



«MEMBER» INSCRIPTION FORM

Name: _____ Surname: _____

Adresse: _____
Road, avenue, boulevard

_____ City _____ Province _____ Postal Code _____

Ph.number -home: (____) _____ Ph.number -other: (____) _____

Mobile : (____) _____

Email : _____

Vehicule (model, color) : _____	Registration : _____
HGPAG membership : _____	HGPAG expiration: _____
Flight hours - paragliding : _____	Flight hours –hang gliding : _____
Paragliding level : _____	Hang gliding level : _____
Person to contact in case of emergency : _____	

Rates :

		(Taxes included)
<input type="radio"/> Season pass	425.00\$	479.72\$
<input type="radio"/> Couple's pass, season	635.00\$	716.76\$
<input type="radio"/> Half-season pass (starting August 1st 2010)	275.00\$	310.41\$
<input type="radio"/> End of season pass (starting September 1st 2010)	195.00\$	220.11\$
<input type="radio"/> Daily pass	25.00\$	28.22\$
<input type="radio"/> Weekly pass	55.00\$	62.08\$

FLIGHT REGULATIONS FOR MEMBERS

- 1- Wearing a helmet is mandatory at any given time while practicing any sports.
- 2- **The emergency parachute is mandatory** for any flights beyond 1000 feet.
- 3- The complete pre-flight inspection is mandatory (wing and equipment). It is forbidden to fly if your equipment or your wing is damaged.
- 4- The double straps are mandatory in hang gliding (main and safety), as well as the steel snap hook, as a main strap.
- 5- A static inspection for the double straps for hang gliding is strongly recommended before each take-off (the pilot must be in flight position in his harness).
- 6- A pre-flight inspection in paragliding, for the point straps and the lines is strongly recommended.
- 7- **It is forbidden to fly if your faculties are weakened by alcohol, drugs, or other medication (tolerated alcohol level =0).**
- 8- During winds gusting at 20km/h or more, take-offs in hang gliding must be done, with at least, one assistant.
- 9- During winds gusting at 15km/h or more, take-offs in paragliding must be done, with at least, one assistant.
- 10- **The landing area must be free of any person as soon as possible and folding of the material must be done at the designated area, therefore at the extreme North and South of the field.**
- 11- Distance Vol Libre is not responsible for storing, flights, loss or breakage of the material.
- 12- **Camping is forbidden on the DVL property.**
- 13- **No motorized flights can be made from the DVL property situated at the bottom of the mountain.**
- 14- The methods of payment are : Debit, Check, Cash, Visa or Mastercard. The membership cards are payable in one instalment, and this is to be effective on the very first visit to fly at DVL.
- 15- If you live more than 150 KM from Distance Vol Libre school, you can obtain a undetermined amount of daily or weekly passes. If you live within 150 KM, you get purchase a maximum of 3 pass per season ; wether daily or weekly pass.
- 16- By being a DVL member, you can benefit from a 7 days a week shuttle bus system, from 9am to 5pm. You also have access to all our take-off points (North, South, East, West) and all our landing zones, the parking, the training hill, terraces, B-B-Q's, etc.

- 17- **PLEASE TAKE NOTE THAT AFTER OUR CLOSING TIME AT DVL, 5PM, WE WILL NOT SELL ANY SHUTTLE-BUS TICKETS. PLEASE BE COMPREHENSIVE AND PLAN IN ADVANCE.**
- 18- No memberships and/or shuttle-bus tickets are refundable.
- 19- You must be insured by the Hang gliding and Paragliding Association of Canada to fly on our sites. Pilots must subscribe with the HGPAC and assume its fee, which is 150\$ annually or 40\$ for 90 days (temporary insurance). Registration with the HGPAC cannot be made at DVL. Please visit their website www.acvl.ca for more information.
- 20- Pilots visiting Canada must be able to provide us with a pilot license equal or superior to the beginner level from the HGPAC. If this cannot be met, we will be obligated to do a ground evaluation with an instructor to approve the pilot's level. The pilot must assume the evaluation fee, that varies between 42\$ and 84\$ + taxes, fee determined by the length of the evaluation. Once the ground evaluation is successful and a hand written exam is completed with success (given by DVL), and if we judge that the pilot is experienced enough to be able to fly solo, therefore without assistance from an instructor, we will be able to provide a certification corresponding to his level. If this cannot be met, we will conclude the ground training and/or in flight training with our instructors, however the pilot will still be responsible for the fees.
- 21- **DVL does not rent equipment.**
- 22- Pilots have 30 minutes after the sunset to land.

Thank you for your understand and cooperation

SHUTTLE BUS RULES FOR THE 2010 SEASON

- During busy days, there will be a shuttle bus every 30 minutes and on regular days, there will be a shuttle bus each hour.
- The maximum capacity in the blue shuttle bus is 18 people, including the driver. The capacity of the other shuttle bus (4x4 truck) is of 10 people.
- All the passengers must stay seated on the designated seats, and not hang on the hang gliding support or stand in the back.
- It is forbidden to smoke on board of the shuttle bus, at any given time.
- The driver of the shuttle bus will wait 2 minutes at the take-off with the pilotes before making its way back down the mountain.
- There must be a minimum of 2 pilotes for each ascent.
- The price of a shuttle bus ticket is 10\$ (taxes incl). The price of a pack of 10 tickets is 80\$ (taxes incl.).
- The shuttle bus drivers will only accept tickets purchased at D.V.L.. Payments made cash will no longer be accepted by the drivers.
- The ticket must be given to the driver before boarding the shuttle bus. No credit or refund will be accepted.
- Your place will be reserved onboard the shuttle bus once your ticket is given to the driver.
- During North and East side landings, the shuttle bus will wait 2 minutes before picking up the pilotes. It will then come back every hour or half hour when both buses are in operation.
- The member and insurance cards must be available at any time, and you must present your daily or weekly pass to the driver on your first ascent.
- Whenever changes are made at the take-off, we must have the agreement of the majority of the pilots before we can proceed with the change. No extra fee will be charge.
- To insure a on-time shuttle bus each hour, in case of changes from the North take-off to the West take-off (and so on), the driver will have to stop at DVL to have other pilots join the shuttle-bus and then come back up again ; unless the shuttle bus is full.
- Please take note that in case of emergency, Carlos always has a cell phone.
- The pilot is responsible in putting his equipment himself in the shuttle bus.

SIGNATURE : _____

DATE : _____

Clarified consent, acceptation of risks and disengagement of responsibility

Distance Vol Libre inc.

I, _____, recognize and accept by the following, in return of the permission to participate in the activities of free flying, motorized ultra-light or kite, to relieve of responsibility the owners and/or silent partners that permitted me to use and enjoy there property, to take part at some activities of free flying, ultralight flights or kike, the company **Distance Vol Libre inc.**, their leaderships, administrators, representatives, employees, and all other person or entity that acts or practises directly or indirectly some duties in their name of any responsibility and I therefore renounce by the following, any intent of strategy, claims or legal persuit whatever it may be, againts renoucer in regards to any injury or lost of material that I may incur during my preparation or participation in the mentionned activities, even if the injuries are caused only or partiely by the negligence of the releasee.

I recognize that free flying pratice, the ultralight airplane or kite, comes with risks: certain results within the nature of these sports, other results from humain error ou negligence from the releasee or the participants and others resolting from the fact that the circonstances or physic environment. I accept, alone, all these risks, whether the gravity and I wish to participate freely and voluntary in the free flying activities.

And I recognize and accept the following :

- A- That the sport of Hang Gliding/Paragliding and ultra-light plane is very dangerous, exposing participants to many risks and hazards, some of which are inherent in the very nature of the sport itself, others which result from human error and negligence on the part of the people involved in preparing, organizing and staging Hang gliding/paragliding programs or activities;
- B- that, as a result of the aforesaid risks and hazards, I as a participant may suffer serious personal injury, even death, as well as property loss;
- C- that some of the above-mentioned risks and hazards are foreseeable but others are not;
- D- that I nevertheless freely and voluntarily assume all of the aforesaid risks and hazards, and that, accordingly, my preparation for, and participation in the aforesaid Hang Gliding/Paragliding programs and activities shall be entirely at my own risk;
- E- that I understand that the Releasee does not assume any responsibility whatsoever for my safety during the course of my preparation for or participation in the aforesaid Hang liding/Paragliding programs or activities;
- F- that I have carefully read this **RELEASE, WAIVER AND ASSUMPTION OF RISK** agreement, that I fully understand this, and that I am freely and voluntarily signing this discharge letter;
- G- that I understand that by signing this release I hereby voluntarily release, forever discharge and agree to indemnify and hold harmless the Releasee for any loss or damage connected with any property loss or personal injury that I; may sustain while participating in or preparing for any Hang Gliding/Paragliding programs or activities whether or not such loss or injury is caused solely or partly by the negligence of the Releasee;
- H- that I recognize that the releasee, has no liability insurance to protect me or protect my heirs and if I judge it necessary, I must personnaly contract an insurance in order to protect me and my heirs and having the right and I declare it my personnal affair.
- I- I understand that the free flying equipment (ultralight airplane, hanglider,paraglider, paramotor,parachute,harness, accessories or any other peices of equipment), even correctly manufactured, inspected, folded (if it has to do with a parachute), assembled, kept in a good state to be used or repaired, maby not work properly and I accept on taking the personnal risks.

- J- (Applicable only on solo flights)
In regards to the damages that I may cause by my preparation or practice of these sports, either from my negligence or any other cause, I assume responsibility and for this reason, I have a valid liability insurance.
- K- (Applicable only on solo flights)
I declare having the training in regards to the use of my equipment and/or commit on getting the proper training needed in this case, before using it alone.
- L- that the terms of the program or free flying activities, ultralight airplane or kite as used within this agreement of "CLARIFIED CONSENT, ACCEPTATION OF RISKS AND DISENGAGEMENT OF RESPONSABILITY", includes, without limiting the generality of these terms, the initiation flights, solo flights, the programs and hang gliding tow activities as well as the rest of the competitions, flight celebrations, training sessions, clinics, programs and any other events I may participate in or attend.
- M- that the present "CLARIFIED CONSENT, ACCEPTATION OF RISKS AND DISENGAGEMENT OF RESPONSABILITY" is irrevocable for myself, my heirs, my executor, judicial administrator, inheritance representatives and having rights;
- N- that the present agreement is inclusive and permitted by the province's laws and in the country where it was signed and if one portion of this formality is invalid, it is stipulated that the rest of this agreement will continue to be valid. I specifically renounce at any law protection of any kind that would limit the validity of this renunciation.
Any questions in regards to rights will be dealt with the judicial district where the head office of the reasumee is situated.
- O- that I had the opportunity to read the present document entirely. I have read it, understood it and accept to be tied to it by its terms.
- P- I declare I do not suffer from any physical, mental or legal inability. My capacities are not under any influences (alcohol, drugs, mental illness, fatigue or any other factors). I am 18 years old or older et I am legally capable of deciding OR signing the present document under my name and in the name of the participant.

Date : _____

Signature of member : _____

Name of member in capital letters: _____

Signature of Witness : _____

Name of Witness in capital letters : _____

Hang Gliding & Paragliding Association of Canada
Association Canadienne de Vol Libre

7 Windal Ave. Toronto ON M9N 2C2 Canada

Tel / Télécopieur: 416 243-0469 Courrier électronique: admin@hpac.ca

RELEASE, WAIVER AND ASSUMPTION OF RISK

I, _____, hereby acknowledge and agree that in consideration of being permitted to participate in Hang Gliding/Paragliding programs or activities, I hereby agree to release and discharge Owners and / or Lessors of land who have granted permission for the use of property for Hang Gliding/Paragliding programs or activities, the **Hang Gliding and Paragliding Association of Canada a/o Association Canadienne De Vol Libre**, their officers, directors, representatives, employees, members and all other persons or entities acting in any capacity on their behalf (hereinafter collectively referred to as Releasee) from all liability and I do hereby waive as against the Releasee all recourses, claims, causes of action of any kind whatsoever, in respect of all personal injuries or property losses which I may suffer arising out of or connected with, my preparation for, or participation in, the aforesaid Hang Gliding/Paragliding programs or activities, notwithstanding that such injuries or losses may have been caused solely or partly by the negligence of the Releasee

And I do hereby acknowledge and agree;

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

Signature of member : _____ Name in capitals : _____

Address: _____

Tel. number.: _____ Date: _____

Witness signature: _____ Witness name : _____



When becoming a DVL club member, every pilot must automatically pay the fee of 250\$ for any landing within the "restricted zone", indicated in red, whatever the reason may be. (pictures are at the reception at DVL). Also, soon you will be able to have this in detailed information on our website www.dvl.ca, in the "Yamaska section".

A fee of 20\$ will be charged for any landings in the "other zone" areas, indicated in yellow, also on the pictures. These "other zones" are defined by a 1km area surround Mount Yamaska, except our official landing zones of Distance Vol Libre (North, East, West) and North of Yamaska.

A pilot at fault will be obligated to declare all landing within the "restricted zones" or in the "other zones" within the next 24 hours following the landing. Pictures indicating the zones are all at the reception at DVL ; the pilot will have to indicate exactly where he landed and pay the amount due. In the case of a pilot not respecting these regulations or landing more than once in the "restricted zones", Distance Vol Libre will be obligated to suspend the membership card of the pilot at fault, and this, for an indeterminate length.

Distance Vol Libre promises to give the collected sums at the end of the season to a non-lucrative organism in St-Paul d'Abbotsford and it's surroundings.

By signing this document, I hereby confirm having read and understood it's content and will respect it.

Pilot Signature

Print name - pilot