

**Chris Muller dies in stunt crash**

Canadian star Chris Muller has died after crashing on the penultimate day of the Flytec US Nationals at Quest Air in Florida. Chris lost control of his Wills Wing Talon 2 after crossing the goal line, while flying fast at low level to grab a \$100-bill in a bag placed on a pylon. Chris, aged 29, had been flying in competitions since the age of 14. He grew up in a hang gliding family, his late father Willi having run one of Canada's first and most successful training schools. Chris had been Canadian hang gliding and paragliding champion three times each and had represented Canada at the Worlds in both sports. He was lying seventh in the Flytec competition at the time of the accident. The cash-grabbing stunt had been initiated by the pilots rather than the organisers of the competition. Chris Muller was a hugely talented pilot who loved flying far more than he cared about winning. His father Willi died in a paragliding accident in 1998. Of his dad's death in the sport they both loved, Chris had said, "If this is the price, I accept it."



Chris Muller: an unforgettable pilot

**No more Manilla Category 2 comps!**

In what appears to be a fit of pique at not being selected for the Australian team for the Worlds in Brazil, Godfrey Wenness, proprietor of Mt Borah, one of the county's major XC sites, has withdrawn the site as a base for any further FAI Category 2 competitions. Mt Borah, only recently host to the Manilla XC Open, has seen the launch of many record flights and personal bests including Godfrey's own 1998 world record of 338km. Wenness charges that the Australian AAA moved the goalposts for Worlds selection, leaving him out of the reckoning despite current good form and his undeniable record. Loss of Category 2 comps at Manilla will hamper Australian pilots' search for WPRS points, which itself could rebound on the size of their team in the 2007 Worlds, to be held at... Manilla. Godfrey plans to limit training access to Manilla for Aussie Pre-Worlds and Worlds team pilots to official practice days only. We hope that a bit of common sense will prevail down under from all parties!

**Nicky in the limelight**

British paragliding teamster Nicky Moss, who lives in Spain, was featured across six pages of C4's *Everything Spain!* magazine last month. This is good publicity for Nicky and for women in the sport, and another step towards her goal of becoming a fully sponsored pilot. A two-page

profile has also appeared in *Viva España* magazine. Nicky has more magazine interviews lined up and recently did an airborne photo session with Spanish-based paragliding photographer Steve Godfrey. So far this year she has secured an estimated £10,000 worth of media coverage for her current sponsors Juice Plus, Maximum Potential (sports training), Advance and isyte.com (sports eyewear). Nicky is well regarded on the international paragliding circuit and is becoming an established member of the British Team, having flown in the 2004 Europeans and the 2005 Worlds.



Nicky Moss: working towards full sponsorship

**Charity paramotor flight**

A group of Ulster paramotorists are planning to raise funds for cancer care by flying from each of the Six Counties in June. Organiser Gordon Martin of Paramotoring Ireland is raising his own funds and generating publicity in local newspapers. Any Skywings readers who would like to help by contributing or helping during the weekend of June 17th - 19th should contact him at [gordon@paramotoringireland.com](mailto:gordon@paramotoringireland.com) or by visiting [www.paramotoringireland.com](http://www.paramotoringireland.com).



Gordon Martin and friends, about to fly for cancer care

**GA goes lobbying**

Members of the General Aviation Alliance, including the BHPA's Tom Hardie, met Under-Secretary of State Ms Charlotte Atkins, the Government Minister responsible for aviation, in April to discuss the problems facing General Aviation (GA) in the UK. This is a hot topic given the current legislation coming out of Europe. Ms Atkins was flown to a private airstrip in

Oxfordshire where she discussed 'farm strip' flying and witnessed a microlight flight by BMAA CEO Chris Finnigan. She was then flown to Wycombe Air Park at Booker in a home-built Vans RV6A piloted by PFA Exec member Roger Hopkinson. At Booker Tom Hardie gave a short but hard-hitting presentation on the threat posed to the entire GA spectrum by European legislation: escalating CAA charges, the airlines' unfair grip on the regulation process, the lack of consultation on major changes in legislation, the lack of support from central and local government and the gradual loss of airspace available to GA pilots. Ms Atkins said the visit had "opened her eyes to the views of GA" and welcomed the setting up of the GA Alliance as a useful focal point for consultation. Hats off to the GA Alliance and to Tom Hardie in particular for his very concise exposition of the threat to UK business and recreational aviation, including the free-flight movement. Let us hope that our new and chastened government heeds the message.

**Flying clinics**

Verbier Summits are now offering a wide range of specialised flying clinics at their Swiss base. Topics include SIV, Acro, XC and reserves. The clinics will run all summer under the guidance of Stuart Belbas, an experienced SIV and certification test pilot, and are for pilots of all levels. In the reserve clinics pilots will learn how to successfully deploy an emergency parachute overwater and how to repack it. Accommodation, food and travel is provided. More details at ++41 79 313 5677, e-mail: [info@verbiersummits.com](mailto:info@verbiersummits.com), website: [www.verbiersummits.com](http://www.verbiersummits.com).



Verbier Summits now offer SIV clinics

**Farewell John**

South-west hang gliding stalwart John Morris passed away after a long illness in April. He was working with Jason board at the British Hang Gliding Museum to the very last. Among many great deeds in support of hang gliding, John was responsible for some remarkable illustrated stories in the *Devon* and *Somerset Condors* magazine in the 1980s (pictured). John also developed an engineless trike, "...designed for lazy pilots who couldn't be bothered to run on landings!" The trike