The first step is to develop a fast, aggressive approach technique into your landing field. Do a normal approach, and start your final glide nice and high. Don't worry about landing in a short distance right now, just practise landing really fast (the faster, the better; why? it gives you lots of time to come out of prone, develops a smooth flying/ landing style, and builds confidence in your abilities to fly fast and aggressive close to the ground). During your final approach, pull in and get as much speed as you can handle. You'll quickly realize that to get lots of speed, you need to stay prone until part way through your groundskim. When you come in really hot, there is always plenty of time to come upright. The prone-to-upright transition MUST be smooth to maintain a proper groundskim (no nose-popping or turn inducing during the skim; if you're doing this, practice going fast then coming out of prone onto the downtubes when you are really high).

The next step is to speed up the rest of your approach. Start making large, fast, aircraft style approaches (downwind-base-final), and really pour on the speed. After you're comfortable with this, it's time to start going for accuracy. Set a target in your regular LZ every time you fly. Many people just pick a spot when they come in, but if you place a physical target in the LZ before you fly, your whole mental attitude is focused on hitting that target, well before you even start your approach (this helps change your mental perception). Until you can land reasonably close (within a 50 foot radius) EVERY time, keep practising. Remember, you have to have 100% confidence in your ability to hit the spot. After each landing, take a few moments to evaluate your approach and landing; were you too fast? too slow? over or undershoot? and decide what and where you needed to modify the approach to hit the spot. When you can hit the circle EVERY time, start moving your target to a spot in the field which requires a different approach; i.e. a final turn low to the ground, or close to a fence or a row of trees, a pond etc, or park your vehicles in the landing field; really, anything that will make 'the landing more of a challenge now that you can hit the circle every time. This will help develop the ability to focus

on the landing spot, and ignore the psychological impact of those high-consequence objects in your landing field. Just remember that you KNOW you can land in the circle, EVERY time, and it doesn't matter what else is around you.

The last stage is the manoeuvring. You are going to really have to get to know your glider now. With plenty of altitude, start practising steep turns, pushing them out until the glider stalls (bleeding off energy in a turn) and allowing the glider to sideslip in the turn (gaining energy), as well as practising aggressive roll-outs to level flight. This will develop a strong understanding of your glider's kinetic energy, and it's manoeuvring limitations, as well as develop a keen sense of spatial awareness, and the overall confidence required to perform these manoeuvres when they really count. Once you are comfortable with these manoeuvres at altitude, you can start applying them gently into your approaches.

If you've made it to this stage without crashing or being ostracized by some of the more conservative pilots, lets look at just how far you've come! You can now accurately hit a target in a field with obstacles, while flying fast the whole way through your approach. You're not only comfortable with the speed and manoeuvrability of your glider while close to the ground, you can also use the extra speed to manoeuvre the glider exactly where you want it, even during the groundskim. Your flare timing should have improved, as you now have plenty of time to relax and concentrate on it once you enter your groundskim. Most importantly, you will be landing with confidence; you have changed your mental attitude.

One last note on safety: after you have mastered everything here, you will be a much better and safer pilot, but during the learning stages you are actually more dangerous, as you will be flying past your current limits. It took me a long time to develop and understand these techniques; I got "lucky" more times than I care to remember. It's really easy to get hurt doing this stuff! There are safety margins, but you can rapidly use them up if you aren't careful. Practise slowly and take your time! Reread this article a few times, and try to think about and understand the ideas. Ask yourself and other pilots questions. It's essential that you don't miss out any information. These are advanced flying skills, and to develop them, it helps to be alive!

Don Glass is an HPAC Certified Instructor and runs a hang gliding school out of Kelowna. He also represented Canada this year at the Worlds in Spain.

New for 1996!

Airtime of San Francisco's

Jetstream and LaZer Harnesses

The Jetstream

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

Standard Features

- * Adjustable shoulder straps
- * Attitude adjustment
- * Boot Clip
- * Parachute bridle cover
- * Radio pocket
- * Hook Knife
- * Water storage pocket
- * Full-length internal storage pouch with tie-downs
- * Chest-mounted parachute container, compatible with all air and pyrotechnic deployment systems

The LaZer

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

The Jetstream also includes as standard features:

- * Prone-positive line
- * Platform tow loops
- * Aerotow loops

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

Available from *Muller Hang Gliding Ltd*
Big Hill Road, Box 2, Site 13, RR #2, Cochrane, Alta
ph/fax (403) 932-6760 or email us at mullerhg@cadvision.com

HAS ANYBODY SEEN THIS PERSON?



Last know to have been working in the Vancouver area.
Rumoured to have been seen headed towards the Alberta border (possibly because of a deranged mind; currently -40°C)
A warrant is out for his arrest for:

Failing to submit a 1995 Competition Report

This person is obviously in hiding as can be seen from this recent photo that was taken of him trying to make a getaway.

- REWARD -

(1st place in the points standings!)

is offered to anybody who knows of his current whereabouts and can get him to submit a report.

ANTICIPATION.....

BY PETER BOWLE-EVANS

In the depths of winter there are dreams at night. Soaring free and high, unfettered by any realities. You wake up wondering where you are and why. Where was that uplifting emotion that took you beyond the bounds of this earth? As winter gives way to spring, the magazines and books come out. The equipment gets looked at, or at least looked for! Then it is parachute packing time, and something starts to tell you it is coming again. Now you really look at your things.

Then one day you look at the sky - perhaps more into it than at it, and realise, "Hey, there's lift up there!", and you are away from this world again, if only for brief span. Ask any pilot's spouse or employer - they know this only too well! What else is there that makes your heart pound six times faster, your mouth go dry or drool, your palms go sweaty and your whole body literally tremble and shake with excitement - anticipation - but the reality: we are going flying!!

Now comes the road. You have to get to a launch site. So there are trips up the road, including things like getting stuck in mud and snow and getting out again. Never mind, it is good to flex those muscles heaving hang gliders on and off truck racks! It is a remarkable thing. Hang gliders all come duly noted as having a certain weight, but this is not quite right. To a pilot, the weight of a hang glider is inversely proportional to the quality of the flying conditions. On a good day, they almost fly themselves onto any rack. At other times, they can be totally leaden. Somewhere in all this you might set it up in your front yard, just to make sure you will have it all together when

that big day comes. Even if you just look at it and touch it; not just a long bag any more, but a wing - your wing. Almost a living part of yourself.

One day you get to launch, often to find that eternal optimism combined with forgetfulness has once again deluded you, as early spring thermals roar in fury, seemingly trying to rip up the trees by the roots. Another day you haul the glider off the rack and contemplate setting it up, on yet another you actually do, though sometimes only to return it to its bag unflown. On yet another you may get all hooked in, and try fruitlessly to get balanced or convince yourself that it is good to go. Your wing may be flying in your hands, but still telling you not to go - not today - maybe tomorrow!

This is tantalisation in the extreme, a battle of wits between desire and rational reasoning. There is simply no room for mistakes. But the wanting - the anticipation - is almost overwhelming. In another activity this is called foreplay - a taste of this and a taste of that, before taking the plunge, as it were! In hang gliding and paragliding we do not have a word for it. We just do it. This is an activity, that by the dictates of conditions begins at a climax. Rational you respects this and even wants to avoid it a bit. The other part of you, and which of course is the part of you that has you flying in the first place, not only wants to do it but knows that you will. It is part of what it is all about. You live for this. It is an edge. In the spring it is the edge. It is coming! It is burning you up. You will perform. You need the release. Anticipation!

STOP THE *MADNESS!*

It's been a very long time since I have taken the time to write in any hang gliding mag. I have been hang gliding since 1979, have flown some 50+ gliders, have run a hang gliding school since 1983, taught some 1500+ students, been a director of the A.H.P.A., was the founding member of the R.M.H.G.L. I have some 300 + truck tows, have been a certified instructor and run several H.G. meets.

After dedicating some 10 yrs. of my life towards the growth of the sport of hang gliding I decided to take a bit of a break. Lately I have spoken to other instructors and pilots about the dilemma of our sport and how so many of the dedicated ones have some where along the way seem to run into the same problem of BURN OUT.

I read in mags and have spoken to pilots who feel that schools are charging far too much for equipment, gliders, lessons, parts and service. Some pilots even resort to buying parts and gliders from manufactures to avoid supporting their local dealers. I personally know of several instructors who have quit at some time or another belonging to provincial associations, clubs, leagues, and other entities because for some reason or other the membership gets a no brainer and feels that they no longer need the only supply of new blood into their organization Think again. With out the valuable student memberships no organization either local, provincial, or national can survive.

Lets face it, most instructors of para gliding or hang gliding do it for the love of the game. If there was lots of money in the game there would be a lot more. So the next time your out bashing your local instructors just stop for a moment and think about any number of things-

Question.

Why is that local instructor not out flying with you today?

Answer.

He has been out on the training hill since 6.30 am Won't be done until 1:00 pm.

Question.

Who are you flying with, who taught them and spent countless number of hrs. with them to have the ability to be able to fly with you?

Answer.

Your local instructor.

Peter
Bowle-
Evans on
approach
to
Fairmont
Hot
Springs.
Photo by
Peter
Bowle-
Evans

Altitude, Attitude, & Accident

As experienced pilots we have all been cautioned not to fly unless all factors are positive.

- ☞ Don't fly if you are not feeling 100%.
- ☞ Don't fly if the conditions concern you.
- ☞ Don't fly if you are not comfortable with the site itself...etc.

Now I ask you, honestly, have you never ignored the cautions and you forced yourself into launching simply through peer pressure?

How about.....

- ☞ You have driven 1500 miles to fly.
- ☞ You are high in the beautiful Sierra Mts
- ☞ Your flying companions include the beautiful and talented Kari Castle!
- ☞ Its a great day and its SOARABLE!

However.....

- ☞ You had been up toasting birthdays, national holidays, good companions, sunny days, Greek Gods etc the night before and are mildly hung over.

- ☞ You had slept the previous night at over 7000 ft.
You had flown for 4 1/2 hrs (normally you fly for no more than 3 hrs) in the Owens Valley the day previous so you are somewhat dehydrated and tired.
- ☞ Two days previous you had run down a 1500 ft mountain and your thighs were still VERY tender.
- ☞ The launch was at 9300', very shallow, and the thermals were light and crossing.
- ☞ The locals stress the importance of a long hard run and caution of how this site Eats weak launches.

WOULD YOU HAVE LAUNCHED?....

you really don't feel that great... but what a super day... damn but the local pilots ran long and hard to get off... but now they are circling up on the snow capped range behind you... its a beautiful sunny blue sky day... your legs feel wobbly... but its just so soarable!

Needless to say I attempted to launch. (Even though I had two further cautions just prior to lurching.

- I realized that I was still wearing shorts.(not a good idea when landing in the desert)
- I had not done up my leg straps (normally I am very cautious about donning the harness and hooking in properly)

The straps I did up but the shorts stayed.

Our driver took a great picture of me 95% flying... if only that 5% of wing tip hadn't touched the ground.

I was damned lucky! Broken crossbar, down-tube, ripped harness etc..all very replaceable. My only injuries (other than pride) were some good scratches to my bare legs (remember the shorts?)

I am absolutely convinced that my CHEST mounted parachute saved me from more serious harm. I hit so hard that the chute container was ripped open but my chest was cushioned to a large extent. This was my second blown launch in 15 years and both times my CHEST mounted chute protected me. I know that the competition types seem to prefer side mounting but the loss of protection just does not justify the perceived performance gain.

It wasn't a total lost day as we packed up the wreckage and proceeded to nearby Mammoth Mountain Ski area for a dynamite afternoon of lift assisted mountain bike riding. Gondola takes you to over 11,000 feet then it's Kamikaze time down the ski trails... its hard to conceive but when the professional race there they exceed 65 miles per hour on some extremely rough rutted downhill trails.

The next day Kari Castle (Sky Goddess) lent me one of her gliders..... I RAN like hell and shot off launch... it was another great day..!!!! God I LOVE this sport!!!!

Cheers

(named withheld to protect the foolish)!

Below: Willi Muller makes a landing approach on his "back doorstep". Photo by Vincene Muller

Question:

What about that new glider you are flying?

Answer:

It was only available because you traded it in or sold your old one to that new student, We all know how tight our budgets are.

Question:

How did our little club end up owning a tandem glider?

Answer:

Local instructor signs up all students to provincial association. Provincial association has grant program that lets you apply and low and behold with government funds you now have a tandem machine.

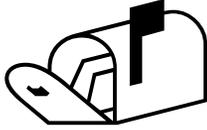
These are some very typical questions you as pilots can ask yourselves the next time your out flying and thinking about how to bash instructors, schools, editors of mags and other dedicated people; who for the pure love of the game spend countless number of unpaid hrs. bringing you this wonderful sport.

Try this little MOTTO for 1996:

**Have As Much Respect For Each Other
On The Ground
As We Do In The AIR**

I wish you all a great flying season for 1996. Get cold and go far,

Rod Porteous; Fly West Hang Gliding Ltd.,



Airmail.....

RE: Photo Contest

Having known and worked with John Janssen for numerous years his saying "never leave your glider unattended" could not be more true. One thing I must add to that is night flying, one should not attempt this even if there is a FULL MOON. John has always had the best equipment for hang gliding and photography. John must have had his new wide angle lens for that shot of M. P. After showing that picture and article to fellow pilots and their wives the following questions were asked;

What is that rectangular box? What is he trying to hide or put in it? Is that an "air bag"? How does it inflate? Will this take over the back up chute? Does M.P. have the only one? Will they come in smaller sizes? Is there any other way of attaching this new device?

Some of the wives wanted to check out his "hang strap", but then of course that rectangular box was in the way.

E.S.
Mara BC

A Message from Miss Manners (A reBUTTal)

My Dear Readers,
Good gracious, a young flying friend has been showing me some of the publications relating to your marvellous sport. Oh my but you are brave young things... flying off into space like you do.

Those hang glidery things look so fragile, yet you go up so high... and those paragliders... why they are no more than a bed sheet with a whole mess of strings! My but you are brave!

There one aspect of the publications that did trouble me though. Your editors seem to have a fascination with those.. unmentionables.. (you know.. parts of the body that we decent folk keep to ourselves!)

In the BC mag there was a photo of this great hairy beast with his weenie hanging out. Apparently this.. this.. this disgusting individual

was relieving himself at 10,000 feet over the ground! (It took a little while to remove the censorship pencil mark but there was NO DOUBT , definitely a weenie!)

Now I understand that you dear readers were spared from this appalling sight by the swift actions of your BC Association Pres. Not only did he personally censor every picture he also had the good sense to dismiss the Editor! Bravo Mr President! Now I think that young editor chap should have his wings clipped and be forced to fly only right side up from now on.

Now the picture in the National Mag. Truly appalling! Surely the editor could have spared the dear readers the sight of someone's backside. I asked some knowledgeable individuals as to whatever would possess a pilot to take a picture of his naked rear end with another pilots camera,... and not even tell the camera owner???

The answer made sense even to me.. a non participant.

My source told me to take a good look at the picture.. Now you can understand it was hard not to stare at that Butt... however it was obvious that the camera was attached to a glider and that glider was sitting UNATTENDED ON THE EDGE OF THE RAMP at the Golden flying site. My friend told me that it was a real no no to leave your assembled glider at any time but only a real ***s would leave his assembled glider on the edge of a ramp and then walk away.

Now John J. is a well known and respected senior instructor and Stu M. is a well known and seasoned veteran so why would they commit such a faux pas.. maybe it was lack of oxygen.. (altitude you know) maybe they had a little too much the night before and were holding each other up in the bushes... maybe they were possessed? Who knows? But inquiring minds would like to know!

Oh the sights one sees on a moonlite night!
Politely ..Miss Manners

Some Thoughts for AIR

I wanted to pass on a suggestion for filling up the AIR newsletter since you are going to press more often and need material. One of the things that I always liked about Paragliding Magazine is that they published a listing of every pilot who received a rating since the last issue. I think this would be an appropriate use of space in AIR as well, and may also cause more interest, and hopefully more participation, in our Canadian Rating System.

If you decide to do this, the first such listing could include all current ratings that pilots hold. Beginner ratings could be optional, but may also be included to help new pilots become aware of the rating system as well as the HPAC and it's services. Also, special articles outlining the flying career and special contributions of pilots awarded the Master Rating would make for interesting reading in my opinion. Such an article could be provided by the person making the nomination for a master rating, which I hope is someone other than the recipient.

With regards to the HAGAR exam, the study guide TP4310E, although fairly comprehensive, only provides material to cover a little over 1/2 the questions on the exam. Of the 40 questions, 10 were on reading the VFR Navigation Charts, and up to 10 questions were from material not covered at all in TP4310E. Furthermore, on our letter which informs us of the reference to the material we got incorrect on the test, they refer us to a different publication altogether, that being TP11408 which is a Hang Glider Class "D" Air regulations publication dating back to 1992. It appears that this is where the question bank and/or material for the exam actually comes from. Also, don't worry too much about ultralight specific questions in TP4310E. Not even 1 of them shows up on the Hang Glider version of the exam.

Notwithstanding this apparent mix-up, if you read TP4310E, and you can read the legend on a map, and you have an IQ slightly higher than a banana, you will have no problem passing this exam.

Ted de Beaudrap

(Ed's Comments: The suggestion regarding a list of newly rated pilots is a good one. Starting from the next issue I will list all new rated pilots since the last deadline date until the present deadline date. I have started the ball rolling in this issue, starting on page 16, by listing all 935 HPAC/ACVL rated pilots.

Your suggestion for "personality profiles" on "Master Rated Pilots" is a good one. But who is to do it? In some cases, the person who submitted the application is no longer in the sport. Maybe someone (or various somebody's) would like to volunteer for this worthwhile project?

As for the HAGAR exam... I am in the process of arranging for the HPAC/ACVL to publish a "study guide" for the very reasons you have mentioned.)

SCANDALS

JANUARY 1996

Volume 1 Issue 1

FLY WEST HANG GLIDING LTD.

RUMOUR has it that there is a new glider on the market from SOLAR WINGS ? Well there is. The SCANDAL is another fine product that is a JUMP in Performance, Handling, and DESIGN.

I was not surprised to see that DARREN ARKWRIGHT, (designer of the Scandal and Solar Wings pilot) placed 4th in the WORLDS. I spoke to DARREN about his placing, and he was told by THOMAS SUCHANECK (1 st. place) that the pilots only made the difference, not the gliders, in the top 5 placings. Sales of the SCANDAL have been brisk in Europe and Japan.

It's nice to see that the other dealers have advertised their products in the AIR MAG. MOYES dealers claim that only 2% of the top 50 pilots flew the SCANDAL at the Worlds. My response to that is IT'S A GOOD THING. Could you imagine how the stats would be if 32% of all the pilots flew the SCANDAL *. NEWS FLASH* TOP 10 PLACINGS AT THE WORLDS.. SOLAR WINGS PILOTS FLY THE NEW SCANDAL., EASY VICTORY! This reminds me when only 3 RUMOURS were entered in the CANADIAN NATIONALS. 2nd. and 3rd. place was the RESULT..

APS OFFERS UNPARALLELED SAIL CONTROL AND PERFORMANCE.

THE RESULTS!

13% IMPROVEMENT IN TOP SPEED.

1% REDUCTION IN STALL SPEED.

***PRICE
\$5300.00 CDN.***

SURE THE SCANDAL HAS HOLES IN THE LEADING EDGE TO ALLOW FOR THE ACTIVE PRESSURE SYSTEM (APS). GOOD NEWS! NO DUCT TAPE REQUIRED!

SURE THE SCANDAL IS THE SAME PRICE AS THE COMPETITION! GOOD NEWS! SOLAR WINGS AND IT'S DISTRIBUTORS AND DEALERS WILL NOT BE GOING OUT OF BUSINESS!

CALL ME FOR A COLOR BROCHURE ON ALL THE DETAILS ABOUT THE SCANDAL.

OR CALL ME TO ARRANGE A TEST FLIGHT ON A SCANDAL WARNING! LIGHT CONTROL INPUTS REQUIRED DURING TEST!

YOUR SOLAR WINGS CANADIAN DISTRIBUTOR. (DEALERS WANTED)

FLY WEST HANG GLIDING LTD has been teaching hang gliding for 12yrs, and has taught some 1500 students with great success.

We have been a SOLAR WINGS DEALER for 8 yrs. and were the FIRST to bring SOLAR gliders into CANADA.

I have flown some 50+ gliders in 15 yrs. of flying and feel SOLAR WINGS products are second to none.

The products are well made, great hardware, easy set up, easy to fly, and excellent performers. To find out more about our dealer network, glider

sponsorship!!!!!!!!!!!!!! parts, service, equipment, the \$20,000.00 money meet low prices on factory DEMOS or to test fly the SCANDAL.

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RUMOURS TO SCANDALS. COMPETITIVE PRICING. NEWS. WANNA GET SPONSORED. \$20,000.00 MONEY MEET. SCANDAL SIZES 134, 146, 155FT.2

FLY WEST HANG GLIDING BRINGS YOU THE LARGEST MONEY MEET IN HISTORY OF FOOT LAUNCHED FLIGHT. \$20,000.00 \$10,000.00 FOR HANG GLIDING! \$10,000.00 FOR PARA GLIDING!

<u>Name</u>	<u>HG</u>	<u>PG</u>	<u>Name</u>	<u>HG</u>	<u>PG</u>	<u>Name</u>	<u>HG</u>	<u>PG</u>
Dinzi, Karl	4		GELFAND, ALAN		Novice	Hymers, David James	Student	
DION, ALAIN	Student		GENDRON, SAMUEL	Novice		Idone, Vince	3	
Dionne, Claude	4A		Gendron, Daniel	4A		Illman, Stephen	3	
Dobroski, Mark	Student		GERVAIS, BERGERON	3		Innes, Alan	Novice	
DODD, BRIAN	4		Gerwing, Jim	Intermediate		Isaak, David	Novice	
Donaghue, Dwight	3		GIBSON, RICHARD	Novice		Isitan, Isaac	3	
Donnelly, Bill	Student		GILLIES, ART	4		JABUSCH, KALVIN	3	
DOORE, DAN	4		Girard, Andre	4A		JACINTO, VICTOR	3	
Dorge, Gerry	4A		Glass, Don	4A	Novice	JACKSON, MICHAEL	Student	
Dossetor, Geoff	4		GOICOECHEA, MARTIN	Novice		James, Wayne	4A	
Dougherty, Sean		Novice	GOSSELIN, HUGUES	3		Janes, Craig	Student	
Dowsett, Mark			GOUDREAU, ISABELLE		Novice	Janssen, John	4	
Drdla, Stan		Novice	Gould, Don	Student		Jarvis, Ray	Novice	
Ducharme, Ray	Novice		Goulet, Claude	4		JEANPIERRE, RICHARD	Student	
DUCKOR, COLIN	Student		GOUPIL, JEAN	3		JEFFRIES, GORD	3	
DUGAS, PIERRE	Novice		Goupil, Guy		Novice	Jenner, Kim	4	
Duguid, Tom		Novice	GOWAN, DON	Student		JENSEN, PETER	Student	
Dupuis, Jacinthe	5A		Graf, Peter		Advanced	Jilek, Peter	Student	
Dupuis, Laurence	3		Grandmont, Daniel	Novice		Johannson, Dean	Student	
Durand, Alain	Student		Grassi, John	Novice		JOHNSON, ROBERT	Student	
Durand, Benoit	4		GREEN, GEORGE	Student		Johnson, Dave		Novice
DURAND, LUC	4		Grenier, Gilbert		Novice	JONES, SHIRLEY	Novice	
Dusek, Albert	Novice		GRIFFIN, ALLAN	Student		Jones, Owen	3	
Dussault, Francois	4A		GRIFFIN, ROBERT	Novice		JONES, QUINTON	Student	
Dutchak, Greg	Novice		GRIFFITH, DAVID	Student		JOURDAIN, PIERRE	Novice	
DYER, DAVID	Novice		Griffiths, Peter	4		KAISER, RICHARD	Student	
Dyke, Terry	4		GROOT, EDWIN	Student		KAKISH, CLIFF	5	
DZIOBA, WES	Student		Grossnegger, Gerry	4A		KALTENHAUSER, STEPHEN	Student	
DZIOBA, JOHN	Student		Groves, D. R.		Novice	KARLSEN, PAUL		Novice
DZIOBA, SHANE	Student		Gruen, Martin	3		Karnik, John	Student	
EAVES, JOHN		Novice	Gudd, William	USA 2		Katkov, Stephen	Student	
EDMONDS, SHAWN	Student		GUEVREMONT, CAROLINE	3		Katsuyama, Hisanori		Novice
Egli, Richard	4A		GUILBAULT, PATRIK	Student		Katzer, Walter	3	Novice
EICKHOFF, BRUCE	Novice		Guillemette, Gregoire	4A		KAY, CATHERINE	3	
Einfeldt, Heino		Novice	Guindon, Andre L.	4A		KEELEY, RYAN	Student	
Ellis, Michael	Student		Gutz, Robert	3		Keen, Dan	Advanced	
ENGBRECHT, TIMOTHY	Student		HAGGARTY, BRYAN	Student		Keller, Doug	Master	
Engel, Gordon	Student		Haigh, John	Student		Keller, Karen	Intermediate	
England, Chris		Novice	Hajek, Patrick		Novice	Kember, Jeffery	Student	
Erler, Thomas		Novice	HALL, HARDY	Student		Kent, Brad	Student	
Ewens, Ian	4A		Hamel, Christain	3		KERLEY, DOUGLAS	3	
Fabian, Dan	4		Haney, Randy	4		KERN, HORTST	4	
FAIRBURN, MARK	Student		Hanlon, Robert	4		KERTON, DEREK	Student	
Fakaro, Jason	Novice		Hanson, Bruce	Student		KIBBE, BRENT	Student	
Fanderl, Max		Novice	Harapniuk, Ken	Novice		Kimmerly, Karen	Student	
Fangrad, Richard	Novice		HARDER, ED	Student		Kimoff, Juliann	Novice	
Faulkner, Alan	4A		Harrington, Mike	4		Kinley, J. Darren		Novice
Faulkner, Jason		Novice	Harrington, Ross	Novice		Kinzie, Ken	4A	
FEAVER, COLIN	Student		HASSELL, A.	Novice		Kirk, Chris		Novice
FEDER, MICHAEL	Student		HATANAKA, DIANE	Student		Klassen, Hans Peter	4A	
Feeley, Paul		Novice	Hauchecorne, Jean Claude	4A		Klemke, Grant	Novice	
Ferguson, Kevin	4		Hawley, Michael		Novice	KLOSE, PETER	Student	
Ferland, Mario	3A		Hay, Ross	4		Klose, William	Student	
Fernandes, Robin	Novice		Hay, Richard I. A.	4A		KNOWLAND, MONICA	Student	
FINN, ADAM	Student		Hays, David	4		KOCAY, AUDREY	Student	
Firth, Doug	Student		Hazlett, Brett	Advanced		Komarniski, James	4A	
Fiset, Claude		Novice	Heffernan, Craig	Student		KOVACEVICH, FRANK	Student	
Fisher, Zev	Student		Heighes, Daniel	Student		KOWAKSKI, DAN	4	
FLEMING, GARY	Student		Henderson, Garth		Advanced	KOWALCZUK, TAMARA	Student	
Fletcher, David		Novice	Henry, Martin	Master		KRANNITZ, NORM	Novice	
FLEURY, CHRISTIAN	3		HENRY, ANNE-MARIE	Student		KRAUSE, HENRY	3	
FLORENCE, JOSEPH	Student		HENRY, DOUGLAS	Student		Krider, Bob	4	
FLUG, MICHAEL	3		Henry, Jamie R.	Student		Kroes, Brian	4A	
Fontaine, Jacques	5		Herr, Brad	Novice		Krokosz, Doug	Student	
FORBES, KAREN	Student		Herzog, Frank	Student		Kronstrom, Pierre	4	
FORTIER, DANIEL	3		HICKS, TIM	Novice		KRUEGER, BRENT	Student	
Fortin, Daniel	4A		HILL, DAVE	Novice		KUCERA, MICHAEL	Student	
Fortin, Robert	4A		HILLIER, BARRY	Student		Kuchle, Darrin	Student	
FOTH, RICHARD	Student		Hines, Rick	4		Kult, Kevin	Student	
Frei, Armin		Intermediate	Hinrichs, Olaf	Novice		KVEPS, ANDY	Student	
FRENCH, JOHN	4A		Hixson, Todd	Novice		L'ENFANT, MICHAEL	Student	
Fretenburg, Russell		Novice	HOBSON, ALAN	3		Lacasse, Don	Novice	
FRIESEN, IVAN	Student		Hogan, Mike	Novice		LACASSE, SERGE	Student	
Fryer, Patricia		Novice	Holden, Dave	3		LACHANCE, DANIEL	3	
Frymire, Tim	Student		Hollingsworth, Roger		Novice	Lachapelle, Robert	3A	
Fuessel, Lynn	3		Hollinson, Frank	Novice		Lacroix, Gerry	Student	
Funk, Raymond	Student		Holman, Ken	Novice		Ladouceur, Gilles	4	
Gagel, Andrea		Novice	Holmes, Derek		Novice	LAFONTAINE, GREGORY	3	
Gagne, Robert		Novice	Hooper, Vivian	Novice		Lafortune, Serge	4A	
Gagnon, Renaud	3		Hopkins, Miles	4		Lai, Karen	Novice	
Gagnon, Jean	Student		Houghton, James	4		LAING, GEORGE	4	
Gagnon, Eric	4A		Houle, Gaetan	4A		LAJEUNESSE, JEAN	3	
Gagnon, Allan	Advanced		HOWK, LOREN	3		LALLEMAND, STEPHANE	Student	
GALBRAITH, MURRAY	Student		Hruza, Zdenka	3		LALLEMENT, FRANCOIS	Student	
GALISKY, RANDY	Novice		HUANG, JACK	Student		Lalor, Darcy	4A	Novice
GALLANT, ROB	Student		HUDSON, TERRY	Student		Lamarche, Serge	4	
GARLOUGH, LORNE	Student		Huebner, Norm	Student		LAMARSH, GERRY	3	
GARRONI, MIKE	Student		Hunt, Rick	Advanced		LANGLOIS, PAUL	4A	
GASKIN, MICHAEL	3		Hunt, Adam D.		Novice	LAPOINTE, SYLVAIN	5	
Gates, Michael	4A		Hunter, David	Novice				
Gaudes, Derek Anthony	3		Hunter, Ross	3				
GAUVIN, SERGE	Novice		Hutchinson, Derek		Advanced			

.....continued on next page

<u>Name</u>	<u>HG</u>	<u>PG</u>	<u>Name</u>	<u>HG</u>	<u>PG</u>	<u>Name</u>	<u>HG</u>	<u>PG</u>
LAPORTE, JEAN	Student		Mednis, Dainis	4		PILAGATTI, LORENZO	Student	
Larouche, Alain	3A		Meilleur, George	Student		PILZ, KERSTEN	4	
Larouche, Jean-Pierre	4A		Meinzinger, Gary	3		Pinard, Jean	Novice	
Larson, Gus	Advanced		MEITEEN, GEOFF	Novice		PINELLI, FRANK	Student	
LARSON, DAVID	Student		MERCIER, RICK	4		PISARZEWSKI, GIULIA	Novice	
Lata, Bryn	Novice		Merkley, Peter	4		PLAUM, BILL	Student	
Lavigne, Daniel	3		MESSIER, LUC	4A		Plett, Elden	3A	
LAVIOLETTE, Daniel	3		Messner, Joseph A.		Intermediate	PLUNKETT, RALPH	Student	
LAWERENCE, Wm	4		Meunier, Eric	3	Novice	PODGORSKI, MARY-ANN		Novice
Lawrence, Craig	3		Midwinter, Stewart	5A	Novice	Poirier, Pierre	4A	
LAYCOCK, GERRY	Novice		MIELCARSKI, PETE	Student		Polach, Martin	4A	
LAYER, DALE	4		MILLER, DON	Master		Pontbriand, Joel	Student	
Leach, Jeff	4		Miller, Rick	5A		Poot, Gary	Novice	
LEBEL, LUC	3		Miller, Grant	3		Pop, John	3	
Leblanc, Guy	3		Miller, Michael		Novice	Popoff, Garry	Novice	
Lecompte, Jacques	Student		Miller, Donna-Jane		Novice	POPP, TONY	3	
Lecoupe, Richard	Student		Millman, Vance	4A		PORTELANCE, ALAIN	3	
LEE, TONY	Student		Mitchell, Dave	Novice		Porteous, Rod	3	
Lefebvre, Richard	4A		MITCHELL, SIMON	4		Pot, Isabelle		Novice
Leinweber, Dean	Student	Novice	MITCHELL, JUDITH	Student		Potvin, Gaetan	Student	
Lemche, Rick	3		MOFFAT, JAMIE	3		Poudrier, Robert	3	
LEMIRE, RICHARD	4A		MOLLER, CHARLOTTE	Student		Poulin, Claude	3	
Lemon, Robert	Student		Morin, Louis	4A		Prandzioch, Jan	3	
Lemon, James	Student		MORIN, PIERRE	Novice		Preboy, Steve	3	
LEMYRE, RICHARD	Novice		MOROSO, FABRIZIO	3		Prevost, Serge	4A	
Leonard, Dean	4		Morris, Kerry	2A		Price, Susie		Novice
LEPAGE, DANIEL	4A		Morrison, Tom	3		PRICE, STEFAN	Student	
Leslie, Greg	Novice		Morson, Vince	4A		PRICE-SWEATMAN, DENNIS	Student	
Leslie, Robert I.	3		Morwick, Barry	4		PRISNER, ALBERT	Student	
LETERTRE, SYLVAIN	4A		Moschard, Joris		Advanced	PRITCHARD, CHRIS	Student	
Levasseur, Marco	4A		Moschard, Janet		Advanced	PRIVE, ANDRE	3	
LEVESQUE, JOEL	3		Moseley, Laurie	Novice		PROKOPOWICH, RODNEY	Student	
LEVESQUE, JEAN-PIERRE	3		Moser, Sylvia		Novice	PRZIBISLAWSKY, MARTI	Student	
Levesque, Genest	Novice		Moulton, Peter	4A		PUGH, MIKE	Novice	
LEVIN, MARTIN	Novice		MULDER, DEANNA	Student		Pynaker, Robert	Novice	
Levitt, Steve		Novice	Muller, Chris	Intermediate	Advanced	QUINN, MARTIN	3	
Lewis, Don	Novice		Muller, Vincene	Novice		Rajotte, Maryse	Novice	
LICATA, TONY	1A		Muller, Willi	Master	Advanced	RAMSAY, KEN	4	
Lintott, James B.	Novice		MURPHY, GORDON	4		RATHE, REMY	Student	
Litzenberger, Doug	4A		Murray, Robin	Novice		Ravenelle, Guy	4A	
LIVINGSTONE, CAM	Student		Nadeau, Andre	Student		RAYMONT, ALEX	3	
Lloyd, Greg	Student		NADEAU, LOUIS	Student		Reardigan, David	3	
Lovelock, Chris		Novice	Needham, Pete	Intermediate		REDDEN, CARROLL	Master	
Lowe, Glen	Student		Neron, Marcel	3		REDDEN, JOHANNA	Student	
Luchka, Murney		Novice	Nesbit, Gary		Novice	REDESELL, MAT	3	
Luciano, Mark	Student		Neuvonen, Jukka Petteri	Student		REES, WYNFORD	Student	
Luciano, Dominic	Student		Newbrook, Bob	4A		REEVES, PAUL	Student	
Luke, Peter	4		Nicholson, Mark	Student		Reibling, Mike	Advanced	
Lutz, Scott		Advanced	NICHOLSON, RODNEY	4		Reisdorf, Paul	Student	
LUXEMBURGER, CHRIS	Student		Nicholson, Scott		Novice	Rempel, Jeff	Advance	
MACDONALD, DANNY	Novice		Nicholson, Ken	4A		Reynolds, Guy	4A	
MacDonald, Alan	Novice		Nielson, Ken	Novice		Riccardo, Joseph	3A	
Maciesowicz, Henry	Advanced		NIXON, MITCH	Student		Riccardo, Peter	3A	
MacKay, Alex	4A		Niziel, Ted	Student		Richer, Daniel	3	
MacKenzie, George A.	3		Noel, Richard	Student		RINCKENS, TIM	Student	
MacKenzie, Cameron		Novice	Noel, Victor	4		RIOUX, ROLAND	Student	
MACKLEY, NEIL	Student		Nowoselski, Martin	Novice		Ripley, Andrew	3	
MacLaren, Peter		Novice	NUGENT, DONALD	Novice		RIPLEY, SCOTT	Student	
MACNEIL, MICHAEL	Student		O'TOOLE, MICHAEL	4		RISTON, BRENT	4	
MacPherson, Grant	Student		Oddy, Eric		Novice	Ritchie, Stephan	4	
Madgin, Jean	3		OLIVIER, VAN	Student		Rivere, Edmond		Novice
MAJZIK, SLYVESTER	Student		OLSTAD, KEITH	Novice		Robbins, Deanna	Student	
MAKIE, DEREK	Student		OPIELKA, JACEK	Student		ROBBINS, KEVIN	Student	
Malach, Rod	Novice		Osbourne, David	Intermediate		ROBERGE, ANDRE	Novice	
MARCHAND, EUGENE	3		Ostafichuk, James	Student		ROBERTS, RICHARD	Student	
Mardani, Siamak	Novice		Ostafichuk, Ronald	Student		ROBERTS, MICHAEL	Student	
Marion, René		Novice	OTT, RON	Student		Roberts, Mike		Novice
Marquis, Stephane	4A		Otta, Frank	Student		Robertson, Michael	Master	
Marsolais, Pierre	3		Ouellet, Yvon	4A		Robinson, Rick		Novice
Marti, Bruno		Novice	Ouellet, Daniel	4		ROBITAILLE, LARRY	Student	
Martin, Colleen	Novice		Ouellet, Richard	4A	Novice	Robitaille, Denis	4A	
Martin, Brent		Novice	Palmer, David	4		RODENSTEIN, PETE	Student	
MARTIN, BLAIS	4		PALMER, KEN	Student		Rodier, Real	3	
Martin, Terri-Lynne	Student		Palmer, Lawrence	Novice		ROHON, JUAN	3	
MARTINEAU, REJEAN	4A		Pankew, Randy	Novice		ROMUNDT, GRANT		Novice
MASON, KELLY	Novice		PARADIS, ANDRE	Student		ROSS, MICHAEL	Novice	
Mathieson, Charles	Intermediate		PARAMONOFF, SASHA	Student		ROUCO, RICARDO	Master	
MATTEWS, LLOYD	4		Parent, Marcel	4A		Rousseau, Martin	4A	
MAURICE, GREGORY	Student		Parson, Stephen R.	Student		ROUSSEL, MARIO	3	
MAYBURY, SIMON	4		PASZKOWSKI, PAUL	Student		Roussin, Richard L.	4A	Novice
McClintock, John	4		PATENAUDE, HUGO	3		RUCH, HERBERT	4A	
McCLINTOCK, ARLENE	3		PAUTEL, PHILIPPE	Student		Runciman, Jeff	4A	
McCool, Norman	Student		Pederson, Steve	Student		RUPCIC, JOHN	3	
McDowell, Stephan	Student		PELLETIER, MARTIN	Novice		RUSHTON, ADAM	Novice	
McEwen, Ross	Advance		Pelletier, Daniel	Student		Ryan, Keith	Student	
McKinny, John	4		Pelletier, Carroll	3		Rychlicki, Cristine	3A	
McMILLAN, RANDY	4		PENNETT, ALISTAIR	Student		Ryerson, Lindsay	4	
McMINN, MEREDOC	Student		Perreault, Daniel	3A		RYNN, DAN	Student	
McNAB, IAN	3		Perron, Maryse	5		Sadan, Michael		Novice
McNaughton, Doug	4		PETERSON, DARREL	Student		Sadowinski, Mike	Intermediate	
McPHEE, RON	Student		PHILIPCHUK, MATT	Student		SAEGER, CHRISTOPH	Student	

Name	HG	PG	Name	HG	PG
Sainsbury, Les	Master		Thivierge, Paul	3	
Salami, Serge	4A		THOMAS, FRANCOISE	Student	
SALLANS, DALE	3		THOMPSON, CHRISTOPHER	Student	
Sander, Reiner	3		Thomson, Ross	Novice	
SANDERSON, JACK	Novice		Thomson, Kevin	4A	
SANDERSON, MARK	Novice		Ticknor, Gary	3	
SANSOM, BRYAN	Student		Tipper, Chris	4	
Sarkany, David		Novice	Todd, Blake	4	
Saulnier, Bryan	Novice		TOEWS, DONALD	Student	
Savard, Gratiem	3		Tomecek, Ivan		Novice
SAVARD, LINE	3		TRACEY, GRAD	Student	
Sawatzky, Daryl		Novice	Treichel, Calvin	Student	
SCHEER, SHANNON	Student		Tremblay, Carl	Novice	
Schenck, Matt	Novice		Tremblay, Germain	4	
Schlifer, Seth	3		TRMEBLAY, CHRISTIAN	Student	
Schmidt, Tony	4		Trudeau, Alain	4A	
Schneider, Don	Student		Tseng, David	3	
Schneider, Geoff	Novice		Tuchelt, Maurice	Novice	
Schokker, Mia	Advance		Tulloch, Mark	Master	Novice
Schuetz, Eddy		Novice	TURCOTTE, CHARLES	Novice	Novice
SCHULTZ, DAVID	Novice		Turner, Dennis	Student	
Schwanz, Daniel B.	3		Tutton, Thomas	Novice	
Segeren, Emil	3		TUZA, RICHARD	Student	
SEWARD, RICK	Student		TYUKODI, ANTON	3	Novice
Shackleton, Ken	Intermediate		Uganez, Chris	Student	
Shaheen, Nolan	Novice		Ulmer, Kurt Jon	Advanced	
Sharkey, Bill	3		ULMER, PERRY	Student	
SHASTRI, NAVEEN	Novice		Underwood, Michael	Novice	
Shaw, Dave	Novice		Vachon, Pierre	3	
SHAW, JAMES	Student		Vadala, Robert		Novice
SHEPPARD, VAN	3		van den Broek, Bob	Novice	
Shott, Kim	Student		Van Rij, Ryf	Novice	
Shumka, Nes	3A		Van Sterthem, Marc	4A	
Siempelkamp, Harry		Novice	VanAMELSVOORT, ROBERT	Student	
Simard, Pierre		Novice	Vandall, Howard	4	
Simon, Pascal		Novice	VELASQUEZ, NORM	3	
Simpson, Brett	Student		Veperts, Ron	3	
Sims, Ted M.	Student		Vezey, Mark	Student	
Sinclair, Rob	4		VICKERSON, DARREN	Student	
Sirois, Andre R.	Student		Vincent, Denis	4A	
Siska, Mike	3		VOLL0, GARY	3	
Sivell, William Robert	Student		Vollweiter, Brent	4	
Sly, Greg	Student		Von Meyenfeldt, Adrian	Novice	
Smith, Don	3		Von Rden, Malte		Novice
Smith, John	4		VOORTMAN, ROBERT	3	
Smith, Garrett	Novice		Voss, Nick	4A	
SMITH, JEFF	Student		WALKER, TORIN	Novice	
Snell, James	4A		WALKER, STEPHEN	Novice	
SOCHER, ELKE		Novice	WALKLIN, NICK	Student	
Solaja, Michael		Advanced	Wallace, Doug	4A	
SOLOMON, MICHEL	4		Wallace, Ian	Student	
SPEARS, FRANK	4		Walters, Chris	4A	
SPENCE, ANDREW	3		WARD, MICHAEL	3	
SPRAGUE, PETER	Student		Ward, Nigel		Novice
Springer, Al	3		WARD, RICK	Student	
Spurles, Rod	Student		Warnes, Peter	4A	
ST.AMOUR, SONIA	Student		Warren, Charles		Novice
ST.HILAIRE, LUC	4		Watson, Peter	3	
Stanek, David		Novice	WATSON, GEOFF	Student	
Staples, Darryl	3A		WHITE, JERRY	Student	
Staus, Kim	Advanced		WHITLOCK, KELLY	Student	
STEPHENS, KEN	3		Wiebe, Wolfgang	Novice	
STEVAN, RENDULIC		Novice	WIGGERS, BRUCE	Student	
Stevenson, Ron	Student		Willford, Randy	Novice	
Stewart, Roy	Novice		WILLIAMS, PETER	Student	
STINSON, BILL	3		Wilson, Fred	Master	
STINSTON, GEORGE	3		Wilson, Scott	3	
Stovz, Olaf	B		WILSON, JOHN	Novice	
STOYAN, STANKOV	4A		Wing, Brian		Novice
STREET, JOE	Novice		WINGEN, JEFFREY	3	
Sullivan, Paul E.	Intermediate		Winkel, Martin	Novice	
SUTTON, KIETH	Student		Winkelmann, Bernard		Novice
SWANSBURG, MARY	Student		Wittmier, Elden L.	Student	
SWANSBURG, JAMES	4		Wodze, Steve	Intermediate	
Swift, Mike	4		Wong, Susan	Student	
SWITZER, BRUCE	Student		Wood, Stephen	Student	
SYLVAIN, PLANTE	3		WOODHOUSE, DAVID	4A	
Talbot, Gabriel	4A		WRIGHT, BRIAN	3	
Taylor, James	Novice		Yarnton, Robert J.	4	
TAYLOR, SCOTT	Novice		YARNTON, WILLIAM	4	
TAYLOR, TERRY	Student		YASKEW, WAYNE	Student	
Taylor, Mark	Novice		YATES, KEN	3	
TAYLOR, JANICE	Student		Young, Justin	Novice	
TETI, DOMENIC	Student		Younk, Bernadette		Intermediate
THEORET, JOHN	3		YUNG, THOMAS	Student	
THERRIEN, RAMOND	4		Zeleniski, Ed	Novice	
THERRIEN, JACQUES	4		ZUCHT, KEVIN		Novice
Thibault, Georges	4A				
Thibodeau, Philippe	4A				
Thibodeau, Francois	4A				
Thiessen, Henry	Student				

DID YOU KNOW?

That your self declared medical certificate that you signed when you took your HAGAR exam needs to be;

RE-NEWED EVERY 5 YEARS!

That's right, you have to make an appearance at a TC office and sign a declaration that states you are medically fit once every five years. You do not have to rewrite the HAGAR exam itself.

Check your dates, as some of us need to see if we are still alive!!!

ADVANCED RATING and HAGAR STUDY GUIDES

At the moment these are being updated and should be ready for distribution by the time the next issue goes to press.

In the meantime I suggest that for you HAGAR and Advanced rating you study the *Ultra-light and Hang Gliding Information Manual* from T C plus practice reading Air Reg maps. As for the Advanced rating itself, if you are an "advanced pilot" then you should already have the knowledge to pass the Advanced exam! Unlike most exams which you can forget as soon as you've passed them, your life could depend on **actually knowing** the contents of the Advanced Exam..... every time you fly!

Thank you

to all those who responded to my request for producing of HPAC/ACVL apparel. We now have someone working on it and hopefully by spring we should be able to offer these items for sale.

Stay tuned for further details...
Barry Bateman

Ontario Pilots rejoice over Aerotowing

BY KEVIN THOMSON, SR. HG INSTRUCTOR

Creating and maintaining a permanent flight park within easy access to a majority of pilots in the south western Ontario area has been the dream of a many pilots in this part of the province for quite a few years. For a variety of reasons it has been just beyond our reach and has frustrated us greatly. In order to have a permanent site we either need a long term lease or we need to purchase the property. Having nothing more to rely on than the generosity and patience of rural land owners is too risky to commit much other than time and effort. Investing in the improvements needed to make the property a great place to fly is either not wanted by the land owner or is not prudent for the "investors". So our club has existed on not so great tow fields or public roads. We've done OK but not great

One of the main reasons our club has not been able to do anything serious is due to the relatively small number of pilots in the area when compared to the costs involved with such a venture (even though there are more members in some of our clubs than in some other province's entire memberships). In order to acquire a site and build a flight park we need a much larger group of interested pilots. In order to gain more pilots we need to attract more of them and retain them longer. In order to attract and retain more of them we need to offer more for their efforts, such as a site with a flight park. The vicious circle never ends.

The club of which I am a member took a look at this issue and put a number of initiatives in place in an attempt to address this. Club initiatives were created to increase the growth rate of the club by making a larger public presence. We put a club phone number in the phone book, made appearances at the local sportsman show, got involved with the local Parks and Recreation department and even put a float in the Santa Clause parade (but that's another story!). Another initiative was created to improve the retention rate of new members by making it the responsibility of club members to help the new pilots find their way safely through the novice period by assisting them to find good training hills for the day, fly with them on the small hills and give them pointers while they practised.

Although our efforts were rewarded with a modest increase in growth, our retention rate

was not improved significantly enough. The towing we were doing was winch based and required too much effort and coordination from everyone involved. The airtime generated by our ground based winches was not adequate to really satisfy the needs of most pilots. For the most part, towing was great. It didn't require pilots, especially those with families, to give up entire weekends or travel large distances. As long as the weather was fair, everyone always got some flying in and had fun. The problem was that the total amount of air time was still too low for many pilots as it was too hard to find good lift at the altitudes we were attaining. It was hard to get up and stay up or go far.

Open space in SW Ontario is almost nonexistent. A one-kilometre stretch of open road is considered extremely long! Turn around time was also a problem and the various maintenance issues (fixing the winch, fixing the rope, finding the parachute) added to this to prevent lots of pilots from getting lots of hours in any given season. Step towing significantly improved our altitude attained on tow however it required far more experience with the winch AND with towing and so the use of this was not as wide spread. It still didn't address the other problems either. In short, we didn't have a good enough package to keep interest high enough. All other winch based groups in our province have seen similar experience. Even if they can generate new members, most of those members (except the die hard pilots like me) eventually dry up as the effort required and time spent to get good airtime increasing becomes too much to be that worth while for them.

Then last year something changed. The club negotiated a trial rate from the hard bargaining Armand Acchione for all pilots in the area, to spend a year at his newly established aerotowing operation to see what it could do for our airtime. Armand had invested a large amount of time and money over the past few years to acquire a Moyes Dragonfly Tug and get trained in its operation. In short, we were amazed.

Average airtime for pilots in our club increased by three or four times. Days when flights were mostly sled runs became the exception, not the norm. Average flights each day were measured in hours, not minutes. Turn around time be-

tween tows to at least 2500 feet was no more than 8 minutes and sometimes as low as 6. The ability to get an average of 8 high tows per hour was awesome. And cross country flights, made by club members so inclined, increased to levels not seen by pilots in Ontario before. Ken (Cross Country) Kinzie, for example, logged well over 300 km of distance this summer. I had my personal best distance in a single flight of over 80 km and new pilots were learning to soar in far less time than we had ever seen before. All this in a year when soaring conditions in Ontario were some of the worst in a decade. Getting a tow to where the lift is, and not just to where the winch is, made all the difference. Some times those tows were to over 5,000 feet and three or four miles out, but we always found the lift. And it was all over friendly and familiar territory.

Our club is totally convinced. Aerotowing is the most effective way to fly and we want to do lots more of it. The initial costs seem higher than we were used to but you get what you pay for and this is by far the best airtime per dollar we've ever gotten before. This year we will charge ourselves a membership fee of \$500/year. After working out what I used to get for airtime in the old days of winching and driving to New York state, my costs per hour of airtime this year were less than a quarter of what it used to cost me. You would think people would be knocking down the door to aerotow with Armand, right? Well...

Some members in the province refuse to participate feeling that paying Armand anything other than cheap tow fees is foolish and only of benefit to Armand. I really fail to see their logic. I know that few people in our club or the rest of the province are even remotely interested in the responsibility of the Tug and its maintenance costs, the training of new tug pilots and in making sure it is there ready to tow any day the weather is fair. The tug won't last forever and someday it will need to be replaced. Armand is the only person in this province so far to have the interest, courage (and credit rating) to invest well over \$30,000 into this adventure over these past few years (and I'm sure this isn't the end of it yet) to make this happen. For sure he's entitled to make something from it, if that is even possible, some day way in the future (once the debt is repaid). I feel that we are paying him to main-

tain a site, the equipment and to ensure that the tug is fuelled and piloted and ready to go any weekend within the flying season. Why would anyone expect him to do it for free. Perhaps someday the group will be large enough to handle these financial responsibilities on their own in an annual fee that is comfortable to everyone. At this current point in time we are not.

Now that Aerotowing is established in SW Ontario we have everything a local sailplane club has to offer. One thing that has been very disappointing for our aerotowing pilots is the painfully slow and almost nonexistent effort on the part of Transport Canada, to address the aerotowing issues for Hang Glider pilots in this country. Being familiar with both operations I can say that aerotowing a Hang Glider has lower risk than towing a sailplane. Armand has been amazingly patient while he waits for these people to address the issues. We have something really safe and very worth while doing. We plan to promote the operation this year with all the enthusiasm of the believers that we are. Take a look at the rest of the world T.C! What's taking so long?

Something else we did a lot of this past summer was Tandem Aerotowing for instruction. I performed over 60 tandems in the later part of the summer once I was very comfortable with Aerotowing and the new 225 Falcon. What a fabulous way to train weight-shift skills! Armand takes us to 3000 feet on tandem. The first tow up I let the students rest one hand on the base tube once we're well clear of the ground and talk to them about what I'm doing as we work to remain behind the tug within the optimum position. When we release I give the whole thing over to the student and let them do the flying. Now and then I have to help them

out of a control problem but within a few tows the students are pilot in command for most of the tow and are performing fairly well coordinated turns and setting up reasonable approaches to the landing field. The experience a student gains in a few tows is worth weeks of sweating it out on small hills. No tandem lasts less than 20 minutes and often I have hooked a thermal or two along the way to extend training flights up to an hour in length. Just think of how fast you could have learned to soar if you had an instructor at your side while you fought with your first few thermals. I've had a student core a thermal for an impressive gain in altitude on his 3rd tow!

I plan to look at moving a student to the static winch once they are ready to solo however because the flight up behind the tug is some of the most precise flying most pilots will ever do. Anyone with previous towing experience of any kind will not find it hard to do but you need to maintain fairly tight control of both your horizontal AND vertical orientation with respect to the tug. When winch towing you only worry about pointing in the general direction of the winch. The type of glider used makes a very big difference. However, I think that static winching requires less effort to stay on tow and will work to increase a students confidence before tackling the tug on their own. The speed at which we can get new pilots to a safe and competent level is incredible compared to the old "brute force" method. The method treats lighter bodied pilots (e.g.: women) equally with the more muscular and as such I expect to see far fewer women and small men drop out of the sport over the effort required to get good. They only need to have the attitude and the willingness to spend the money it takes to use this form of towing. If anyone has some thoughts on aerotowing para-

gliders I'd love to hear them! We aren't sure it's safe if it's even possible.

As for our dream of a permanent flight park? We still haven't forgotten about our longer term goal. We still dream of a year round flight park

with all the facilities enjoyed by the folks at Wallaby Ranch in Florida. If a swimming pool sounds too extravagant for now, then at least camping spaces, showers, flush toilets and locked glider storage should be a bare minimum goal. For now, we have the tug. With it we have lots to offer and I hope that within a few more years we will have an operation viable enough to even hold a national meet but that will likely require a lot more work, a lot more members (read financial resources) and probably at least one more tug.

In the mean time we plan on enjoying some of the best flying we've ever had. A certain ride to cloud base if there's any lift at all to find. Lazy, wonderful tows well above the scattered cloud tops when there's not much else happening. First time pilots with smiling faces having had lots of time to experiment with thermals on their way down from a few thousand feet. Competitions where the majority of pilots get up and go. And the first ever 100+ mile flight in the province in the very near future. Will it be you? Not if your not flying with us! Any of you out-of-towners with any towing experience at all who plan on being in the area are welcome to drop in and check us out. Give Armand or I call for directions. You can get me at (519) 742-5744 or Armand at (416) 518-0111. A tandem glider and a pilot are usually there to help get the rest of you up to speed if you're not experienced with towing. Mountain flying? Who needs it! Our mountain is a big yellow Moyes tug. Flying in Ontario never looked better. For that matter, Ontario never looked better. We've never seen this much of it before! Thanks Mr. Moyes! And especially, thanks Armand!

Apologize are in order....

to the meet director of the '95 Easter meet. I was informed in November by the competition Director that the Easter meet was not going to be awarded any points as no-one had submitted any results. It would appear that this is now incorrect.

Apparently the meet director tried to submit the results but the Competition Director had gone "walk-about" and thus did not receive them. I'm now led to believe that the competition director has received the results and that points will now be awarded for that meet.

Of course, this is still just a rumour as we have had no "official" word!

Barry Bateman, AIR Editor.

Chris Muller launching with Donna Nelson. Roger Nelson assist.
Photo by Vincene Muller (Photo not related to article)

100 Miles Before Breakfast

BY; AL GILES

This article is kindly allowed to be re-produced from the Hang Gliding Federation of Australia's magazine, Skysailor. November 1995 issue.

September 29, 1995. The sun rose under the Morning Glory wave cloud as it crossed the northern Australian coastline and moved inland towards the waiting hang gliders and trike. The skislope profile of the advancing edge showed it to be a strong Glory, its base about 100' above the Burketown salt-flats and its top over 5000'. The wave was travelling at about 50 km/h and Bolto (Chris Bolton) in the Edge fired up the Rotax, ready to aerotow the gliders. As the instigator of this flight into the unknown, it was my dubious privilege to be the first to attempt to soar the Morning Glory in a hang glider.

The shadow of the approaching wave appeared, rapidly crossing the saltflats towards the kites. The cloud looked awesome, a mile

At 6.20 a.m., I called Go Go over the radio and a hundred metres in front the Rotax roared. Seconds later the Blade lifted off the dolly into smooth air. Trike and glider climbed towards the leading edge of the wave at a steady 300 feet per minute. When we reached 1200' a kilometre front of the cloud, the climb rate suddenly improved to 700 up, then 1000 up. At 2500' I pulled the release and Bolto dived away to land and tow C-Mac, who was waiting ready set up further inland on the saltflats. Within minutes, C-Mac too was climbing in wave lift on the leading edge of a moving wall of cloud.

This moment was the product of months of planning, organising, researching, experimenting and persuading. The southern coast of the Gulf of Carpentaria is apparently the only place in the world where propagating wave clouds occur predictably. They appear in the morning around October and satellite photos show them stretching many hundreds of kilometres across the Gulf and beyond. Sailplanes

Gliding" magazine (May 1995), the idea was born. I caught C-Mac at an unguarded moment and asked him, "Do you want to try soaring these things?" "Ohhhhhh yeah!" he said. Billo and PK were quickly recruited and we set about enlisting the knowledge and services of others. Rick Duncan at AirBorne contributed equipment and advice, and suggested Chris Bolton as a trike pilot.

The terrain around the Gulf is notably flat and ideal for towing. Cartowing however would be of limited use in catching a wave because of the precise timing required. Bolto likes a challenge and was only slightly intimidated at the thought of a mile-high travelling wave. So it was that he had the honour of being the first trike pilot to fly up to the Morning Glory. Russell White was cautiously encouraging but emphasised the possible consequences of being forced to fly through the wave in a craft too slow to escape it. None of us had any intention of being caught in the rapidly rotating centre of the wave cloud.

After releasing, I climbed in icy smooth linear lift to 5000' and explored the wave. Within minutes I decided that this was not a tiger I held but a pussycat by the scruff of the neck. The sun rose between the cumuliform tops at the trailing edge of the cloud and I flew back to take photos and revel in the moment. This was how the tiger caught me. Turning back to face the direction of travel of the wave, I noticed the cloud rising towards me and realised that I was in horizontal air over the flat rear part of the cloud. Despite full VB and speed bar to the knees, the cloud continued to rise against the horizon, and I sealed all exits as Burketown disappeared at 2500'. It was a fairly wild ride through the spinning air in the centre of the cloud but the Blade popped out intact ten minutes later from its base, and I landed uneventfully at Burketown airstrip for a quick change of underwear. The first hang glider flight on the Morning Glory had lasted just thirty minutes and provided some useful lessons.

C-Mac meanwhile had climbed to 7500' after being warned over the radio not to slip back over the rear half of the cloud. He pointed his glider perpendicular to the wave and headed straight out over tiger country. "It's alright", he

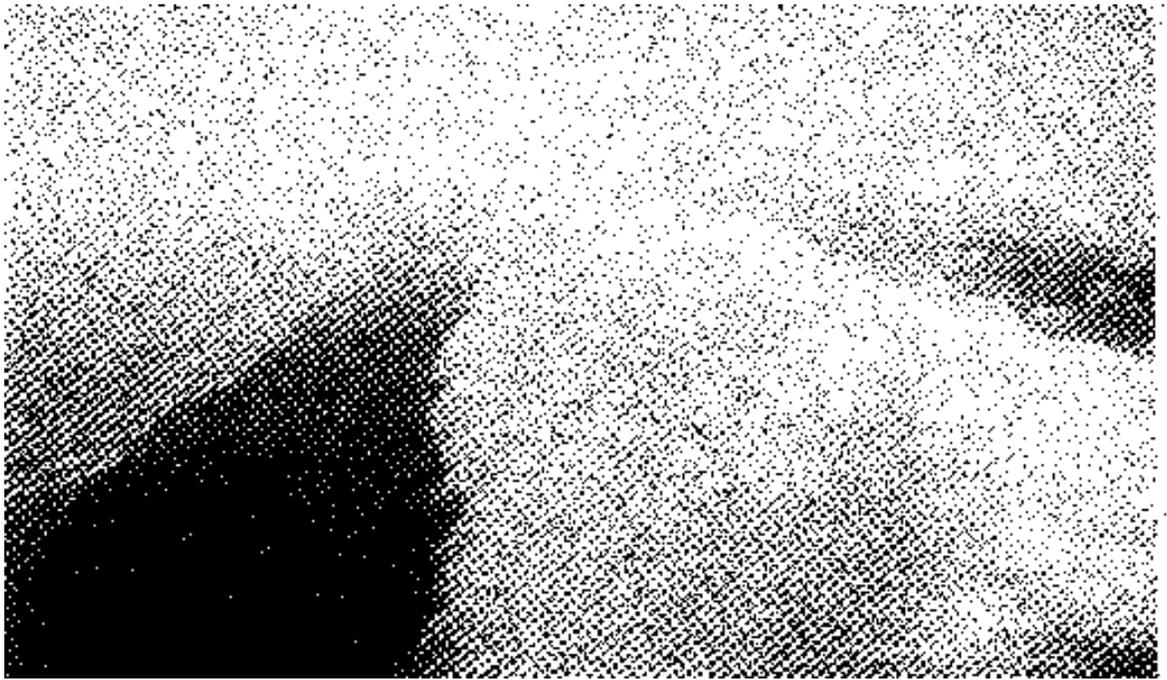


The primary and secondary waves

high, two miles from leading to trailing edge and stretching over each horizon. Secondary waves followed the primary at regular intervals, but only the primary had the towering form of a travelling white mountain range.

have been flying them since 1989 when Russell White made the first soaring flight in a Grob 109 motorglider. However, no one had soared them in a hang glider before and when I spotted an article in C-Mac's "Australian

said on the UHF, 'There's a clearing about forty kilometres ahead'. At three hours and twenty minutes he landed at Adel's Grove airstrip, a distance of 165 kilometres without turning, and had to burn altitude to get down as the serious tiger country started. The day's thermals were just beginning as the cloud evaporated. It was celebration time, and Bolto and I breakfasted on VB at the Burketown pub as Billo and PK started the long retrieval drive.



PK can be seen soaring the wave. Notice the cloud shadow advancing in front of the cloud.

Next day, Billo, PK and I were set up on the saltflats at dawn. The Morning Glory rolled in right on time and Bolto towed PK out over the Gulf to meet the wave. PK found the lift band to be narrow and bumpy at release height but it soon smoothed out as he climbed in steady lift around 500 up. Billo was set up about ten kilometres further inland and had an easier ride up as PK watched from above. Then PK saw the trike appear from under the cloud with the third glider on tow from ten kilometres further inland again. The Edge had to fly out from beneath the Glory as it was already overhead when I was picked up. This cloud was not a strong one like the previous day's, but a regular Glory, shaped like a kilometre-high cylinder with a flat base, stretching from horizon to horizon and with half a dozen secondary waves following the primary at intervals of a few kilometres. Cloud was being formed on the leading edge of the wave, moving up over the top and disappearing as it descended the trailing edge, so that the Glory appeared to be rolling backwards as it advanced over the landscape.

The three Blades climbed to 5000' and cruised effortlessly in smooth air, a little faster than best glide. The shadow of the Glory was thrown ahead and appeared to be engulfing the landscape as the wave advanced. There are not many roads around Burketown (population 230 on a good day, next town 200 corrugated kilometres away) but there is a road running SSW to Camooweal. Since the Morning Glory appears from the NE and travels to the SW, this is a good road to follow. You would not want

to get lost in the bush around Burketown, as you could stay lost for rather a long time. A little traversing along the face of the cloud kept the gliders within easy reach of the road. Billo and PK raced around the cloud playing games and whooping it up. There is something about the wave which turns hardened old sky-surfers into delighted kids.

Two hours into the flight, at about 100 km, we noticed the cloud shadow becoming thinner and gaps started to appear in it. The secondaries too started to disappear. Ten minutes later the cloud evaporated into haze and light turbulence. The cloud is trapped re-circulating moisture picked up by the wave from the Gulf of Carpentaria, but as it travels inland over the dry terrain, moisture is lost and the cloud eventually vanishes. The wave continued inland like a clear air seabreeze front, but without the visible reference of the Glory, we could not track the lift. Just before it vanished, however, the cloud increased its speed and the lift improved, so that we climbed in ten minutes from 4,300' to 5,500' with the rope full on and the bar to the waist.

Gregory Downs with its pub and swimming hole lay just 10 km away, an easy glide with the persisting tailwind. Billo and PK landed in front of the pub to discover that after their longest flights, the pub was not yet open. They had covered 120 km in 2 hours 20 minutes without turning other than circling down to land. Meanwhile I flew on past Gregory by switching to thermal lift, and in light plentiful cores triggered by the wave, continued to the edge of the Barkly Tableland. Here the savan-

nah grassland and light scrub becomes a little more tigrus, and I landed on the edge of the red-soiled Barkly for 150 km in three hours. There was a steady 20 knot nor'-easter blowing to show that the wave had arrived. Cumulus clouds started to pop as I packed up by the road. C-Mac was in close pursuit with the 4WD.

On the following day, the Morning Glory appeared again at sunrise but it was a dry day and the clouds evaporated as they crossed the coastline. Bolto towed us up to where we thought the waves might be but we could not track the invisible linear lift for more than a few minutes. We left Burketown later that day for the bumpy 1000 km trip to Cairns.

This expedition would not have happened without the assistance of many people and organisations. Three however really stand out. Russell White, the Sydney sailplane pilot who has soared the Morning Glory first, provided comprehensive information, first hand knowledge and many useful suggestions. AirBome provided a dolly, a ballistic chute for the trike and sensible advice based on long experience. And Chris Bolton was the trike pilot who was the man for the job, and who was not daunted by the prospect of flying up to an unknown quantity any sane pilot would want to fly far away from. Thanks guys!

The four Morning Glory soarers were Chris MacDonald, Paul Kennedy, Bill Olive and Al Giles.

Cracking Up

the rider the glider, the pilot and his crew

This story should top any complaint of how tough *your* retrieve was!

Pieced together from archival manuscripts and the indistinct memories of "99", Christine Firth

This story has been reproduced here with the kind permission of the Soaring Association of Canada's "FREE FLIGHT" magazine from which it was taken. I hope you enjoy it as much as I did. My hat goes to Christine Firth for her patience and perseverance. The following will let you know that horrendous retrieves are not solely the domain of the hang glider and paraglider pilots! Barry Bateman)

TREADING ON EGGS

Innisfail, Alberta, 7 July 1969 - third contest day of the Nationals

the Crew: There had been some discussion at a previous pilots' meeting about whether a free distance day was a mandatory requirement, so a telegram had been sent to the rules committee chairman actually competing in Texas. Wolf's reply in the affirmative did nothing to lift the gloom from the damp huddle of pilots. The view of free distance for the twenty four pilots here was not a Texan one.

After only two contest days most of us had spent the previous hundred hours under wet canvas along with hordes of swimming field mice (they, at least had bathing facilities; we only had one flush toilet and a cold water wash basin). Chiki, our Siamese crew cat had been working tirelessly retrieving cushion- and hat-eating predators from various fuselage nesting places. But this morning, when eight fat mice emerged from the glider tool box right under his nose and ambled over to the picnic hamper, even he was too fed up to move.

It was a day to go back to bed; there wasn't anything better to do in these parts.

"Cloudbase 3000 feet agl, maximum temp will be 66°F, winds 10-15 knots from the north-west," said the weatherman. So far, Steve's briefings had been the brightest moments of our days.

"Downwind dash straight into the States, could be a long one," muttered a Phoebus pilot to his crew. A Libelle pilot stood up, "have we got clearance for the US?"

There was whispering at the head table. The contest director left the room, returned a few minutes later, and passed a word to the weatherman. "Since prior permission has not been obtained for contest ships to enter the US," said Steve, "flights are restricted to Canada."

By noon, everyone was pulled up on the flight line, mice and all. But, under darkening skies, even the Army L-19's were restrained and take off was delayed.

"Look at that cloud cover," said Hillar, "we won't even get near the border." "You wait," said one of the Americans, "distance tasks always turn into a marathon, we'll probably go a couple of hundred miles with that wind behind us." "No points if you land across the border," said John. "if we get airborne," said the Austria pilot. "if we don't fly today we might not have a contest; I didn't drive 2466 miles just to get my feet wet," a libelle pilot grumbled.

At last, as the thermal sniffer hung on at 800 feet, the L-1 9s were unleashed.

"By the time some of us get going," groaned Frank, as each tow seemed to take longer than the last, "some of us will only make it to the next airfield!"

Eventually, all but one managed to creep away from the airport and tiptoe out over the soaking wheat fields. True to their prophecies, many of them landed less than a hundred miles away. The rest of course pressed on into a different drier airmass.

being **EGGED ON**

the Crew: There were no air cadets to

help and as I was alone with Chiki I was always on the lookout for a weight lifter. As the crews for the last take offs scrambled to hitch up and get on the road, I spotted a visitor, alone and forlorn, standing by the empty runway.

"Hi there!" - he almost jumped to attention - "Are you a pilot?" "Oh, just a beginner. I came out with someone this morning to look. Actually I'm waiting for my wife to arrive at Calgary Airport, she won't get in 'til this evening." "Great. Why don't you come along for the ride then. This will only be a short retrieve," I assured him. He got in the car and looked nervously at Chiki. "Oh, he's alright. He's the official mouser." The visitor, who shall be nameless, was wearing a neat tweed sports jacket and damp Oxfords.

"Have you ever been on a retrieve before?" "No." "Oh," I said brightly, "you'll enjoy it. You get to see places you'd never normally go to and meet interesting people. You can navigate if you like." He took the air map and road map in silence.

"99, 99!" said a sharp but distant voice from above. "Get gassed up and head out for Medicine Hat right away." He sounded low. The Rider looked a little tense, re-folded his maps but said nothing. Eventually we became part of a convoy along the Trans-Canada. The Rider retired into his shell, pressed closely against the car door and watched Calgary disappear from the rear view mirror all the way to Medicine Hat.

"I can't believe they've gone so far." I said apologetically as we sped over the South Saskatchewan River. "I have to be at the airport at 7:30 to meet my wife," said the Rider limply. "Oh, don't worry they won't go on much further."

the Pilot: Initially it was an uneventful downwind scrape over soaking fields more or

less parallel with the Trans-Canada. The lift was marked by other contestants but I passed a few who had already landed. Southeast of Medicine Hat, cloudbase rose to 6000 feet and conditions improved. At this point I ran off the Hanna-Kindersley chart and fished out a highway map. There was a road running due south over the border and a railway line running east along the bottom of the hills. I decided it would be better to land by the road and told my crew to head for Govenlock.

At dusk only 43B and XGU were still up, all of us on final glide. I flew at maximum L/D in a zero sink thermal street for a long way; below me the rolling hills were petering out. I passed over faint cart tracks following the edges of swampy looking creeks and a few grazing cattle; I could see the tussocky surface of their pasture quite clearly. The road should have been visible. There was nothing. I passed over the ghost of a track. I used some choice expletives; it had been ploughed under. This time there was no response from my crew; they must be on the other side of the hills. I glided lower and lower over the rough looking grassland looking for farm buildings, but it seemed uninhabited. I was flying downhill, but I was too late and too low to turn back so I continued 'til the ground came up, turned into wind and put the HP-11 A down on top of a small rise without touching the flaps.

I put the parachute on the wing tip, I didn't bother to use tie downs; the weather was calm and the western sky clear. As I looked around, wondering where on earth I was for a landing position I saw a small white building shining in the setting sun. Taking my map and landing card and my lunch bun, I latched the canopy and set off running with no thought but to find a telephone.

the Crew: Chiki slept, curled comfortably on my lap. The radio was busy with crew talk and pilot instructions. We drove on. Suppertime came and went. At 7:30 we turned south off the Trans-Canada and stopped to gas up in Maple Creek. In the restaurant, the big Cirrus crew was having a slap-up meal. Close by their boisterous table, the Rider desperately called Calgary Airport, but his wife's plane had landed early; he stayed on the line until he ran out of cash. There was no response to his enquiries.

"99" said a very faint voice, "I'm on my final glide, keep going south to Covenlock, I'll be landing by the road near Willow Creek, stay in touch."

"We're on our way," I enunciated very clearly, either he or his battery were very low. Supper was out of the question. I ran to the restaurant window and beckoned to the Rider. He reluc-

tantly left the aroma of steak and chips. "He'll be landing any minute," I said, slamming the door shut quickly and grabbing Chiki as he tried to escape. "We should be able to hear him even when he's on the ground once we get close enough. We can home in on him with the radio." A series of deep howls were the only response. "There's a good pussy, we won't be long now. You can have a nice run while we're derigging."

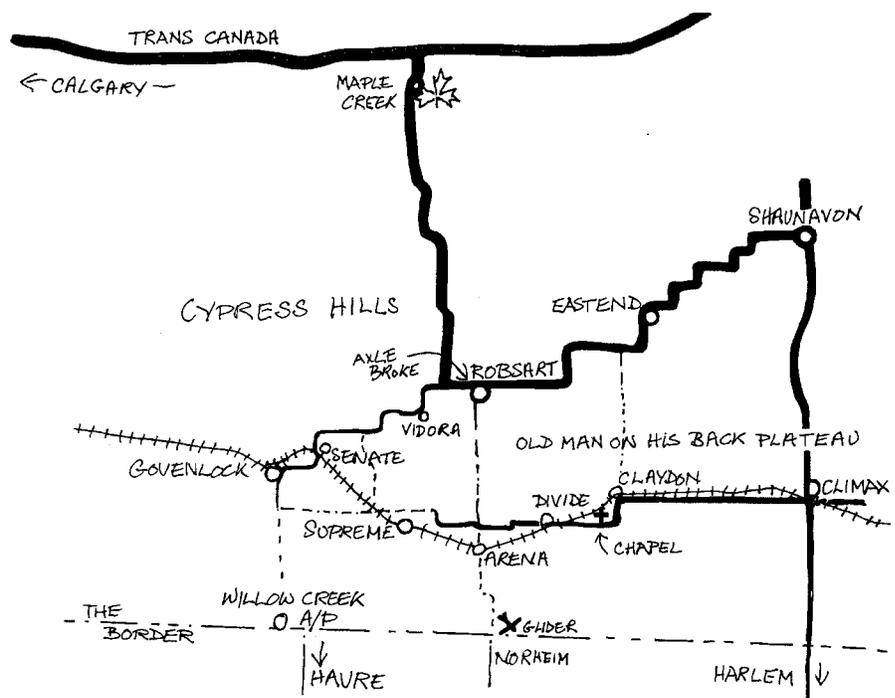
The howls persisted and deepened dramatically over the creaks and bangs of the empty trailer as we climbed over a thousand feet into the Cypress Hills on a dirt road. As I had to stop the car in order to make a transmission, I waited until we reached the highest point before calling on the radio; there was no answer. "He's probably gone to phone. Not long now." I said to my unhappy passengers.

We stopped at a T-junction and called again. No reply. It seemed that they had had a lot of rain here too. I took the map from the Rider's flaccid hands. We had to go west. The edges of the muddy road began to converge and I had to work hard to stay in the middle of it. At a right angled corner we almost slid across to a cart track before going around it. I was starting to sweat. A couple of miles further and it was impossible. The car was as stable as a rain drop on glass. When we got to a railway crossing the wheels went into a spin and in slow motion we slid sideways while the end of the trailer came forward to meet us. I lifted my feet off the floor and waited until we stopped. When I took my eyes off the track, I was relieved to see we were beside a farmhouse.

By this time the Rider and I were not exactly speaking. It didn't seem necessary to say we had to use a telephone; we both knew it. Outside the car the howls of an unseen farm dog made me shiver. Chiki retreated to safety under the seat. We slithered across a yard to the front door of a gaunt unpainted two story. It was 8:30.

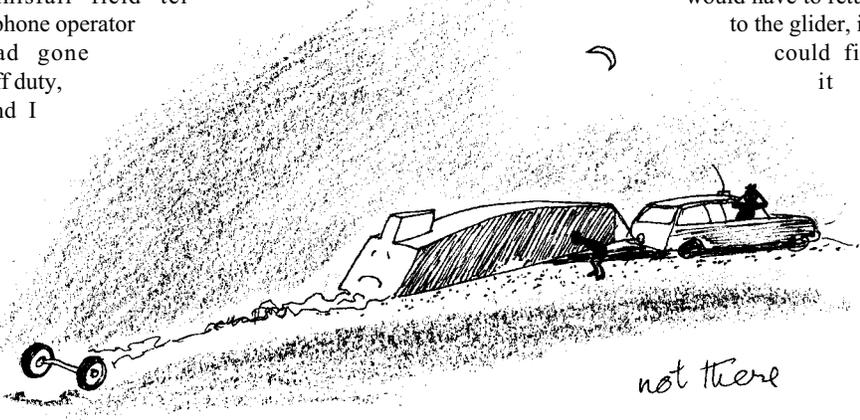
The response to my knocking was slow. We waited silently. Eventually the door was opened by a sick looking woman in the kind of apron people wore in the thirties. I asked if we could use the telephone and she retreated into the darkness. After a considerable time we were beckoned into a gloomy kitchen. Six or seven children and grown ups all looking deathly ill were sitting round a bare table. We were motioned to the wall phone without a word being spoken. They watched us in silence as we phoned long distance; I to contest headquarters, the Rider, somewhere else. Neither place answered. The woman offered us some fried eggs swimming in fat in a big black pan. We declined, left a generous amount of money for the phone and got out of there as fast as we could.

It was a relief to get back to the car. Together we unhitched, carefully turned the car around, swung the trailer onto the hitch and set off in the direction we'd come from. We were barely moving when a familiar car and trailer came barreling towards us. The three Cirrus crewmen waved as they sped by in a huge heavy Pontiac. They were obviously in high humour, in the first place because, sensibly, they had already enjoyed a lovely supper in Maple Creek and in the second place, from our de-



jected looks and the direction of our pilotless car, they assumed that their pilot had gone further and had therefore beaten his rival.

We backtracked until we came to some houses in a place called Vidora. This household was healthy and altogether more cheerful. I told them that I didn't know where I was going 'with that big box' but I was trying to get to Govenlock and that the road was impassable in my little car. They offered us some fried eggs and told us to continue on our present track, make a loop round Shaunavon and we would reach Govenlock from the other direction on the southerly road. We declined the eggs and said thank you. It all sounded quite simple, so even though the Innisfail field telephone operator had gone off duty, and I



still didn't know exactly where my pilot was, I felt a lot better. I let Chiki out for a run while I stuffed some kaisers with tuna and lettuce and we looked at the map. Simple maybe, but the loop was about 170 miles long. The Rider was beyond despair and retreated further into his shell. We drove on.

Mad at being recaptured, Chiki stopped howling only to listen to the coyote choral society doing their thing in the empty hills. On the map the road looked like ruled lines and right angles, in reality it was up and down and twisted like a switch back. For more than an hour the creaks and groans of the trailer accompanied us as we watched the headlights tunnelling along the pebbly surface of the road. Suddenly, the groans changed into a scraping noise. I stopped the car and went to check for punctures. Four of the wheels were OK - the other two weren't there!

the Pilot: I soon stopped running. It was further than it looked and rough, with fences to be negotiated. It took me nearly an hour to get to the building and when I got there it was empty; an old schoolhouse connected by two sagging wires to an old telephone pole bent to the prevailing wind. I walked around and found an open window. Inside there was a telephone but it was dead. I traced the wire to

the junction box and found the links missing. Wire? Where else? In a closet I found an old coat hanger and bridged the gap.

A couple of minutes later a voice answered when I dialled zero. I'm sorry sir, this line is no longer in service." "I know, I just connected it." "I'm sorry sir, the line has been disconnected." "I just connected it."

I summoned up all my patience, this was going to be difficult, but she absolutely refused to listen to my predicament and cut me off. This time the line was really dead. I sat down in a corner of the schoolroom under a row of swallows' nests and pulled out my lunch bun. I supposed I would have to return to the glider, if I could find it in

"We heard you on the party line." said the wife. "Couldn't believe it. That line's been disconnected for thirty years. It was just like old times. Where'd you say you wus from?"

I repeated my story. "Well now," mused the farmer. "That road's been closed as long as the old school. We farm up there now. In the old days we used to ship grain out of Arena there." "We used to go up to Frontier Days in Swift Current, regular," added his wife. "Where are we, where's the closest town?" I asked when we at last pulled up in a farmyard. "Norheim, Havre, Montana." It sounded like No I'll have a banana. I was none the wiser.

I called contest headquarters right away. Eventually a slurred voice answered; I had apparently woken it up. It was surprised to find I was not with my crew. No, it had no idea where they were. I left a message for them to meet me in Govenlock tomorrow. This was getting complicated.

"I couldn't believe that old line was working again," babbled the farmer's wife, setting a huge plateful of omelettes on the table in front of me. The farmer took over the telephone and made some calls. "Don't you worry," she said, as she set down a foaming glass of milk, "We'll soon have you back where you belong to."

the Crew: I went back for a flashlight and the Rider came to see what further misery was in store for him. The back end of the trailer was in the mud. We walked back along the gravel scrape with the puny light. Not far away, the trailer wheels, still attached to their axle, were standing in the middle of the road. We quickly decided this was the pilot's problem and that he should be picked up to deal with it. The glider would have to wait. We unhitched again and drove with renewed purpose through the darkness.

the dark, and head off in the other direction. I wished I'd left a note; I had to get in touch with Chris.

I still hadn't decided on the best course of action when a truck pulled up. People, thank goodness. I dashed outside.

"Howdy." said a voice, "You in some kind of trouble? Get in." The door opened and I found myself sitting beside an overalled farmer and his well-fed missus.





fastened himself to the car frame

AS SURE AS EGGS

8 July, Rest Day. At midnight when we reached Shaunavon we went straight to the Mounted Police station. Contest headquarters didn't answer. We told the Mounties we had left our broken trailer beside the road. They told us they knew where the glider was. It was at Divide. I said I didn't think that was mine. They expressed disbelief that there could be more than one of these things around here. They spoke to the Rider because obviously I didn't know what I was talking about and gave us some coffee. As if his sanity depended on it, the Rider patiently persuaded them that I was probably right. Sure, they said, they understood and promised to relay messages, if any, ha ha ha, from the Willow Creek area.

On a good road, we drove south with the sleeping Chiki towards the American border. At Climax we finally completed the far end of our loop and turned back west. As the bright yard lights disappeared behind us conditions deteriorated fast. Climax was aptly named. The narrowness of the road was less of a problem than the surface which had adhesive properties with which we were unfamiliar. It was very quiet. The pebbled surface had been quite interesting compared to the blankness which now filled our beams. I drove in a kind of stupor. The Rider suggested I let him have a go and I got out to exchange places. He stayed in the car and squeezed around the gear shift to the other side. Without understanding the significance I saw that the wheels were glued to the car with the kind of clods you usually see on a salty street in February. The road surface rose over my sandals and coolly oozed between my toes. I spent the next few miles like a pretzel with my feet out of the window scraping off the mud with a spoon. At least we didn't have to

bother about the trailer. It was funny really, wasn't it? But the Rider was concentrating too hard to be amused. We had started to hit pot holes somewhere under the slime and waves of gumbo began to wash over the windscreen.

After about an hour we ran out of windshield washer and supplementary drinking water and the wipers refused to work. For a while I kept getting out to scrape a space in front of the steering wheel but this got to be too much of a chore so I stayed on the hood with a muddy rag. At 2:30, yard lights appeared and we stopped. This activated an incredible barking of dogs and two houses lit up in response. We discovered we were in well-named Clayd ... on. The farmer who answered our knock seemed rather unfriendly, but considering the hour, he was really remarkably accommodating and let us call the Mounties and fill up with windscreen water. Heaven only knows what he thought of such an odd couple; one slick, in tweed and Oxfords, the other barefoot and covered in mud.

We took a jog to the south and began to climb. Chiki started to howl again and by three o'clock I'd had enough. On a wish and a prayer a building suddenly appeared on our right and we turned in between white picket fences to find ourselves in a graveyard. In amazement we saw his and her toilets standing like sentry boxes beside a small white chapel. A flurry of rabbits betrayed Chiki the hunter already going about his nightly business. For the first time today, or was it tomorrow, I felt as if I was in the right place.

I found the Rider standing beside the car. "We have to sleep. It'll be easier in the daylight."

He said nothing. I opened the back door and

pulled out a mess of glider baggage, coat hangers and cat biscuits and shoved it under the dash. Then I folded the front seat, straightened out the mattress which filled the rear, closed the back, climbed in through the rear side door and laid down on one half. The Rider remained standing beside the car. Good grief. He wasn't going to lay down beside me! Whether he was scared, prudish, unselfish or repulsed, I was too tired to care. "For heaven's sake hurry up and lie down."

Meekly he climbed in. He rolled up straight as a pole and with both hands clinging to the top of the open window, fastened himself to the car frame. I don't think he was breathing. When Chiki jumped in to say he was having a ball, walked over both of us and was gone again, there was a strangled shriek.

The Rider responded as if to an alarm clock when Chiki paid us a second visit and quickly escaped into the dawn light. In minutes the bed was hidden and the night forgotten. The muddy way looked even worse in the daylight, but we soon arrived at Divide. In a farm kitchen we were offered fried eggs for breakfast. Yes, a glider had landed there and left last night in a big box.

At sunrise we were only twenty miles from Covenlock in a two elevator place called Supreme. It was supremely muddy. It was also the end of the gravel road. Ahead was a cart track replete with lakes. We drove up to a farm. No, this was not the right road. We should have turned north towards Robsart. But this time, the Shaunavon Mounties had a message for us from the US Border Patrol. I listened in trepidation, I hadn't had any sense of danger until now. "You were right, there is another glider in the area, but the pilot is in the States." They gave us a number and for the first time I spoke to John who had spent a comfortable night on a couch in Norheim, Montana. Relief at getting in touch was brief. He listened to my story, fired questions about the trailer damage, conferred with someone else at his end and issued instructions. Fix the trailer and meet him in Climax by noon!

Overhearing the problem with the trailer, the farmer suggested a good welding shop in Eastend and offered to tow the trailer in by tractor. The farmer's wife offered breakfast. Wondering how the glider could be so far away from the pilot, and how he was going to get to Climax himself, I was a bit slow on the uptake. Before we could refuse, fifteen eggs had been broken into a big frying pan swimming with grease. We were obliged to stay and eat. We did our best.

.....continued on next page

Slowly but surely, behind the tractor, we drove north to Robsart. It took less time with the help of the farmer and a couple of coat hangers to get the wheels back under the box and wired to the floor joists. We waved goodbye to the farmer, and carefully towed the lash-up to the welding shop where they good naturedly dropped a backlog of broken farm equipment to fix it. As we drove round the bend to Climax again I think the Rider almost smiled.

SCRAMBLING together

the Pilot: The next morning Chris finally managed to phone me with a confused story about muddy roads, detours, and a broken trailer axle. After some discussion, the farmer agreed to drive me to Climax, about an hour away, and I said I would meet her there at noon. I had hardly put the phone down when the US Border Patrol arrived to take me into custody as an illegal immigrant! In the sheriff's office in Havre (fifty miles in the wrong direction) they asked for my grandmother's maiden name and if I had relatives in the Communist party. I fretted the morning away as the cu grew into cbs, wondering if the glider was OK.

On the strength of my pilot's licence the Border Patrol eventually agreed to take me to their Canadian counterparts, and took me east to Harlem and formally handed me over to the local detachment there. The Harlem detachment entered into the true spirit of international cooperation, and drove me 55 miles up across the border and on to Climax, where amicable greetings were exchanged with the Mounties. My crew arrived soon after we drove north. I failed to understand what had taken them so long. The road was wide and dry, and fast for dirt. They were obviously exhausted, even Chiki on top of the rolled mattress in the back window. I didn't catch the name of the crewman Chris had picked up but I was glad she hadn't been alone.

I was relieved to find that work on the trailer was just about finished. I hoped I had enough money to cover their bill. They seemed to know what they were doing though, so we all went and had a late lunch in a local cafe and I started to tell my crew what had happened to me. Just as I was showing them where I had landed there was a violent hailstorm with stones as big as marbles and I suddenly realized how vulnerable the glider was. We rushed back to the barn and found the trailer all ready to go. We filled up with gas from their own tank. No charge, said the welder smiling, not for the gas or the job, you're visitors, its our pleasure-trust Ontarians to have such strange problems! I couldn't believe it. We thanked them warmly and set off for Covenlock in a hurry.

When we were checking the map for the landing position, I'd discovered from the Border Patrol that there was a private airstrip near the border at Willow Creek near the ploughed-under road, so we headed there to see if we could get an aerotow.

the Crew: I was now riding in the comfort of the back seat. I don't know if my pilot ever got the Rider to speak but they sat beside each other all the way to Covenlock. Naturally there was absolutely no difficulty getting there. The road had dried out. I told John about Dave's crew, expecting him to say I had been feeble and given up too easily, but no, good humouredly he said, "With all their extra weight, the heavy tow car, and the added momentum of good spirits, they'd have had no difficulty getting through. Anyway, in the event, you couldn't have reached me from there. I landed much further to the east, south of where Dave landed."

"Oh it was him at Divide then." "Had to be," said John, "and I was already across the border. We could never have got out of there in the dark. No, you did the right thing - well done."

I couldn't quite see that we'd done anything; we seemed to be on some kind of endless loop, but if he was pleased, good. At Govenlock we went to the garage and asked if they knew of any pilots nearby. In a very short time farmer Schmidt arrived, John bought some tow rope from the general store and drove off with him. The Rider and I had a coffee. It was almost supper time. After a couple of hours John returned. We both looked at him expectantly.

"Well," he said, "we've found the glider, but no way we can tow it out of there." "You mean the pilot couldn't land there?" "Oh no, the pilot could land on an elevator roof if he wanted to and nearly did. Cosh, what a cowboy. Zig-zagging along between 50 and 400 feet, IFR (I follow roads) and beat-ups over the farms of all his friends and relatives. I was actually scared. I've never flown so low in a power plane before. No, I mean, I think it would be better if we drove out to the glider over the open range." I didn't dare express scepticism but caught the eyes of the Rider who was thinking what I was.

We left Govenlock and drove south about three miles, turned east and in next to no time we had reached the T-junction on the Robsart Road we had passed this morning. Was it this morning? We turned right, crossed the road from Climax and the railway line at an invisible station called Arena and continued south towards the States over ten miles of cart tracks. From there we were on the open range. It was a little rough, but unexciting; I've been on rougher retrieves.

"There!" said John. On a rise, silhouetted against the sky we saw the HP. It was surrounded by cows. "Oh - that's all we need." He honked the horn until the herd ambled off. The HP seemed to be in one piece. "Damn, look at this, they've damaged the tailplane. Look, they've been using it as a rubbing post for their horns or something, there's a great dent all the way up." "Well, at least they didn't eat the parachute or walk up and down the wing." I said. I felt mean-spirited. Again I caught an understanding flicker in the Rider's eye. "Well let's get derigged then. Come on - it's getting dark."

The plane ran into the box without a squeak. My job was done now. I found Chiki on the back seat, he didn't like cows either. I looked at the map; we'd been so close.

THE FINAL CRACK UP

9 July - fourth contest day. It took nearly two hours to get back to Maple Creek. I wanted to eat at the restaurant with the telephone even though it was bedtime. The contest pilot wanted to keep going. He knew if he didn't get back and fix the tailplane he would miss the last day of the contest. True to his nature, the Rider kept out of the argument, so we ended up having supper on the road out of the picnic basket again. For the first time I thought to ask the Rider where he thought his wife was. He told me she was staying at his brother's place. He seemed very unhappy about it. At this point I don't remember any more, but apparently John added a few hours of sleep to the eight hour drive.

We should have delivered the Rider to the Highway 2 intersection in Calgary in time for brunch, but the chance to see this particular obligation through to its end went up in a puff of smoke. On the outskirts of the city the overtired engine gave a small cough and died.

In a surreal silence as the pilot eased the rig out of traffic and over to the shoulder, the Rider opened his door, jumped briskly out of the moving car and ran off up the highway. Almost immediately he was picked up by another car and swept away into a sea of tail lights. I don't know whether it was relief, remorse, fatigue, or the fact that it was not funny, but I thought I would die laughing. The glider, the pilot and what was left of his crew spent the noon hour waiting for the engine to cool. When we finally limped back into Innisfail, Dave had already won the day and the contest.

It's taken me 25 years to put the pieces of this story back together again - I still can't face fried eggs in the morning. In any event I would like to take this opportunity to apologize to the Rider. I hope his wife forgave him for being kidnapped; it must have been very difficult for her to understand.

1996 COMPETITION SCHEDULE

DATE	PLACE	COMPETITION
▲ Jan 26-Feb 10	Australia	WOMENS WORLDS HANG GLIDING CHAMPIONSHIPS Bogong, Victoria. Contact: Ian Jarman (61) 69 472 888
▲ April 21-27	USA	EAST COAST CHALLENGE Dunlap, Tennessee. Entry fee \$250 (included TTT membership fee) \$50 deposit must arrive by April 1st 1996. 60 pilots only. Contact Katie Dunn (423) 949 4969 (evenings CST)
▲ April 20-21 April 27-28	BC	FRASER VALLEY XC SERIES Mt Woodside, Agassiz. XC racing over 2 or 3 weekends. Rain days May 4-5. 2 categories; Light weight, and Heavy weights. Entry fee \$25 Pilots meeting/registration at launch at 11:00 am on the 20th April. Contact Brett Hazlett (604) 421 0130
▲ April 5-7	BC	EASTER MEET Savona. XC racing. Entry Fee \$? Contact Dave Wagner (604) 579 9182
ÿ April 27-May 1	Italy	PWC Feltre . Contact: Para e Delta Club Feltre ph/fax (39) 43981770
ÿ May 7-12	France	PWC Grésivaudan . Contact: Sylvain Piroche fax (33) 7608 3399
▲ May 18-20	BC	AIRBORNE CLUB CUP Vernon - Lumby area. Individual and team competition. 4 member teams - handicap for low mileage pilots \$40.00 entry includes dinner, with all the beer you can drink and a cool mug to drink with - courtesy of Airborne. For more details contact Todd Hixson at (604) 477 3888
▲ June 8-14	Spain	WHGS MEET Castejon de Sos, Pyrenees. Contact: Salvador Mogas ph (34) 3210 7752 fax (34) 3568 2903
▲ June 9-16	USA	SANDIA CLASSIC Albuquerque, New Mexico. Great XC racing. Entry fee includes: pilot and glider transportation to launch, turnpoint film, free oxygen refills, BBQ, T shirt, plus more. 60 pilot maximum field. GPS recommended. Entry fee before May 1st us\$300, After \$350. Contact: Mike Gregg, 12177 St Mary's Drive, Albuquerque, NM 87111. (505) 275 5978 or Mark Mocho (505) 298 2922
▲ June 16-22	Spain	WHGS MEET Sierra Nevada, Grenada. Contact: Juan Morillas ph (34) 58 488560 fax (34) 58 488726
▲ June 23-29	Spain	WHGS MEET Peidrahita. Contact: Steve Ham ph (34) 20 362215 fax (34) 20 362215
ÿ June 25-30	Austria	PWC Zillertal . Contact: Monica Eberharter ph (43) 5282 2281
▲ June 30-July 6	SASK	CANADIAN NATIONALS (HG) Eastend, Saskatchewan. Racing and open distance. Task set to break Canadian/World records. Towing and ridge soaring meet. Entry fee \$70 Spare tow rigs/planes available. For more info contact: Mike Reibling W (306) 352 3337 or Garth Hemming W (306) 295 3233
ÿ July 3-7	CH	PWC Grindelwald , Switzerland. Contact: ph (41) 3653 1212 fax (41) 3653 3088
▲ July 6-11 (?)	USA	CHELAN CROSS COUNTRY CLASSIC Chelan, Washington. Contact; Davis Straub (206) 322 1184
ÿ July 15-20	Spain	PWC Granada . Contact: ph (34) 58 488560 fax (34) 58 488726
▲ July 13-20	USA	US NATIONALS (HG) Dinosaur, Colorado. Several meets within one; Over 45's, Rookie, Intermediate and Never made the top 50 divisions. Also a driver comp will be running. Loads of prizes. Organised and run by G.W. Meadows. Entry fee before January 30 us\$325, after \$375. For Information and accommodation info contact "GeeDub" at (919) 480 3552
ÿ July 22-29	Spain	PARAGLIDING PRE-WORLDS Castejon de Sos. Contact: Anna Lopez ph (34/3) 7908482 fax (34/3) 7908656
▲ July 24-31	USA	WHGS Reno, Nevada . Contact: Rat Leonard ph (702) 883 7070 fax (702) 884 4030
ÿ July 24-Aug 1	USA	US PARAGLIDING NATIONALS Chelan, Washington. Contact;
▲ July 28-Aug 2	BC	FLY WEST XC INVATIONALS Golden, BC. 6 meets in 1; HG heavy weights (600 hrs+), middle weights (300-600 hrs) and light weights (50-300 hrs) PG = 250+hrs, 150-250hrs, 50-150 hrs. \$20,000.00 prize money (no, that's not a typo!) 1st prize heavy weights \$5000.00; Middle weights \$3000.00; lights weights \$2000.00. Entry fee can\$250, Entry deadline May 15th. Sponsors welcome. For more information contact; Fly West Hang Gliding Ltd, 199, Marlyn Place, Calgary, Alberta, T2A 3K9 ph (403) 272 0450 or Email to Porteur@Cadvision.Com
ÿ Aug 3-5	BC	CANADIAN NATIONALS (PG) Golden, BC. Open distance Sat/Sun, race on Monday. Prize to be given to the competitor with the best combined score from the US PG Nat's and this meet! Entry fee; \$35 includes Sunday breakfast. 105 pilots entered last year. Book early! Contact Vincene Muller (403) 932 2759 or email: mullerhg@cadvision.com
▲ Aug 3-5	BC	WESTERN CANADIAN CHAMPIONSHIPS Golden, BC. Entry fee \$30. Racing to goal. Team format = 3 man team including one level 1, 2, or 3 pilot. Contact Doug Keller at (403) 293 4008
▲ Aug 20-25	Slovenia	WHGS Preddvor . Contact: Bojan Marcic ph/fax (386) 61 612646
ÿ Aug 27-Sept 1	France	PWS Chamonix . Contact: Yves Mollier ph (33) 50555281 fax (33) 50545295
▲ Aug (?)	USA	CAN-AM Black Mtn, Maple Falls, Washington. Friendly Can-Am contest. Contact:
▲ÿ Aug 31-Sept 2	BC	CACHE CREEK TEAM MEET Cache Creek, BC. 4 different sites to be used. 4 man team format. (Team Format may be changed if enough paraglider pilots show interest, let me know!) Entry fee \$30 Contact: Barry Bateman (604) 888 5658
▲ÿ Sept 19-22	France	COUPE ICARE St Hilaire. Contact: Syndicat d' Initiative: ph (33) 76083399 fax (33) 76972056

▲ = hang gliding; ÿ = paragliding. *Meet directors, please send me your results so that they can be published ASAP*

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If you can help or need more information please contact;

**Barry Bateman
HPAC/ACVL "AIR" Editor
(604) 882 5090**

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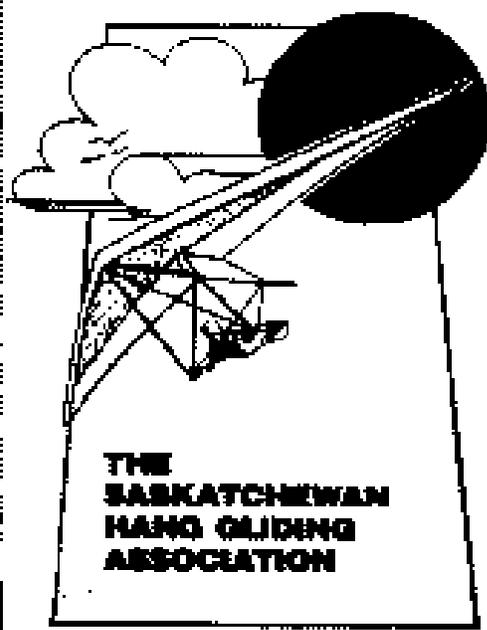
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