free flight

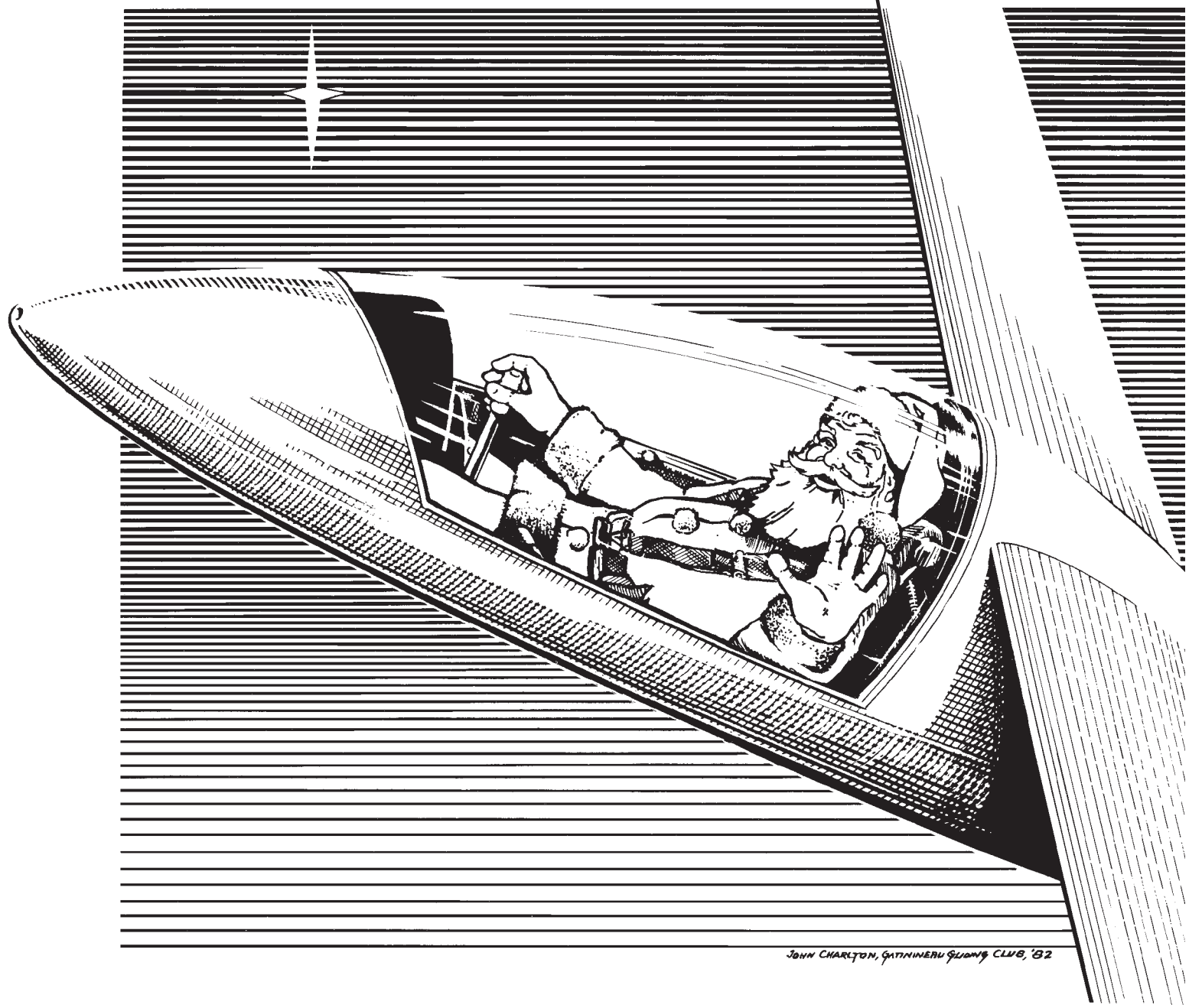
6/82 Nov-Dec

vol libre

merry christmas
joyeux noël

I know it stretches credibility to have Kris Kringle flying a sailplane at night and navigating by the north star, but what it means is my wish that your dreams soar too.

. . . Ursula



SAC

free flight

6/82 **Nov-Dec**

The Journal of the SOARING ASSOCIATION OF CANADA
Le Journal de L'ASSOCIATION CANADIENNE DE VOL À VOILE

Cover A tow pilot's view of gliding. Photo by Jay McVeigh

Centrefold The Nov-Dec calendar was taken by Dan Pandur at Estrella, Az. See the 1983 calendar for great photos.

PRESIDENT'S MESSAGE

Until the early 1970s, National championships used to be held every year in Canada. However, there was a strong feeling that in the years in which there was a World championships when many of our best pilots were away flying or crewing, the Nationals was too "diluted" to be regarded as a meaningful competition. Attendance tended to be poor, since even some of those pilots who could have been there stayed away, preferring to wait for a "proper" competition the next year. Thus, in 1974, the regional competitions were introduced to replace the Nationals in World contest years. It was expected that by holding two competitions, one east and one west, a greater total number of pilots would be encouraged to compete since the considerable cost of a long trip would then be removed. Possibly also, the lower key nature of the contest implied by the name might encourage participation by some who perhaps felt not quite ready for a "national" event. To a certain extent these expectations were fulfilled, but it became evident that many pilots were not prepared to make ANY kind of a trip to a Regional competition. For example, only one pilot from outside Manitoba registered for a planned western Regionals to be held in Rivers in 1976. The eastern Regionals have fared somewhat better due to the higher density of competition pilots in Ontario and Quebec.

With the increasing number of competition pilots (and competitive ships), and believing that the competition structure could be improved, the Board of Directors 1981 directed the Sporting committee to study the situation and make recommendations for future growth. The specific objectives were:

- to encourage more participation in contests, and
- to maintain the highest possible calibre of competition.

One of the assumptions was, there is a large and increasing number of pilots with good sailplanes who enjoy flying against their peers, but (except for a very few dedicated competition pilots) cannot justify the time or money to make long trips for the sole purpose of flying in a contest. It just doesn't make sense to argue that if they do not attend a particular contest, then they cannot really be keen competition pilots and therefore not affect our planning decisions. If we believe competition is fun and contributes to the development of soaring for every member of SAC, then it is up to us to make it attractive to as many pilots as possible, while at the same time endeavouring to provide the best possible level of competition.

An additional input to the planning was that the Soaring Association of Canada has been actively encouraging provincial organizations to sponsor "Provincial Contests" to allow a forum of local competition and particularly to encourage new competition pilots. A number of these contests have been held in the past few years, with the additional boost of support by the respective provincial governments. We believe that provincial contests are the best way of opening up the "regional" contest scene to greater participation.

However, in order to provide more competition opportunities at the higher levels, the Sporting committee recommended that we replace the Regionals with "split" Nationals (separate 15m/Open, and Standard class events) alternating east and west in World contest years, while still retaining the combined Nationals in alternate years as is done now. The Board did not agree with a suggestion to hold a combined Nationals EVERY year on the grounds that this would in fact decrease the number of available major contests to one per year to the proposed three in two years. Another suggestion that we hold two of these events in the east (justified on the basis of pilot population) would impose unreasonable travel burdens on pilots living in western Canada. Observations that the organizational load would increase was recognized to be a problem in the immediate future; but suggestions to standardize contest locations, for example, will help, and we will gladly accept your ideas and support.

At the Board meeting on October 2-3 your Directors agreed to adopt the split Nationals recommendation for a trial four-year cycle. This decision was made considering the input from the Sporting committee chairman, a questionnaire sent to 80 competition pilots, letters, phone call, and much discussion. Thus, in 1983 there will be a 15m/Open class Nationals in the west and a Standard class Nationals in the east (decided by a coin toss).

While recognizing that this new competition structure is on trial for the next four years, I sincerely hope that all competition pilots at all levels will give it a fair test by their support of the events to give us the best chance of making a meaningful evaluation. Full details of the Sporting committee's recommendations which were approved, and the results of the pilot's questionnaire, are given in this issue.

Russ Flint

Russ Flint
President

The SOARING ASSOCIATION OF CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The ASSOCIATION is a member of the Royal Canadian Flying Clubs Association (RCFCA), the Canadian national aero club which represents Canada in the Fédération Aéronautique Internationale (FAI, the world sport aviation governing body composed of national aero clubs). The RCFCA has delegated to SAC the supervision of FAI-related soaring activities such as record attempts, competition sanctions, issuance of FAI badges, and the selection of a Canadian team for the biennial World soaring championships. free flight is the Association's official journal.

Material published in free flight is contributed by individuals or clubs for the reading enjoyment of Canadian soaring enthusiasts. The accuracy of the material is the responsibility of the contributor. No payment is offered for submitted material. All individuals and clubs are invited to contribute articles, opinion, reports, club activities, and photos of soaring interest. Prints (B & W) are preferred, colour prints and slides are acceptable. No negatives will be used.

free flight also serves as a forum for opinion on soaring matters and will publish letters-to-the-editor as space permits. Publication of ideas and opinion in free flight does not imply endorsement by SAC. Correspondents who wish formal action on their concerns should contact their SAC Zone Director. Directors' names and addresses are given elsewhere in the magazine.

All contributions to the magazine will be acknowledged on receipt. We will endeavour to say when it will be used. All material is subject to editing to the space requirements and the quality standards of the magazine.

For change of address and subscriptions to non-SAC members ($15.00 per year) please contact the National Office.

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L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée de personnes enthousiastes cherchant à protéger et à promouvoir le vol à voile sous toutes ses formes sur une base nationale et internationale.

L'ASSOCIATION est membre de "L'Association Royale Canadienne des Aéro Clubs" (RCFCA – Aéro Club National Canadien), représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI, administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale). Selon les normes de la FAI, le RCFCA a délégué à l'Association Canadienne de Vol à Voile la supervision des activités de vol à voile telles que: tentatives de records, sanctions des compétitions, délivrance des brevets de la FAI, etc. ... ainsi que la sélection d'une équipe nationale pour les championnats mondiaux biennaux de vol à voile.

vol libre est le journal officiel de l'ASSOCIATION.

Les articles publiés dans vol libre sont des contributions dues à la gracieuseté d'individus ou de groupes enthousiastes du vol à voile.

Chacun est invité à participer à la réalisation de la revue, soit par reportages, échanges d'opinions, activités dans le club, etc...Un "courrier des lecteurs" sera publié selon l'espace disponible. Les épreuves de photos en noir et blanc sont préférables à celles en couleur ou diapositives. Les négatifs ne peuvent être utilisés.

L'exactitude des articles publiés est la responsabilité des auteurs et ne saurait, en aucun cas, engager celle de la revue vol libre, ni celle de l'ACVV, ni refléter leurs idées.

Toute correspondance faisant l'objet d'un sujet personnel devra être adressée au directeur régional dont le nom apparait dans cette revue.

Pour chaque article reçu, nous retournerons un accusé de réception et donnerons la date probable de sa publication. Les textes et les photos seront soumis à la rédaction et, dépendant de leur intérêt, seront insérés dans la revue.

Les articles de vol libre peuvent être reproduits librement, mais la mention du nom de la revue et de l'auteur serait grandement appréciée.

Pour changements d'adresse et abonnements aux non membres de l'ACVV ($15.00 par an) veuillez contacter le bureau national.

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OPINIONS

ACCIDENTS — NIL REPORT

Dr. Flint:

We have just received indication that not all glider accidents are being reported to Transport Canada as required by the Air Regulations. There was no specific evidence in support of this allegation and, for our part, we are not inclined to prejudge the matter. Our sentiments will be expressed shortly in an upcoming issue of the Aviation Safety Letter.

This is to ask that you consider calling your members' attention to the requirements of the Air Regulations. Our source claims that after discussing regulatory matters with several glider pilots an impression was gained that they seemed to feel somewhat outside the normal regulatory process for powered aircraft. There may well be legal and insurance ramifications to noncompliance with reporting regulations which also could be drawn to the attention of members.

As in the past, we remain supportive of your Association's endeavours to promote aviation safety and stand ready to provide you with any assistance we can in this important work.

John T. Richards
Chief, Aviation Safety Promotion
Aviation Safety Bureau

Here is the substance of SAC's reply:

Dear Mr. Richards,

We acknowledge with appreciation your letter of September 28, 1982 advising of your concern of what appears to be an element of either carelessness or ignorance amongst certain members of the gliding fraternity regarding the reporting of glider accidents.

Please be advised that the following action has been taken by our Association:

a. Your letter as written will be published in our Nov-Dec issue of Free Flight....

b. A bulletin to all clubs has been released reminding clubs of their responsibility for reporting accidents in accordance with Air Regulations, Part A, Div 3, Amend. 24 and our own internal Procedures Manual.

... It appears [**...** *after speaking with WCAS Edmonton*...] that the greatest part of the problem is *late* reporting of accidents, after the glider has been removed from the scene of the accident which takes away some of the most useful and significant parts of the information available to the investigators. Reports have been turned in from the next day to several days after the accident, and only in one or two notable cases not at all.

[... *the WCAS spokesman agreed that the statement*...] "that the gliding fraternity are of the opinion that they are expected to look after themselves contrary to existing legislation" was rather too radical a generalization. (I acknowledge the existence of individuals with this attitude regrettably, but I reject the suggestion that it applies to our movement as a whole.)

With this additional background I request that you change the slant of your draft editorial for the Aviation Safety Letter and perhaps be more specific and complete with regards to what is required in the way of accident reporting, since I emphasize lack of knowledge may be a factor in some late reported (which are filed as unreported) accidents.

... I suggest that there are only a few individuals who may regard themselves as "Free Agents, outside the regulations"; however the poor or late reporting of accidents (and removal of the glider from the accident scene) is much more likely due to ignorance or lack of forethought. You may not be aware that the disassembly of a sailplane which has landed somewhere other than its homebase is a very routine part of our sport. Indeed, many sailplanes are regularly disassembled and stored in their trailers after a day's flying at the homefield. Removal and retrieval of the damaged glider is much more likely to be done as a matter of habit than an intentional ploy to hide the evidence.

... in conclusion ...

Russ Flint
President, Soaring Association of Canada

YES, YOU CAN BE SUED

The members of ASTRA have asked me to respond to the National Office memo of Aug 3 (Ref. SAC 600) regarding the insurance liability premium, OPTIONAL $1 MILLION, with their request that you pass the contents of this letter on to the appropriate people.

Our major concern is the delay in notifying us that this option was not being implemented. We all flew this season believing that since we had heard nothing, we were insured for the optional coverage. Fortunately, none of us had reason to require the coverage to date; nonetheless such a delay is most disturbing to say the least.

We are most surprised that only 75 people saw merit in the option, 64 of those coming from VSA and ASTRA. Perhaps the rest of the pilots in Canada do not realize how vulnerable they are, particularly the instructors and passenger-carrying pilots.

We hope therefore that this year's experience will not prevent our Insurance committee from seeking coverage again next year, and perhaps promoting it more amongst our membership. Attention to this aspect of insurance coverage is of great importance to us.

Christine Timm
Vice-president, ASTRA

continued on page 5

A one-season acquisition of all the FAI jewelry

Only in Western CANADA, ay!

Kevin Bennett
Cu Nim

I got my glider licence in 1974 with the Air Cadets in Southern Ontario and flew there at various clubs for seven and a half seasons accumulating 1800 flights and 400 hours. Then after graduating from university, I came west and joined the Cu Nim Gliding Club in August of 1981.

That's where this story begins.

In the seven and a half seasons that I flew in Ontario, I remember only a handful of days when the conditions would compare to an average day here at Black Diamond. I don't recall any soaring days there that would compare to a good day here, and what is considered an excellent day here has probably never existed in Ontario. Soaring conditions here put you in a completely different frame of reference when realizing the potential for cross-country flying. Thermals to 12,000 feet agl — a final glide of over 120 km — lift until 9:30 in the evening and 11 hour soaring days ... Now that I have your attention ...

After flying the last half of last season here in club ships in these western conditions, my dream of owning my own glass ship became foremost in my mind. This idea did not pass easily by my fiancée Joanne Bunnik, also a glider pilot. But 'diamonds' are a girl's best friend and finally my dream became reality. By Christmas time we were the proud parents of an Open Cirrus, registration C-GORT (2L). So now with eager anticipation, we waited for spring and the dawning of the best conditions one could ever have hoped for.

I still remember the feeling of that first step with the glass slipper. Four hours and fifteen minutes later, after covering some 300 km, the dreams began of the cross-country we would fly together. I was armed with only a C badge and relatively inexperienced in the art and technique of cross-country soaring. On May 2, I recorded my Silver C height gain with a mere 7000 feet gain. On May 15, the Cirrus and I departed for a short hop to Parkland and return for a 130 km O&R and my Silver badge, but got sidetracked. Some 400 km and six hours later we returned from Waterton Park escorting Hans König in his Mini-Nimbus; he was just completing his Diamond distance, finishing off his Diamond badge, and I finished off my Silver distance for my Silver badge.

The following weekend found the Cirrus and pilot preparing for their first contest (at least the pilot's first). It was the May long weekend meet in Innisfail, Alberta. There were two official contest days, the first being a 205 km task in which we just couldn't get on track (a little pun there!) and ended up with the second slowest time of the finishers for eleventh place. High winds the next day resulted in a no contest day, but a short practice task was flown by a couple of us "die-hards". The last day was a scorching, weak, blue thermal day with a 225 km task to be flown. Cockpit temperatures of 120 degrees F were recorded that day. It was a real struggle with only six finishers including the Cirrus and I. We pulled in fifth for the day and promptly drank a Fifth to replace lost body fluids. That has proven to be the toughest task we've flown this season. Some brilliant flying by Bruce Hea in his Libelle 201 gave him first place overall.

The next weekend brought about my first Diamond. We flew a 314 km triangle under mainly blue skies qualifying for the Diamond goal and Gold distance. It was a fairly easy task despite the blue thermal conditions. We never got low and made it around in slightly over 80 km/h.

The following weekend was a washout but the weekend after proved to be a story in itself (see 4/82 page 8). On Saturday, June 12, I got my second Diamond in as many attempts. I didn't really have anything planned for this day until Hal Werneburg showed up at the field with a big grin on his face. Thanks for the encouragement, Hal. The Cirrus and I flew a 510 km triangle for my Diamond distance. Nothing can describe the feeling when my final glide calculator said "You're on final glide". By the way, Hal flew over 800 km that day for a new Canadian distance record, while Willi Krug earned the speed record on a 780 km triangle that day. The rest of June and beginning of July saw some days with "14 knot thermals and cloud bases approaching the lower reaches of outer space." We flew several "small" tasks, to chalk up kilometres towards the "2500 KM" pin.

Then came the Cowley Summer Camp. We had ten good soaring days in a row to keep us happy. We flew about 1300 km of declared cross-country and about 1000 km of "local" flying. The highlight of the week though was a 300 km O&R to Kipp Lake Dam, Montana, USA, along the edge of the Rockies all the way. Spectacular scenery like Waterton Park, Glacier National Park, etc. made concentration difficult. Another day we ended up near Fernie, BC on a 260 km triangle. This was some 50 km west of track but the conditions and the scenery couldn't keep the Cirrus out of the mountains no matter how hard I tried. This was typical of the week's flying at Cowley. We chalked up enough declared kilometres to finish off our "2500 KM" pin.

Then on the second last day of the camp, an inspiring call came over the radio. "Oscar Charlie's in the wave". It was Gary Kneier, the wave hound ... so the Schempp-Hirth Air Force (plus some allies) converged on Centre Peak. We were lucky enough to get the Livingstone Block opened on a half hour's notice, and the assault began. Sometime later, the altimeter stopped winding up and came to rest momentarily at 26,600 feet. It was enough for a Diamond climb, IF ONLY I HAD THE BAROGRAPH SEALED ... Oh well, there's always the fall camp.

We arose the next day prepared to depart for Calgary but a cap cloud on the Livingstones' persuaded us to stay. The heart started pounding faster as I finished rigging and had the barograph placed on board (properly sealed of course). Three and a half hours later we touched down to a deserted campsite with only my 00 and a few people left. I had just completed my Gold and Diamond badges. What a feeling. The wave took us to 28,000 feet for a 22,000 feet gain. What a perfect finish to an incredible week. The Cirrus was glad that week was over. Its old frame was 50 hours older. From C badge to Diamond badge in three months. I guess I can retire now. No chance of that. Some of the club oldtimers claim that this has been a poor season. I can hardly wait to see an average one. Only in Western Canada, ay!!

What about Joanne, you ask? Well, one Diamond was not enough for her. So she got her second for a matching set and changed her last name to match mine. She's also sick of crewing, but I don't know why. She hasn't had to do any yet (although we have occasionally thermalled with the cows). And she wants more Diamonds. But at least these ones won't hurt my pocket book, just the log book. □

EVERYONE MUST HELP, OR THE CLUB FAILS

"Some people think too much of their rights and too little of their responsibilities."

I can't recall the name of the author of that quote, but I'm convinced that it was made after a detailed study of SOSA.

To inform those who truly are not aware and to remind those who should know, it must be emphasized that SOSA is not a commercial enterprise but a club operation. Everyone must help everyone else or the club will fail. Too many of us shirk our responsibilities.

I have, on occasion, arrived at the field at or near 8 am on a sunny weekend to find myself No. 35 on the flying list but with only three or four people in sight. The hangar doors will have been opened, but no aircraft rolled out, cleaned, or inspected.

What of these phantom 35 people ahead of me on the list? Have they gone back to bed? For breakfast? For a shower? If they have, then they are not ready to fly, not willing to help, and not available; and, therefore, in all fairness, have no right placing their names on the flight list.

I have seen situations where a keen few, usually students, will prepare the operation in the morning. At midday, when conditions improve, the shirkers come out of the woodwork clamouring for their turn to fly. At the end of the day the crowd has disappeared, to bend back a few cool ones, leaving the stacking of the hangar to a conscientious few, again usually students.

It is time that people realized that gliding is an expensive sport in terms of time commitment. Those who arrive late, take their flights and leave early, are not pulling their weight. And Confucius says: "If you are not pulling your weight, you are probably pushing your luck."

Some of the old-timers in the club try to justify their inaction by claiming that they've served their apprenticeship and now the students and new members can carry the load. BUFFALO CHIPS! If they looked around they could see that there are just not enough students and new members available to do the work.

It is up to the experienced club members to set an example: help with washing and moving aircraft, running wings, fetching ropes, stacking the hangar and cutting grass. If nothing else, you can help by checking-out a newer member on the care and feeding and operation of the tractors and lawn mowers.

Share your experience by showing the newer members how to stack the hangar properly. This cooperative attitude will go a long way toward easing the resentment of the few who do the majority of the work for a minimum of the benefits.

Please forgive my long-winded harangue, but it is a subject about which I feel strongly and it is time that someone said what had to be said.

Sid Wood
from SOSA News

MORE ON SMALL CLUB ACTIVITY

Letters to the editor are always interesting to read and of course give some indication of the general interest in the content of the magazine. The Club News column does bring up two points that deserves a comment. They are "Small Club Organization" and "Membership".

Not being expert in anything particular, my remarks may not apply to anything particular, but may spark some useful discussion.

Small clubs owe their existence to those few dedicated persons able to put together the basics in equipment and personnel. How they manage to get it all together defies logic. If the club continues to operate, it is only because some overworked, dedicated soul manipulates it to suit the conditions. If it grows to a vigorous self-perpetuating organization it will be because of hard work in recruiting and training, again by some person or committee dedicated to the task. No doubt the club originators will be too busy to reach this point which should be the responsibility of others.

This brings us to membership: We know in some areas of the country membership is moving frequently and the loss of members may be greater than the new members signed up. But all club members or membership committees should ask themselves:

- Were you asked to join the club of which you are a member?
- Were you told what membership would cost? Not just in dollars — but also in time and sweat?
- Were membership privileges/duties outlined to you?
- Do any clubs have a sales kit to use for recruiting?
- If you are a member of the executive, who are you training to follow you?

Perhaps all of this should concern only the executive and not a new member, but perhaps this might also apply to "Small Club Management" (*free flight* 4/82 page 14).

We realize you would like to have news from the clubs to publish — it makes interesting reading. I agree — but we in small clubs are either too busy flying in the air or in the hangar, or there are too few members to delegate a person to serve as public relations, newsman or what have you. The last time I suggested we put words together and send them westward, the CFI and others either had no words to contribute or it was suggested perhaps so-and-so (absent) will carry out that duty.

Let me sum up my rambling with the prime reason for writing. I have had an interest in soaring for a number of years and so look forward to each issue of *free flight* with anticipation. The articles are informative, news of the various clubs interesting, the artwork and format classy. Regular input from all clubs, large or small, would add greatly to its value.

"B in th' C'nopy"

ARE MEDICALS NECESSARY

Einstein once said: "It is of no interest what you think the universe is doing, it is what the universe is actually doing that is worth knowing".

Similarly, a million medical opinions about the fitness of glider pilots are nothing compared to one properly conducted medical test. The issue is NOT whether glider pilots should fly fit or unfit. The issue is: ARE GLIDER PILOTS, WITH MEDICAL ADVICE AS THEY CHOOSE, ABLE TO SAFELY MONITOR THEIR OWN FITNESS?

An FAA test and actual experience in the USA and elsewhere, both now and prior to the imposition of medicals here in Canada, prove that we are.

Peder Mortensen
Hudson, Que.

EVEN NO BOOZE IS BAD

Dr. Leers has certainly painted a very "sobering" picture of the influence of alcohol on flying performance (4/82 page 10). However, if Mr. L.M. Wise (*Canadian Flight* Nov/Dec 1981) is correct, the situation is even worse!

His subjects took enough alcohol to reach a level of 0.1, which is above the legal level for driving but not terribly drunk. Predictably, 89% failed a certain test. Fourteen hours later, however, when their blood alcohol level should have been negligible, 68% STILL failed! (presumably due to hangover).

NO MORE PARTIES ON FRIDAY AND SATURDAY NIGHT! I guess we have to divide the year into a drinking and a flying season!

G. Heinisch
Winnipeg Gliding Club

Ed. Even with 0% blood alcohol level, alcohol can remain in the inner ear and affect orientation (by the change in the density of the inner ear fluid.)

DIRECTORS' FALL MEETING

Dave Hennigar
Director, Prairie Zone

The autumn SAC Board of Directors' meeting was convened in Vancouver on October 2, 1982. The President and all Directors with the exception of Al Schreiter (out of the country) were present. This abbreviated report reflects my opinion of the consensus of the Board's actions and decision; some short statements at times represent long and at times very spirited discussions.

SAC DEVELOPMENT WEEK — CAMP BORDEN

Although this project came to a sad end, there was some useful information generated. Primary reason for cancellation was the availability of seminar leaders to attend, and government funding. Future programs of this type require lengthy advance notice and close coordination. A pre-AGM discussion with provincial bodies was proposed.

SAC CALENDAR

The current status of the calendar project was reviewed and updated. Distribution methods were discussed and improvements suggested. The quality of composition is obviously good, but we still lack technical quality in the pictures. This is not a reflection on the contributors but the technical problem of enlarging small format pictures. Funds were set aside to cover direct costs of obtaining larger format pictures of high quality. Zone Directors were asked to handle this project in their areas.

TRADE COINS

Trade coins will be available through the National Office as a means of raising money for the National Team and should be ready for the World Contest at Hobbs.

FINANCIAL PLANNING

Bob Carlson's report on financial planning was reviewed and accepted. The revised Financial committee will consist of chairman, secretary-treasurer, and the executive director; Bob Carlson was named as chairman.

COMMITTEE RE-ORGANIZATION

The National Office now performs many tasks that were previously handled by committees. To improve and streamline procedures, some committees were deactivated and their functions assumed by the National Office. The Board does not place any lesser emphasis on the subjects previously dealt with by these committees but it was felt the National Office could provide a better service. The Membership, Provincial Association and Air Cadet committees are now deactivated. Furthermore, club and other statistics will also be handled by the National Office.

MEMBERSHIP

Current levels of membership are slightly below 1981 but the end year numbers should be very close. Jim Leach has surveyed a number of ex-members to find their reasons for not staying with the soaring movement. As expected, some people had encountered financial problems but planned to resume gliding when possible. A small number had apparently met with personality conflicts. Some pilots had stagnated at one level and become disinterested. Club executives should ensure that individuals are encouraged to broaden their activities as soon as their level of competence allows. Jim is also doing a sample recruiting campaign from Air Cadet gliding course graduates.

FREE FLIGHT

Present arrangements for production are proving unworkable. In future the magazine will be edited and produced in Alberta, but still printed and distributed in Ottawa. The Board feels that *free flight* is now of exceptional quality and moved a vote of thanks to Ursula.

SPORTING COMMITTEE REPORT

The Sporting committee report and recommendations provided some intense discussion to say the least. After lengthy study and considering the results of the Sporting committee questionnaire returns, it was decided to have combined Nationals on even years and split competitions on odd years for a four-year trial period. A coin flip was used to decide the first rotation of classes, plans currently show the following sites:

1983 15M/Open class
Claresholm, Alberta 13-23 July

Standard class
Hawkesbury, Ontario 17-26 July

1984 Combined Nationals
Claresholm, Alberta

1985 15M/Open class — East
Standard class — West

1986 Combined Nationals
Hawkesbury, Ontario

Team selection and other proposals were approved as presented by the Sporting committee report. The 1983 Canadian Team (of 6), determined by the National Office from seeded pilots rankings (and audited by Tony Burton following the meeting), are as follows:

1. Ulli Werneburg
2. Willem Langelaan
3. Wilf Krueger
4. Hal Werneburg
5. Jim Carpenter
6. Paul Sears

The degree of support which SAC can give to these pilots is unknown right now. More on this subject at a later date.

INSTRUCTORS' COMMITTEE

The Instructors' committee received approval for an annual meeting, and the chairman's attendance to the SSA International Coaching Clinic.

A draft of Transport Canada gliding instructor proposals was discussed at length. Concern was expressed that TC wording now only deals with a "commercial" gliding instructor rating. Also, the requirements for type endorsement ON THE LICENCE was felt to be unnecessary. The Instructors' committee will be dealing with TC on these items.

TROPHY SCORING AND AWARDS

The acceptance of the "Cowley Trophy" was ratified by the Board. This trophy will be presented for outstanding wave flights IN CANADA by SAC MEMBERS. Specifics will be published later.

The Trophy committee proposals on point scoring were accepted. Better methods of awarding trophies will be investigated by the committee. As requested, the Board approved the award of a suitable certificate to pilots who have completed all three Diamond tasks. Outstanding flights will be monitored for submission to "Canadian Sports Awards".

INSURANCE

Reviewing insurance claims was not a pleasant task this year. After extensive discussion, the Board has asked the Safety and Instructors' committees to review carefully all accidents and make any recommendations they feel would help "clean up our act".

In view of our heavy claims this year, there is a possibility of rate changes. The Insurance committee chairman received approval to investigate alternate methods of insurance handling. Due to several factors, the additional liability coverage was mishandled and members were not notified that this coverage was not available as soon as desirable. Additional liability (possibly unusual) will be investigated.

A proposal to penalize clubs/individuals for high claim rates was received. While some merit was seen, the proposal was turned down, since the administration of such a plan in a fair manner would be impossible, both legally and practically as the Board would be placed in the position of arbitrating every insurance claim on the degree of pilot "negligence".

OO PROGRAM

Tony Burton will deal with this topic at length in this issue.

BY-LAWS

Membership categories were reviewed and the "Associate Member" classification rewritten. "Individual Flying Member" classification not practical for insurance policy reasons. Several by-law changes are required due to the revised duties of the National Office.

AGM

Preliminary plans were reviewed and arrangements for streamlining future communication made. Travel subsidy for some delegates was discussed. The new Wave trophy will be presented on a calendar-year basis. Dinner speaker and workshop heads to be canvassed.

NATIONAL OFFICE

Numerous items of a "housekeeping" nature were dealt with. To reduce costs it was decided to purchase a suitable photocopier. The present office typewriter is getting very tired and physically can't handle some types of work; a replacement will be obtained and the present model will be used as a spare. The Executive Director's cheque-signing authority was raised to allow for inflation. The National Office will be closed 23 December 1982 to 2 January 1983. Government funding submission will be finalized by Financial committee for submission.

The week of the July long-weekend will be designated as "National Soaring Week". Promotional material will be distributed at a later date.

NEW BUSINESS

Member clubs are asked to make reasonable provisions for visiting SAC members to fly at their clubs, hopefully under similar financial arrangements on a nation-wide basis. Correspondence in the near future for clarification will follow.

Mailing list problems are still with us. Ensure that the National Office is notified of problems and address changes.

Saturday evening was spent at the Timm's meeting with BC soaring groups. Contacts were made and renewed and a WIDE range of opinions was received. Thanks again for an interesting and pleasant evening. □

THE INSTRUCTOR'S LICENCE

. . . the continuing story of negotiations — continues . . .

Ian Oldaker
Chairman, Instructors' committee

Instructor classifications have been the object of much discussion and negotiation with Transport Canada (TC) since the 1982 AGM, and even before then! As many of you are aware we received an early proposal in late 1981 for a "new" system of instructor classifications, to be administered by TC. DND who run the Air Cadet program, were also consulted. Details of an early working document which had been worked on by the Instructors' committee at a meeting held in Ottawa and subsequently discussed with TC, were given at the 1981 AGM.

THE ORIGINAL INTENT of the new system was to respond to the national inquiry into Aviation Safety which directed that something be done to improve instructing standards and safety. Drawing upon the existing power flying system of instructor licensing and classifications, a three-class system was proposed for gliding. From Transport Canada's viewpoint the proposed system would have given them a great amount of data that is not even generated now. For example each instructor would have a file on which would be recorded the flight test results of all his or her students. Theoretically this would allow the instructor's progress/strengths/weaknesses to be followed. The clubs would be involved of course in much extra paperwork and complicated administrative chores.

SUBSEQUENT TO THE AGM many discussions with TC and Lt. Col (Bud) Crandell of DND have taken place. In July the whole system was discussed in detail at a meeting in Ottawa attended by a number of TC heads of departments. Although the three-class system had been streamlined a bit by then, many difficult administrative details remained. We were at pains to point out the difficulties that TC would have in setting up and running the system!

During the meeting the opportunity was taken to explain fully the current SAC system of instructor classification, upgradings and courses that we run. Bud Crandell also explained the DND system of monitoring students and instructors, and how they upgrade instructors to flight commanders. The whole club scene in our Association, and how the CFI functions (or should function perhaps), of how we have club Safety Officers whose interest is improving the club operation and of rooting out unsafe practices, were explained in detail.

Our safety record did come up for questioning in fact, and some particular practices were criticized, for example non-club members being inadequately briefed before assisting with the flying operation. Undoubtedly our safety record could be improved. TC were quick to point out that they keep an active interest in our accident rate, and they will initiate actions to "improve" the record if they think it necessary.

IT BECAME CLEAR that with the Association looking after its instructors, running courses, producing its own manuals (plus the parallel Air Cadet system), the extra administration by TC is not really needed. When their system would mean $5 for each upgrading and exams to be written at the regional offices, it was suggested to them that many of our members would just drop out of instructing, to the great detriment to the sport; neither they nor we want that! At the end of the (lengthy) meeting Tom Kirkwood, Chairman of the Personnel Licensing Working Group, Aeronautics Act Task Force, said that they would rewrite the three-class system into a single licence. The first draft of this proposal was received in September.

THE DRAFT DOCUMENT now contains details of a "commercial" licence which will be additional to the current glider pilot licence. The new licence would be obtained by attending and passing an approved course (the SAC and DND instructor courses should be approved following submission of the curricula, etc.). Pilots who do not belong to SAC and/or those who do not attend such a course will probably have to write an TC exam and complete a minimum number of hours for both ground school and dual flying.

The Instructors' committee is now working on this, and on a proposed "student flying record" which will form part of the original or first application for licence. In this way TC (and the club) will have a detailed record of each student pilot's training. This record will probably be similar to the record booklet now used for power flying schools.

The "commercial" licence name is being suggested purely as a convenient way of indicating the higher level of accomplishment. The gliding licences will then parallel the other branches of aviation which in power go from the basic licence through commercial to senior and finally airline transport licence. The medical requirements being proposed are possession of a Category 1 or 3 licence validation certificate with a revalidation every 60 months, as at present.

THE CURRENT SCHEDULE calls for the new proposal to be sent out officially "to industry" early in 1983. We will have 90 days to respond, following which TC will start preparing the new regulations.

It is very encouraging that we have progressed to the current stage in preliminary discussions. This has been in no small way due to Jim Leach at our National Office, who has been instrumental in spearheading contacts with TC, and in helping to iron out problems before they have become difficult to handle. In fact, an excellent relationship has developed with TC officials who now have an excellent appreciation of how we operate. The frank discussions have helped us in this and in some other areas of mutual concern. I am hopeful that we can maintain good control of our own operations, which this new licence will allow, and at the same time be seen to be doing a thoroughly professional job. So long as we do this and develop our standards, intervention by TC will not be necessary. However, we must all recognize that our efforts and administration will remain under closer scrutiny than in past years. □

Some directors expressed "unease" with the "commercial" designation for the proposed new Transport Canada instructor's licence. There was concern that TC was merely copying the FAA Licence Book, and not taking proper recognition of the strictly volunteer nature of Canadian instructors. Ian has been informed and the negotiations continue.

Tony Burton

TOWING TALES:

1 THE TOW PILOT AS 2ND CLASS CITIZEN

photo: Mike Apps

Frank Hinteregger
(from *free flight* 1/75)

In almost every walk of life there are second rate citizens, which also seems to be true in the soaring movement. The few who appreciate a good towpilot are the instructors together with a fistful of contest pilots. For the rest of us, the towpilot is a necessary evil!

The amazing part is that the towpilot can get you into a lot of trouble, almost decide your badge task and cost you and your club a pile of money.

In the trouble department I have found that few glider pilots will assist the tow, especially when it is concerned with a take-off over an obstacle or toward one. The sailplane usually establishes its position and lets the towpilot worry about his own airspeed, "sink-in", or the loss of full take-off power. A mismatch at this point can be fatal. I am speaking of a student glider pilot and a relatively inexperienced towpilot, or worse — a newcomer to towing.

Basically, there is nothing so unusual about towing, but when you have to hold right rudder while the towplane is still going to the left without any great response to the control movement, one starts to wonder if at that moment there isn't a tall tree around which the towrope is firmly tied. These sensations are not experienced elsewhere in powered flight. A particular consequence is the "loss of power" between solo flight in a relatively highly powered aircraft to its performance while towing. If a hot summer afternoon is added — and that is when we do our soaring — the density altitude can match Mount Everest.

The most common practice is to let the power plane "fly off", which is in itself a mistake, but pretty well the practice for the average low time pilot or for that matter the average pilot of considerable time.

I have long established the "airline take-off", the airspeed (V1) at which the aircraft can be lifted off the runway safely and without the fatal sink-in. The establishment of such a take-off speed (which should be the clean stall speed plus 10 mph) gives us and the towpilot the opportunity to judge the further development of the take-off. If at the point of "flying speed" the towpilot is passing a certain point on the runway (which can be determined by consultation) he has two more options.

The first one is to pull on flaps and thereby gain reasonable altitude without pulling the airplane quickly into the air and away from the ground effect.

The second option is a team proposition, and depends very much on the glider pilot. If the glider is held at a reasonably high position, a dive back to the runway will let the tow come off the ground easily, and if the first option (flaps) is applied at the same time there should be no doubt as to a safe take-off. Naturally, care must be taken by the glider pilot not to dive the towplane into the ground while he is still on his ground roll.

While all these practices take training, the real value lies in the "go" or "no-go" aspect of the take-off. Other than for power failures, a release at the point of V1 will let the towplane go and the glider can land ahead safely in the "over-run". The safety feature in this type of take-off is that the towpilot has definite basic rules for the take-off roll and if the glider pilot is well briefed, the two can make a very safe team during that critical part of the flight. There should be no surprise to the glider pilot, as he knows the point of "abort" as well as the towpilot, and may initiate the release himself.

The second stage of this practice is then initiated for an obstacle. Since generally the first part can be accomplished by the application of flaps at the V1 speed (or even without), the glider should assume the highest possible position and then dive for the obstacle letting the towplane climb over it without drag from the glider. Once safely over the obstacle, the glider is at liberty to apply the drag for his own benefit. This practice is a must for off-field retrieves as the unknown terrain can foul the best judgement of both the towpilot and the glider pilot.

Again, both pilots could establish the V1 point by taking into consideration the wind conditions and the "runway" surface. At this point may I mention that radio communication between the towplane and the glider is worth its weight in gold. We have switched from the ordinary hand held mike to the headset mike with push button in the stick. This applies to the towplane as well as the glider and also proves advantageous for cross-country work in the glider.

Now to the thermal department! Of course you have all the signals at your disposal to guide the towplane back to that "whooop" of a thermal and of course "that idiot" should know where he hits it himself, but there is where all his troubles start. He knows from (however little) experience that in or near the thermal his airspeed goes all to hell. Now let us apply a little of that human element. He has been towing all afternoon and is asking himself, "What am I doing here pulling these nutheads into the worst conditions a pilot can get in?" To top it off, his power instructor had told him time and time again that cu and turbulence are to be avoided under any circumstances. There, I think begins the real communications gap, and there is where we should start to accept our towpilots as FIRST CLASS citizens. They are quite capable of doing a good job for us and they wouldn't mind the roughness and the bounce if we walked up to them and gave them praise for a good tow. Instead, most of the time he is not even known to the glider pilot or is removed from the action by the very circumstance of the operation.

The third part of my observation is a very important one — the choice of a towplane (if one is to be purchased by the club). There are only a few engines on the market that can stand the constant full power application. One that seems to love full power is the Lycoming 0-320 (150 HP) used in Super Cubs and Citabrias. That in itself should testify for the popularity of these two airplanes for towing.

Many others have as good an airframe, landing gear and other features but lack the one quality we are most interested in — long life at full power usage. In spite of the ruggedness of the 0-320, the towpilot must consider the heating factor. Full rich with full power to any altitude is required for proper cooling. Any reduction in power will overheat the engine.

The towpilot could cost you money if he feels that he should — as trained — reduce power after take-off. He may not be tempted to do so with the foregoing deliberations, but I have experienced it myself and was surprised that the towpilot had not been briefed on that point.

What goes up — must come down! There seems to be another "queer" situation in towing. A fast drop after the tow is desired, but

who trains pilots these days to sideslip with 2000 rpm on the clock? Here is where the Citabria shines brightly in the club's treasury because high redline speed allows a "power-on slip" on the verge of the stall or even a straight nose-down for a fast return to the field. The dilemma is in the application of power to avoid fast cooling thus ruining the engine. At the same time, a fast return is desired by everyone. The towpilot who masters that kind of return under power (which still gives 1500 to 2000 rpm down) at about 140 mph in the speed department drops nickels and dimes into your club's money belt.

(Editors note: Be aware that a continuous hard slip can cause unsymmetrical cooling of the left and right hand cylinders and the cylinder head temp-gauge can indicate a "safe cooling rate" because the temperature probe is on the least cooled side. Know which slip direction will cause the gauge to register a false (unsafe) cooling rate, and don't slip for a short time immediately after the release.)

While the Citabria (especially the later models) cannot be rated appreciably better or worse than the Super Cub, the faster return is definitely a factor. With the 120 mph redline on the Cub, none of the above mentioned practice is possible without cutting power.

In addition, the high wind handling characteristics of the Citabria — and there the Scout outstrips the other models — are definitely an advantage for a wave camp such as Cowley. While the higher stall speed (50 mph clean and 45 mph with flaps) raises plenty of arguments, the wide gear and big tires are a combination that grow on the towpilot from flight to flight.

For a long time I was studying many of the commercial operations in the USA and again had the opportunity to visit El Mirage in the spring of 1974. Their "prize horse" in the stable is a Citabria Scout and somehow even the old pros placed their ship in the line-up to be tugged by the Scout.

Being sort of a misfit myself (instructor, towpilot and wing runner), I had to write it the way I see it. It's also a way to pay tribute to the many pilots who sweat all summer in the cockpit while glider pilots try to make them "unlearn" the many things that they had learned in their training days and paid hard cash for.

I think we owe it to them and I for my part would like to see awards for outstanding service to the soaring movement in the cockpits of the towplanes across the country. □

2 MSC TOW PILOT ORGANIZATION

John Bisscheroux
CTP

MSC has an average of 3500 to 4500 flights per year, and aerotows are currently taking place with three L-19s, usually called "Bird-Dogs" in the old days.

Membership hovers around 160 to 180 per year; not all of them are flying members. Aerotows are provided by six teams of five pilots each; the first three team positions are assigned to primary pilots, the fourth as a relief pilot providing uninterrupted circulation, and the fifth position would be the spare pilot in case of absentees. In theory the teams should perform on their assigned days, however weather and holidays, not to mention girlfriends, etc. play an important part for the eager pilot, scavenging around the flight line for an empty P1 seat. Some pilots make as much as 500 to 600 tows per year, but 150 to 200 tows seems to be the average. To become a towpilot in MSC it is preferred that he/she is or will become a glider pilot. There is strong evidence that glider pilots make better towpilots mainly because there is more understanding of what is required on the opposite end of the rope, and presumably, a better feel for aircraft performance leads to a higher level of towing efficiency.

Since we are not in the business of power pilot training, it is necessary that candidates have a minimum of 10 hours and 25 take-offs as current experience on tail-draggers, and a minimum of total flying time of 125 hours. These are the insurance requirements. Next is an exam on L-19 use. We require a minimum passing grade of 75%. When this is successfully completed we will demonstrate tow operations. With the candidate in the back seat he spends an hour or so on touch-and-gos until the CFI or his delegate is satisfied. All of this is at the expense of the candidate. This introduction program is followed by five tows with the candidate in the P1 position, where the Chief towpilot is the critical observer. The satisfactory candidate will be accepted as a junior towpilot in MSC. This system has produced an accident-free L-19 operation (except for a couple of nose-overs producing bent props), and there is always the critical presence of CFI and CTP, not to mention many others. Not many towpilots will get away with too much sloppiness before they are confronted with necessary correction, or else. The glider pilot's satisfaction with tows varies between lousy: where tows are taking place into sink rather than thermals, or too fast or too slow, etc. to excellent: always into thermals, always correct speed, always with correct circuit for the circumstances, always within gliding range of airfield, etc.

Some glider pilots have even broken down in total humility and bought a towpilot a beer, particularly if the towpilot is also an accomplished soaring achiever.

We ask a sense of economics from our pilots in keeping tows as short as is safely possible: utilizing rising air — let down within the engine aircraft operating limitations, tight circuits (traffic permitting). A good turn-around time is 6 to 7 minutes; a 747 approach takes up to 10 minutes. A more experienced towpilot will be selected to tow on cross-country retrieves and during wave soaring camps. The L-19 is a good short-field performer, and with a bit of a head wind can lift a fully loaded lead-sled off the ground well within the 1700 feet runway in use at MSC. With 60 degrees of flap (barn-doors hanging down) and using the military approach, landing distance, depending on wind strength, varies between 200 to 600 feet. Fine pitch props limit the cruising speed of the L-19 to around 110 mph.

At the end of a flying day MSC's towpilots are accustomed to washing their aircraft as a token of their appreciation for the flying time and pleasure of having been in control of a very fine performer. Many of our younger towpilots have drifted through our system and have become very accomplished bush pilots and crop duster pilots, naturally followed by airline flying jobs and airline captaincies. Those are now developing grey hair incidentally. Maybe they will one day be in a position to stimulate their airline management to promote assistance in aviation at the ground level such as gliding clubs.

Some pilots regard towing as a ho-hum "yo-yo" job. I have the following advice for them: if you get sloppy or don't follow the rules, you're out. It should be remembered that towpilots can be replaced by winches.

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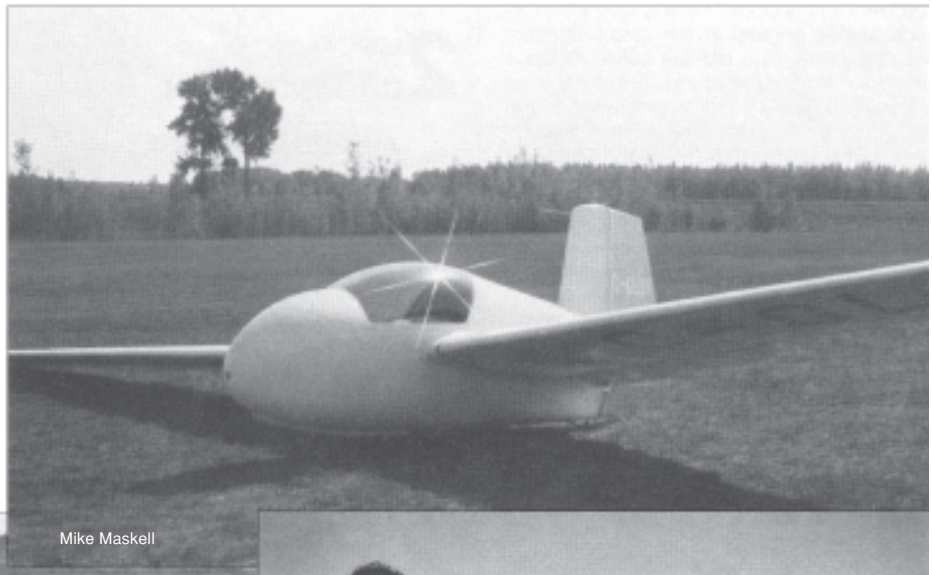
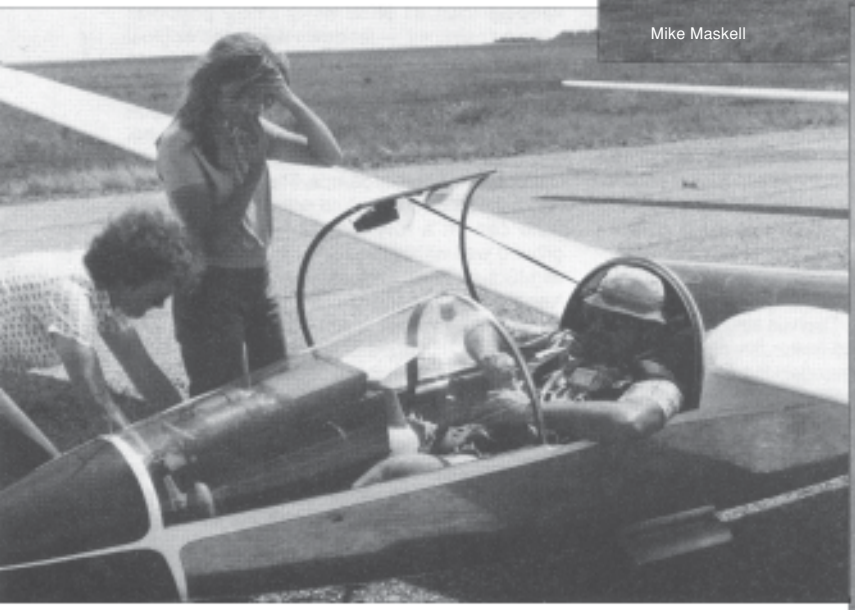
free flight foto album



Mike Maskell

Russ Flint's old "LUV" affair passed to new friends. A Pioneer II.



Mike Apps and family prepare for a contest task in good old "ALT".

Hans König

Two structures of no mean importance at the Cu Nim field.

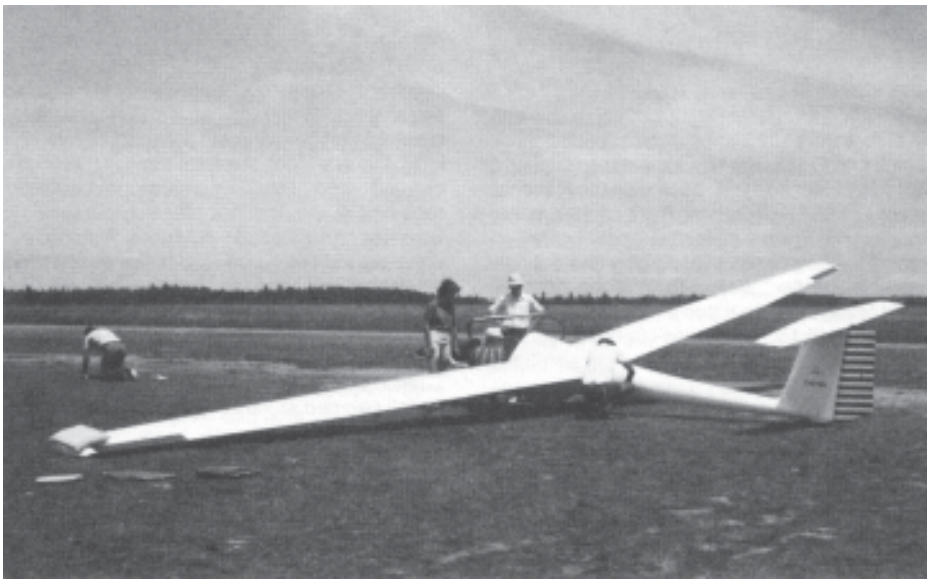
B. Newfield

A dream lenny photographed from a dream location.

THE BLUENOSE ASTIR

. . . why one club sees survival in a high performance ship . . .

George Graham



The club Astir being made ready at the field at Stanley, N.S.

Whilst meditating on the data that indicated that the Austria group had not done nearly as much soaring in our club machine as the other little mobs had done in theirs, I was struck by the perception that the Austria owners are wont to find themselves tucked away into the back seat of those gliders that have back seats.

"Why so?" asked I, loudly enough to cause the student to reply "Eh wot?" and stand the 2-22 on its tail at 10 feet altitude amidst a landing mode. Happily, the wind gradient was inverted and sharp that day resulting in a peachy keen two-point landing (no mean feat in the Yellow Bird). "Peachy keen", quoth I, whereupon the student leaned back in the seat, folded his legs over the transom (thankfully opening the canopy first), and proceeded to attend to the manicuring of fingernails. Yellow Bird, enjoying the thrill of freedom, headed straight for the idlers by the flightline table (I surmised from this — logic is a forte or two of mine — that my companion's hand was probably not on the stick).

This caused the hammock loungers and gin-and-iced tea drinkers to exit the area, albeit with a minimum of decorum. Some of the new female members were wearing the bare minimum as they dashed off into the safety of the woods, followed by some of the older male members, presumably to add an extra measure of safety. "What did you think of that one, minions?" asked the student, as he inspected his designer sun glasses. "Is it not that ye mighty should look upon my works and despair?" spake the expert of two-point landings in a 2-22, as he stepped down onto the picnic table. This caused the glider to bounce down on its tail, and the instructor (me) to bounce up off the iron framework.

Another perception hove into view: namely, the high cost of "little-mob" ownership was causing the owners to esconse themselves into their machines early and often. Early, so that they wouldn't have to duck out of the way of oncoming students; and often, so that they could get their money's worth from their expensive machinery. Besides, it was fun to fly off to adventurous distances leaving the iced-tea-and-gin set to man the winches.

Now this is too good a secret not to get out, others will want to have their escape machines. What then? I surmised that the ground crew would thin down to the point that the winch driver would winch all day, the instructor would instruct all day, the retrieve driver retrieve all day, and everyone else would fly away. Of course the crew would have the 2-22 occasionally, if it weren't for the intros. But we need new members, right? That will help keep the diminishing corps of instructors busy next year. Well, the 30% of the members that do 90% of the work will keep giving all they got till it ain't no fun no more. When they quit, it'll be 10 knot sink from then on for the high-flying escape machines; with their support cut off at its source, they will come tumbling out of the sky, causing panic to the disciples of Chicken Little.

The student was sitting on the picnic table, inspecting his sun glasses again whilst doing another instant replay of his landing, his face wearing that small tight smile of accomplishment. The gin etc. crew had apparently found something to do that was a lot more funner. This gave me thinking time — I tend to need a lot. "Hopewell!!" I exclaimed. "I've got the answer!" (It might be worthwhile at this point to inform the unlearned that Hopewell, Nova Scotia, is located two miles south of Eureka, Nova Scotia). What we need is a fast flying glider that we ALL can escape in (for a reasonable length of time), a glider that will satisfy the need of all club pilots for high performance; a club-owned glider, so that no pilot has to tie up a fortune.

• • • • •

Semi-hidden away in the above frivolity are the forces that led the Bluenose Soaring Club to buy a sparkling new Grob G 102 Astir.

It had become obvious to the hard working core of the club that if the club did not provide additional single-seat glider capacity, then the club members would do so for themselves as soon as they gained the experience. However, it is these newly-experienced members that are needed to help in the skilled areas of club operations, instruction, winching, field management, etc. Past experience has shown that whenever a club member had become a private owner, his time available for club work diminished sharply. It did not take a Biblical prophet's vision to see that if this trend continued, then the club would degenerate to a knot of old cronies having things their way, whilst being looked after by a passel of valets (students). Since the modern student tends to be a pretty sophisticated person, he would soon see through the facade of "free instruction" as being a sink of servitude. Club stagnation and disintegration would surely follow.

The ever-ready answer was to buy another second-hand glider to join the K8. But some of us had been around gliders and gliding long enough to know that such a move always meant a long winter's work (or more) refurbishing. And again, our experience with winter projects had been that the work was done by a few for the benefit of many. And the private owner (such as this scribe) was too busy with his own sailplane to help out in any meaningful way.

The not-so-ready alternative was to buy new. Little or no maintenance, and everybody gets involved via the extra cost. Sounded simple enough at the time, but our club had never bought new before, and had never paid over $8000 for a sailplane. Nevertheless, the logic seemed sound, so we began to set up some specifications as follows:

1. Certified for winch launch,
2. Docile handling, especially in the stall regime,
3. Fixed gear,
4. Ability to fit pilots from 5'2" to 6'5" in height and from 110 pounds to 230 pounds in weight,
5. Modern design and construction — good investment value,
6. Available for flying duties at the start of the 1982 season,
7. As reasonable a price as possible,
8. Sound repair and spare part service,

continued on page 20

HOW WE DID IT

. . . The earning of Canada's 1st Gold Badge and Diamond Goal . . .

An historical flashback — told by the Gatineau Gliding Club and Barrie Jeffery

Reprinted from the
Aug-Sept 1955
Free Flight

It was Gatineau Gliding Club's good fortune in the 1940s to have the vision of high performance Canadian soaring, and particularly of soaring down the Ottawa valley, personified in "Chem" LeCheminant. In 1947 Chem and the club embarked on the purchase of the Olympia, the first high performance glider in the country. The Olympia, grand old man of soaring, now is holder of Canada's No. 1 Gold C.

It will be unnecessary to remind *free flight* readers that the Gatineau club holds Canada's first C and Silver C by Shorty Boudreault. Superfluous to point out that the club holds half of the eighteen Silver C's so far awarded, including the first five Silver C's to be won in this country. Unmanly to add a list of duration, altitude, and other records now held by GGC. Some of these items we have reluctantly recorded to illustrate the tremendous club spirit that finally made the Gold C flight a reality and the above by-line a necessity.

In 1948, Al Pow climbed 9400 feet in his LK. This great climb sparked what might be termed the "Seven Year Itch". Shorty Boudreault set a distance record of 46 miles from Carp to Pendleton in a Grunau Baby, Canada's first cross-country flight. Two weeks later, Ralph Anders of Toronto flew 69 miles from Oshawa to Trenton. Two weeks after that Shorty flew 5:28 to complete Canada's No.1 Silver C. The last 2:28 hours were an agonizing struggle against a queasy stomach. But for this internal traitor, Shorty would have written this story years ago.

In 1949, Al Pow and Barrie Jeffery set distance records of 78 and 89 miles respectively. In 1950, Frank Brame flew 118 miles from Oshawa to Kingston. In 1951, the mark moved to 137 miles when Pow flew from Kitchener to Selfridge AFB, Michigan. July 1951 marked the first Gold C leg, a 10,500 climb by Barrie. Now, as John Agnew was the first to admit, a good climb over the field may be just a flash in the pan with the real gold hidden deeper. As it happened, this was to be borne out by the years.

Albie's record stood through 1952. In 1953 though, he broke Gold C distance with a tremendous flight of 256 miles from Swift Current, Saskatchewan to Ray, North Dakota. With this flight, GGC could have conceded Gold C No. 1. While set back by Albie's lead, the club record rose to 135 miles in 1953 thanks to Pete Shaw who flew from Carp to St. Jean, Quebec. Jack Ames and Frank Brame were getting good and itchy in 1953 and 1954. Jack won the National Meet in 1954 with a best flight of 158 miles; meanwhile Brame collected goal-and-return records. The season slipped by with no climb by Albie. Barrie's flight at the Arnprior Meet fell short of the goal due to one of those fatal slips, though 133 miles was his best distance ever.

Did Albie know we were trying to break his grip on distance flights? Or was he like a father striding home, not knowing he is being raced till his little boy bursts through the door ahead of him shrieking "I won!" With the 1954 season safely ended, the feeling grew in the Gatineau club that we really should get busy and cop this thing. Elvie Smith's first act as new president was to write the club's 1955 objectives on the board. Item 1: GET GOLD C NUMBER ONE.

Elvie had a powerful crack at the distance leg the second day of the season in an unusual northeast wind, but the final glide ended near Belleville, 50 miles short. We weren't worried, having decided that Albie was in no hurry to make his climb, but things began to pile up in June:

1 A trip to Brantford and a phone conversation with Brame gave subtle hints of a great competitive pressure building among Brame, Ames, Duench, et al.

2 Phil Thompson, saying we had to get a Gold C this summer, volunteered several days' leave and large amount of muscle power. This encouragement was quite stimulating and was a necessary condition for success.

So, the daily watch began. Cold fronts appeared and fizzled out. The weatherman came to expect a call or a visit. Arrangements were made for impromptu leave from work. The Olympia was brought in from Pendleton on Sunday evenings.

FIRST ATTEMPT (June 22): Take-off, Carp. Towed by Canuck. Very unstable. Cloud base 3700 feet. No compass. Turn indicator batteries flat. Total energy variometer reading wrong. Rain, pouring from a cu nim, dogged us all the way. A great clutching downdraft dragged us to 2000 feet. A warm draft lifted us high over the Commons. Forty miles out found us struggling in weak lift at 2000 feet. A hundred yards away, a buzzard circled with rigid wings. We cheerily drove over to join him. As we arrived, the cad started flapping and disappeared, leaving us to circle in weak sink. The last dismal glide ended at Papineauville (50 miles). The rain crashed down. Retrieved by Phil Thompson.

SECOND ATTEMPT (June 27): Take-off, Carp at noon with half a tenth of delicate cu forming in streets to New York State. Oneonta declared as a goal. Released at 1500 feet, never reached that height again. Landed 45 minutes later. On this flight, the total energy head was cut off and the variometer immediately regained its old, familiar, pleasing personality. Stan Rys had installed a compass. A string and cone slip indicator was tried but removed after the flight. Retrieved by Muriel, John and Roy Jeffery.

Thirty days of intensely warm weather ensued. Then came the week of 25 July. The "right time" seemed at hand:

1 Glider and club tow available. The club moved to Carp for the week because of the Pendleton fire hazard.

2 Retrieving crew — Shorty Boudreault and Mel Miller were on holiday and willing to retrieve at any time.

3 Weather — The weather was very hot and fires were burning up the bush lots near Carp, producing lift which everyone used all day Sunday. Muriel and Barrie Jeffery hit almost the strongest lift ever (20 ft/sec) and made 6800 feet in short order.

Outside of the fire, we weren't sure what the lift was like, but as the air system was the same on Monday, the weather office was consulted Monday night. The report was sufficiently interesting to start plans for a flight Tuesday. Forecast: plenty of instability because of a high temperature of 88F. Cumulus to be very scattered because of very dry air, not forming before noon with base at 5-6000 feet. Winds westerly at 15-20 knots. Powerful inversion at 7-8000 feet. Possibility of overcasting from southwest in afternoon due to advancing warm front. The report at 8:30 Tuesday morning confirmed this and added details.

THIRD ATTEMPT A surprising number of arrangements had to be made Monday evening and Tuesday morning, including declaration of goal (Windsor Mills, Quebec). The dog-leg course had been laid out on the map 6 weeks before. 11:44 am saw Shorty revving up the Moth for a downwind takeoff with "That old Thing" (the Olympia, as termed by one 1-23 owner), patched and ready, loaded with Jeffery, sandwiches, oxygen, new batteries, maps, book to read (after landing), ticking barograph, pencil for notes, and an expectation, based on experience, of a short flight. The sky was clear. After releasing at 2800 feet (all heights msl), we climbed to 5400 in about twelve minutes. With lift to this height, it seemed worthwhile to head off in spite of the lack of clouds; the deciding factor was the imminence of the three national meets and the fact that Brame and Pow were to be in the west for two weeks.

The lift strengthened considerably at 4000 feet on the first climb, so it was decided to try to stay above this limit if possible. We dipped down to 3500 only once in the next hour and a half, but on the last half of the flight we were full of joy if we rose above 3000 feet. At Bourget, near Pendleton about an hour and a half out, the high point of the flight was reached — 6500 feet. There we were at the top of the haze and sure enough, there were the cumuli floating on the sea of haze — but they were indeed very scattered and we didn't see them again. The tephigram later confirmed the inversion at 6560 feet, with moisture such that cloud should form at 6500 if the ground temperature reached 88. The cloud height was limited to a couple of hundred feet by the inversion. It must have happened that the air at 6500 feet warmed enough to prevent any clouds forming during the rest of the afternoon; ground temperature at Ottawa reached 92 degrees.

Because of the low rate of climb, cruising speed had been 50 to 55 mph. This was increased to 60 after Bourget but only for a short time. We were following a chart worked out for the Olympia by Kalle Tenumas in an article in SOARING some years ago, on finding the most efficient cross-country speed; when encouraged, we would add on a few knots.

The next lift used after Bourget was over a fire near Alfred about 20 miles farther on. Almost ten minutes was wasted by flying to the downwind edge of the smoke and having to return three or four miles upwind for good lift. We left the smoke at 5600 feet at 1:40 pm and for the next hour no notes were taken, but memory and the barograph recorded events quite clearly. Lacking cloud and smoke indicators, we flew downwind of Vankleek Hill and found a large area of weak lift at 3200 feet. After a slow climb to 3500, we did considerable exploring in the lift, which must have been 1500 feet wide, till we finally explored ourselves down to 2500 feet and right out of the lift. A little high cloud was by now shading the town and as the lift could not be found, we headed off towards Hawkesbury so that the landing would be near the road. It will be appreciated that this was the worst part of the flight. It was only two o'clock and it seemed failure was once more on us. More time and expense for nothing — another imposition on a retrieving crew. Why hadn't we waited for one of those ideal days? Such a low point has a remarkable effect on one's enjoyment of the remainder of the flight. Every little goal subsequently accomplished is free profit — your worries are over like a man living on borrowed time.

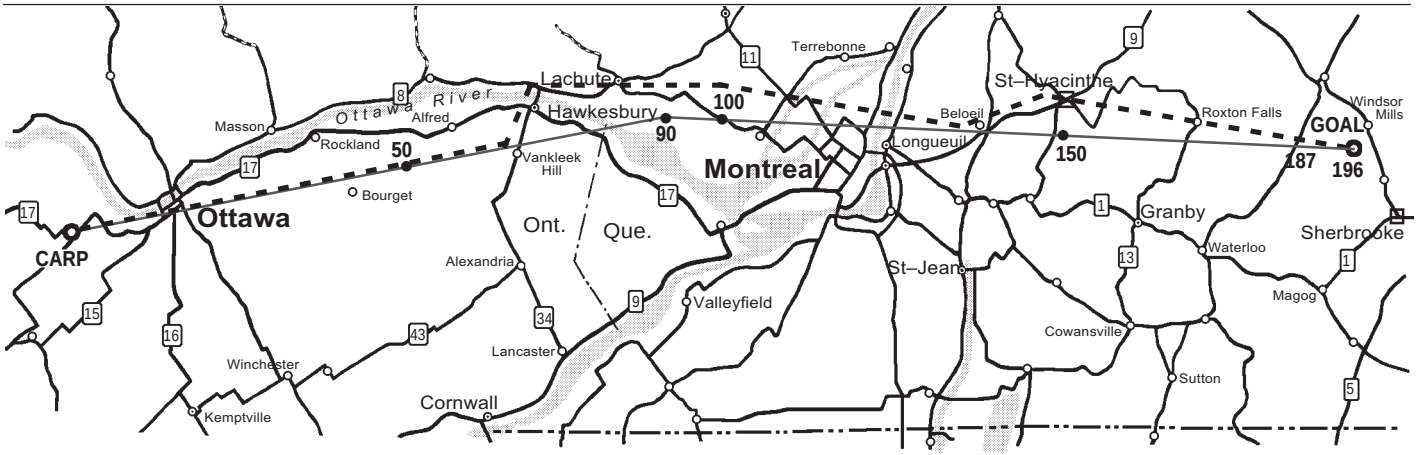
GGC's Tiger Moth, and Olympia CF-ZAZ, the hot ship of the day.

We were about to turn in for a landing by the road when we hit moderate lift — probably from the very wheat field we were heading for — and we circled up in a very warm cockpit. The image of the field, the road, and the rapids in the Ottawa River that we circled over was imprisoned on our mind in considerable detail from about 500 feet distance. It was a pleasant scene, which grew pleasanter as it grew remoter — particularly as we were rising fast enough to keep the field in reach. It was half an hour of circling before we reached Lachute at 3900 feet. After some more weak lift for fifteen minutes, we hit a jim-dandy and shot up to 6000 feet. We pressed on and reached Montreal, with a short intervening climb, at about 3500 feet.

We passed two or three miles north of Mt. Royal and picked up steady lift at 1800 feet a couple of blocks from a naval dock. We spotted the old Fairchild strip on the south shore only while circling by it. From 4000 feet we set off from Longueil at 3:55. In half an hour, during which we inspected those pleasant little hills near St-Bruno and Beloeil we were approaching St-Hyacinthe at 1000 feet, again expecting to land. Again the grain fields lifted us gratifyingly to 3800 feet over the town. By this time it seemed inevitable that lift would appear in time (if only just), and in spite of ourselves. We had raised the club mark and made 150 miles — maybe if we could reach that next fire, we could drop in on the Granby Meet! Let's face it — nothing could have been better than to soar majestically by at about 1000 feet, be clearly seen by the Montreal Gliding Council, and soar on.

We reached the fire, but got nothing out of it — or rather, no climb. The next twenty minutes or so were spent pleasantly drifting in circles in a very weak but persistent thermal. This went on for about ten miles, at 2000 feet more or less the whole time. It ended though, and soon our third landing circuit, 170 miles out, was entered. This was to be in a wheat field just east of the pretty village of Roxton Falls, set on a stream in the rising and roughening land of the Eastern Townships. I was on the downwind leg about 400 feet over the trees, when, on a hunch, I edged over my chosen landing path. God's greatest gift to thankful glider pilots was just waiting for me — the strongest and steadiest lift of the day (about 7 ft/sec) resulted in a fast climb to 3200 feet. The climb slowed to the normal rate of about 2 ft/sec, and at 5400 the goal was in sight and in reach (5:35 pm).

Much of the remaining 22 minutes was spent in deciding whether to end the flight at Windsor Mills airport as planned, or to try for the Maine border and a free distance record. The chances of making it looked so dim that the question was really academic. The barogram is anything but a MacCready type sawtooth; there is though the greatest satisfaction in planning a flight, naming the goal and reaching the goal with no great surplus of height and no real question of going on. Shorty and Mel arrived at the "Chateau Windsor" at midnight, and it was a pretty pleased crew that passed through Granby, sodden with rain, the next day. The seven year race ended for me just in time. Seven days later, Bob Smith made a Gold C climb at Brantford and two days after that Brame, bless his heart, flew 230 miles south from Regina. □



SAFETY COLUMN

LITTLE BY CHANCE

Eric Newsome

If we are alert, with minds and eyes open, we will see meaning in the commonplace; we will see very real purposes in situations which we might otherwise shrug off and call 'chance' — Roland Bach

Quoted in *'Nothing By Chance'*
by Richard Bach

Accidents will happen and they can happen to anyone, so goes the conventional wisdom. Reasonably we are sympathetic to anyone who has just had an accident, well knowing that we could be the next accident victim. Possibly the root of our flying safety problem has already been implied in that such is our terminology and such the sympathy, that after an accident we can pose as a victim — the unwitting target of an unjust chance. The reality we are ignoring is that few of our 'accidents' should be so called for they stem directly from pilot decisions rather than from chance.

- At one hundred feet on take-off the towrope snaps and the glider pilot lands as gently as possible in the trees straight ahead. Chalk up one for the accident statistics for here is a victim of the chance or fortune which distinguishes the true accident. Sympathize with him. It could happen to you ...
- A glider in wave is trapped above the cloud deck, enters cloud and spins until, still spinning in cloud, it hits a mountain side ...
- Off the downwind leg at about six hundred feet a glider plays in teasing 'lift' which suddenly turns to decisive sink at the most awkward time; too late a circuit is entered and the glider lands short of the runway...
- A glider lands neatly and runs straight as an arrow before swerving off to the tie-down area, colliding in the process with a runway marker...
- A glider about to land in a large, smooth field gets a nibble of lift and circles — and drifts — until the lift dies and the glider is severely damaged by hitting one of the large stones in the only reachable field...

Hold your sympathy. It could happen to you, but only if you made a decision which made it possible.

The above events have two things in common: they have all happened fairly recently and they have all been included in the official accident statistics. As the paragraph was deliberately written in the style of modern conventional euphemism, it is easy to ascribe causes to inanimate objects. The causes are then, wave window closing, strong sink, runway marker getting in the way and finally "running out of lift". (Is this mere cynicism or have you heard accident causes so described? All of which is nonsense for none of the 'accidents' should have been so called. They were not a result of chance or fortune but rather the direct result of decisions made by pilots. Decisions which made the 'accidents' possible if not inevitable.

Could such an 'accident' happen to you? If you have an accident at all it will almost certainly be of the 'non-accident' type for the accident statistics and reports indicate that 90% of all these events stem from unwise pilot decisions rather than by chance events over which the pilot has no control. Most glider accidents can be ascribed to that most unacceptable of all categories — pilot error. Repeatedly pilots put themselves in situations requiring luck as well as skill for extrication. Skill they might have, but luck is not theirs to command.

Obviously if this type of pushing your luck could be eliminated, most of the 'accidents' could also be eliminated. Unfortunately *to change the situation requires that attitudes be changed* and of all things on earth this is the most difficult. If you have ever had the task of trying to point out to a 'hot shot' that his flying is dangerous you will know what I mean. There is no easy solution to the problem but perhaps if we can grow to the point where we start to come out from behind our euphemisms and start to recognize reality, we have a chance.

Here's hoping you don't need luck in your flying. There's little by chance. □

CARBON MONOXIDE AND OTHER HAZARDS OF CIGARETTES

Dr. Wolf Leers

Some of you may have heard my remarks about the adverse effect of smoking on health, not to mention its effect on flying. Why is this so?

Oxygen (O_2) is bound to the hemoglobin in the red blood cell. This red blood cell delivers the oxygen to the tissues to maintain the metabolism of the cells. Without this oxygen, the cells will die and you will eventually succumb too. The oxygen of the red blood cell is replaced by carbon dioxide (CO_2) which is the end product of respiration in the tissues. The CO_2 is then transported to the lungs and exchanged, while new oxygen is taken up. And so it goes — time after time.

In flying, the main culprit of smoking is not the nicotine, but it is the carbon monoxide (CO) which is present in the tobacco smoke. You also find CO in exhaust gases of automobiles and towplanes.

This CO has about 250 times greater affinity to the red cell than oxygen. This means, if there is oxygen and CO together in your lungs, then O_2 and CO compete. The CO clings tighter and faster to the red cell and pushes the oxygen away. Then the red blood cell circulates in the blood, loaded with a considerable amount of the CO and a reduced amount of oxygen. The result is, that the tissues get less oxygen and may be impaired in their function.

You can now imagine what happens, when you are flying at a certain altitude. You have less oxygen available the higher you fly, due to decreased oxygen tension. (Remember: above 10,000 feet you need extra oxygen!). There is decreasing O_2 pressure in the atmosphere with increasing altitude.

The available oxygen for your tissues is even less if some of the available sites on the hemoglobin of the red cells are taken up by carbon monoxide (CO) due to smoking before take-off. You may "lower your ceiling" by 3000 to 4000 feet if you smoke one or two cigarettes before take-off. This means you would need to supply extra oxygen already at 6000 to 7000 feet instead of 10,000 feet as would be the case for the non-smoker.

If this sounds all too scientific, here are some other facts to think about:

- Mortality (rate of death) from lung cancer in smokers is ten times higher than in non-smokers.
- Lung cancer risk increases directly with the number of cigarettes smoked every day, total life time number of cigarettes smoked, and depth of inhalation.
- Cessation of smoking would decrease the risk of lung cancer, so that after ten years of non-smoking, the risk of dying from lung cancer is not much higher than in non-smokers.
- In the USA, smoking was considered to be responsible for 68,000 of the 84,000 lung cancer deaths in 1976.
- Smoking is responsible for 70% of chronic bronchitis and emphysema.
- Smoking decreases night vision.
- Cigarette smoking is one cause of premature coronary heart disease.
- Cigarette smokers have a significantly higher risk of coronary heart disease, and coronary artery disease will ground you for sure.
- Heart disease caused 648,560 deaths in the USA in 1975. Cigarette smoking is considered responsible for approximately 25% of the deaths.

In addition to lung cancer, cigarette smokers have a significantly higher rate of cancer of the larynx, mouth, throat, oesophagus, pancreas and urinary bladder.

If you smoke 20 or more cigarettes a day for 20 years or more, you reduce your life expectancy (statistically) by 8 years.

Conclusion: If you want to fly later, think of it now! □

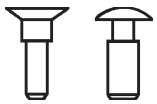
HARRY'S HANDY HARDWARE

"Blunder Beaters for Bungling Builders" 1 — RIVETS

Most homebuilt aircraft are the only aircraft ever built by their proud masters. One consequence of this is that they are usually quite unique, consisting of the accumulation of many examples of learning experience that would not be repeated on a second sample. Often these learning experiences result in the duplication of hours of labour, refabricating some weird and wonderful (and expensive) contraption which was ruined by a slip of the drill in the final stages of fabrication (in accordance with the principles of Murphy's Law).

With the experience of a number of years of such efforts, I have developed a great new advance in aircraft hardware, specifically for the ham-fisted amateur. Never again need the fumbling first timer be forced into re-manufacturing a part. Instead all he needs to do is reach for a piece of "Harry's Handy Hardware" and fit the pieces together, blunder and all. Here then is a great advance for the Aviation Community.

Harry's "FIT-ALL" Tiered Rivet



Have you ever reached in haste for your 1/8" drill bit and commenced to chew halfway to China through the left wing spar web only to realize that you were somewhat careless? Normally you leave the 1/8" bit in the 9/64" hole (it slips in easier) but this time the hole actually held a 9/64" bit, so you now have an oversized hole. What to do? You could solve the problem by finishing off the hole over-size and using an oversize rivet, but that would require extra work. Up to now, however, it would be the only way to solve the problem, but with the development of the FITALL tiered rivet (available in universal and flush styles) you can now fill the stepped hole and avoid all this extra bother.

FITALL rivets are available with the larger diameter either on the top or the bottom to suit your preference.

Harry's "DOUBLE-TROUBLE" Biflush Rivet

Did you do some countersinking in the middle of an argument with the wife and now just discovered you have countersunk the wrong piece? Harry has the answer with his DOUBLE-TROUBLE biflush rivet. Just go ahead and countersink the skin as you should have originally, then pop one of these trouble solvers in the hole and buck away.

Harry's "INVISIBLE MENDA" Hidden Rivet

Did you get overenthusiastic with your drilling and wind up with a bunch of holes where you don't really need rivets? No problem with Harry's INVISIBLE MENDA. You don't have to show your keenness with a great mass of pimples protruding out of the skin, just countersink the underside of the top skin, place in INVISIBLE MENDA in the depression and buck it from underneath the second skin.

Harry's "O-MY-GOD" Dual Head Rivet

So you put in a hard day at the office and let the problems carry over while you countersunk your skin, only to find it was not supposed to have countersunk rivets? Once more Harry to the rescue with his special O-MY-GOD dual head rivets. Now there is a rivet with a universal head built right onto the countersunk head, so nobody (except you) need ever know what you did. These rivets are available to suit skins countersunk on both top or bottom side.

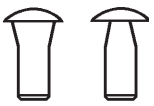
Harry's "DOUBLE-FLUSH" Rivet

Did you wind up with both sides of the skin countersunk because you answered a call of nature after countersinking it the first time, thereby leaving the sheet on the bench instead of setting it aside? Now you have a problem. Thanks to Harry, who pulled this trick once too often, we have a way out. Use a TWO-SIDER DOUBLE-FLUSH rivet with its unique double-countersunk head and you'll save your skin.

Harry's "BENDER-MENDER" Angled Rivet

Were you having to steady yourself against the wall when you drilled the latest hole and your degree (or so) of list conveyed itself into the hole? Don't go racing off to the hardware store for a hole straightener, it's not necessary. Harry has come up with a whole range of BENDER-MENDER angled rivets (both universal and flush) to handle this problem. Just select the angle to fit your need.

Harry's "CRATERFILLER" Expanding Rivet



Stuck with a cone-shaped hole caused by a wobbly drill? Or did you just lose control of the situation when your lit cigarette slid from your lips and down your shirt at the critical moment? No problem. The hole may look like a miniature edition of Mount St. Helens, but Harry's CRATERFILLER will fix it, available in two styles to handle both top and bottom side craters (Note: the bottomside CRATERFILLER is a little awkward to fit). □

2 MSC TOW PILOT ORGANIZATION

continued from p 9

Here is a little on the philosophical side, as there is a lot that could be done to improve ground handling on glider take-off positions. I can recall many instances when I had just completed a short turn-around to give accelerated take-offs for an eager soaring pilot, only to have to shut my engine down after minutes of idling, waiting for the glider pilot to settle his or her butt into the cockpit. I think these characters have no respect for others, and I am not certain if they fully understand the situation they are creating. It is without a doubt a pleasure for me to taxi up to the sailplane, where the cockpit is closing and the towrope eagerly taken to its hook up point. When I was more active as a private owner, I always made it a point to be ready when the towplane taxied up, thus completing the cycle of quick turn-arounds, not to mention the savings of fuel, hence tow fees.

Flights give instances where one gets a scare once a while, when gliders get either too high or too low on tow, or too far out on one side. Fortunately these maneuvers at MSC have never resulted in anything more serious than an upset towpilot. Recently I did have to release on a student who had just gone too far out of position and pulled up my tail 300 feet above the ground. I didn't think that I should wait and see if I could get out of there alive. I always make mental notes either when towing or in the glider, of the pilot's quality on the opposite end of the rope. Some of the more vocal types who brag about their great flying skill and knowledge have shown me a style of flying more in line with a fledgling student. Towing can be rougher than all hell, especially in the mountains, and one should have a glider pilot's understanding of airflow in that area (rotor, ground turbulence, severe lee side downdrafts, wave, etc.) Some towpilots don't know how to interpret the rate of climb instrument and this can get them into a lot of trouble on a windy wave day. Fortunately the wise ones bow out and let the more experienced oldtimers tow on demanding days. I always like a turn into wind on windy crosswind days because it precludes the sinking feeling I get in my stomach when the airspeed drops off and the towplane's net climbing efforts result in a mess of sink. I should point out that when the engine quits at 300 feet you have exactly 30 seconds or so to position yourself for an off-field landing, or worse — ditch into the trees.

In MSC we have successfully towed two gliders at the same time behind the L-19, and its performance is not too much reduced. The technique required a higher degree of discipline in rope handling and glider position holding on tow. This may be one way to cut towing costs, ie. to reduce engine failures and increase revenue/aircraft hour. This of course is the result of fewer tows.

I hope these ramblings may be of benefit to other club operations. □

CLUB NEWS

Anniversary Years X-Country

10th — Wide Sky

Ten years of flying together was celebrated with two days of intense merry making and flying in the company of one of the world's fastest glider pilots — Colonel Joe Engle, USAF, astronaut and patron member of the club.

Engle, who became club patron in January, was commander of the shuttle 'Columbia' on its second orbital mission in November 1981. His visit to Fort St. John and the club was the culmination of almost a year of organization and planning by the club and will go down in the records as the social event of the decade.

The general format of the weekend was set to permit as much flying as the weather would. As it happened, three fine days and a lot of hours were logged. Engle arrived on a Saturday afternoon, August 21, and was promptly shown the club's equipment on his way to the hotel. He was particularly impressed with the B4 ...

But it was on the club's Blanik that he actually demonstrated why he is flying spaceships and we are still wallowing at the bottom of the atmospheric ocean. After two checkout rides with CFI Frank Hinteregger and with the cameras of the local TV station rolling, he took a tow to 3000 feet and proceeded to carry out a series of training maneuvers, loops, wingovers and a low pass over the field which totally impressed the 30 or so club members who had gathered at the Fort St. John airstrip for the occasion. Thereafter, he took short flights with several other club members, creating a small elite for the day of those "who'd had a flight with Joe".

One of the impressive things about Engle was his ability to feel out an unfamiliar aeroplane and after a few minutes with it convey the impression to even experienced observers that he had been flying it for years. Such was the case with the Blanik and as Hinteregger observed later, "It's like he's one with the machine. He's a natural flyer. It was just a wonderful thing to fly with someone like that." Due to licensing technicalities, Engle was unable to fly solo in Canada, which ruled out a

World's fastest glider pilot

continued on next page

25th — ESC

In February 1957, a small group of eager, ambitious glider pilots grouped together to call themselves the Edmonton Soaring Club. This small group, with the help of the Namao Gliding Club, had the use of a glider and a runway and were finally able to get their feet off the ground. After starting its operation, ESC quickly purchased their first glider, a BG-6. In the fall of 1957 the club was able to move to the Wetaskiwin airfield where they continued to fly. In November of the same year, a TG-2 was acquired, as the club's two seater trainer, bringing to a close the first year of operation.

In 1958, ESC announced that the club's annual fees would be set at $20 including SAC membership. Tows were set at 17 cents/minute for the leased towplane. During this year two homebuilt Cherokees (RAQ and PAR) joined the club. And competitions were to start! ESC recorded the best distance flight at 30 miles, set by Paul Tingskou — and altitudes of 8000 to 9000 feet were frequently made. The longest duration flight was 5 hours and 35 minutes.

In 1959, ESC held its first May Meet at Innisfail, Alberta. During the meet club gliders as well as privately owned ships flew. A motion was made in this year to buy the first club towplane, a Tiger Moth — motion passed! And to close the year, the Roden trophy was awarded to ESC for the most efficient operating club in Canada.

Through the sixties, ESC progressively grew in size. From sharing facilities with the Namao club to operating out of Wetaskiwin airfield, they moved to Stoney Plain in 1961. Cooking Lake was then the next home of ESC in the mid sixties. Soaring continued enthusiastically. 1963 saw three ESC members on the Canadian National Team for the World Championships in Argentina. The Tiger Moth towplane was replaced by the Auster which was later replaced by the Champion Challenger in 1967. The glider fleet was also stepping up with the addition of the Schweizer 2-22 in 1969.

During the seventies, the club progressed to owning their own quarter section of land, soon to be called the ESC Gliderport, Chipman, Alberta. To mark the existence of the club, a hangar was constructed, with many long hours of work from club members. Slowly the farmland converted into a gliderport. And the club fleet also grew to Schweizer 2-33s, 1-23s, a Blanik, and a Super Cub towplane.

Still soaring and growing in size, ESC is now in its twenty-fifth year. As young members, old members and transferred members, we now have a chance to look at the past and to thank all those people who worked so hard to get the Edmonton Soaring Club going. People like CHRIS FALCONAR, VICTOR BERG and JOHN POMIETLARZ. And as for 1983 to 1989 — Great Soaring! *Towline*, Aug 1982

40th — GGC

On July 17 the Club celebrated its fortieth anniversary. About 90 members attended the dinner and party, so the temperature in the clubhouse rapidly rose, making it a difficult choice to stay inside and boil, or go outside and combat the mosquitoes.

The party also honoured two of our founder members who are still active — A.N. (Chem) LeCheminant and A.O. (Shorty) Boudreault. Another founder member, Vice Admiral H. (Harry) Dewolf, also came for the afternoon. He recounted some interesting stories of his early flying days, and some of his exploits whilst serving in the RCN. It seems that rank does have its privileges, because whilst commanding an aircraft carrier just at the end of WW II, Vice Admiral Dewolf managed to "acquire" one or more Grunau Babies (a low performance early sailplane) from Germany with the "assistance" of the British Navy, brought them back to Canada and squirrelled them out of the ship undetected!!

It was a pleasure to introduce SHORTY and CHEM, and a number of our other older members, ERIC WIMBERLEY who first flew with us in 1943 and who was treasurer for more years than I care to number. TERRY TUCKER, well known to every one in the gliding community as the general factotum for the Soaring Association of Canada, but also responsible for billing for our club for many, many years, working as a team with Eric Wimberley. ARLAND BENN now came back to fly with us regularly. Arland was our Property Manager for many years, who salvaged a great deal of equipment from the airfield shortly after we bought it and sold it to some of the surrounding municipalities. He was also responsible for putting the swimming pool back into working order after it had lain idle for many years. BROTHER HORMISDAS, a founder member of Buckingham Gliding Club – HENRY and WENDY BRONEDER, no longer active with the club – ELVIE SMITH, a very long term member of the club, and still active as our Safety Officer and a towpilot.

I felt I could not let our fortieth anniversary pass without some reflection on our history and our future. Without doubt, our club enjoys the best facilities in North America — perhaps in the world — as a result of the farsightedness of our founding members and those who subsequently arranged to buy our airfield and all its contents. I referred specifically to DR. N.B. TUCKER (Terry Tucker's late husband) who first, to my knowledge, proposed that we use our woodlands to provide a continuing source of income so that our club could exist in perpetuity. Many of us share his feelings that our sport has provided us with a great deal of pleasure and that, in return, we should try to arrange our affairs such, that our children and their children can continue to enjoy soaring. Our founding members had all been active for a while and then

continued on next page

10 trip in the B4. But this B4 was duly christened 'Columbia Baby' after Engle had given a description of the similarities in landing the shuttle to the procedure for landing a sailplane. He then autographed the aeroplane, a signature which has been preserved with a coat of lacquer.

Throughout the visit, Engle proved to be a delightful guest and the community of Fort St. John was supportive of the club in making him welcome, with complimentary goods and services which much reduced the burden on our finances. (Even the beer was donated by Labatt's Breweries.)

The occasion was also the excuse for a monumental banquet in the city's prestigious Mackenzie Inn. Engle showed a film and slides of his mission and was a tireless dedicator of books, shuttle posters, T-shirts and models of the shuttle. He also held 250 childrens' interest for an hour with his presentation and subsequent question period.

In the course of the weekend's events, Engle also made a presentation to towpilot Percy Prestwich recognizing 1500 tows carried out on behalf of the club and presented the club with a dramatic series of pictures of the 'Columbia' taking off and landing, for the newly completed clubhouse.

This weekend will be long remembered and it will be some time before a flyer of such stature comes our way again. Nigel Hannaford

WINDSOR WINCH UPDATE

Many stories have been told and written about the technique and hazards of winch launches, but almost all of the well illustrated incidents are the product of foolhardiness or inexperience.

Our club members enjoy the quick launches of our winch every weekend, especially when the cu are popping all over the sky. We have about 30,000 tows in our books since the existence of our operation which started Anno Domini 1961. Naturally, we could dramatize a few "close calls", but our safety records are free of any injury caused to a pilot during the winching process. Since our strip is 3100 feet long, we are able to lay 3000 feet of tow cable along the runway, which gives us a tow altitude of 1000 to 1500 feet, depending on the condition and wind velocity. The actual tow duration is less than one minute, not counting the cable retrieve for the next launch and all the chit-chat in between. The majority of our pilots were able to make connections to thermals almost every weekend (weather permitting), even if it takes sometimes up to seven tows. The Silver C and 300 km cross-country flights are a shining example of winching possibilities, not to speak of the economics of the whole operation.

We also launch a wide variety of sailplanes from the light L-Spatz, homebuilt Pic 3C, K8, K7, Ka6, various HP versions ... to the heavy two seater Lark which all fit into the speed range of the winch. There are many good hints for winchers-to-be but I will refrain from reciting all of the good advice because there is nothing better than memorizing the content of a good training manual plus the practical experience of a dozen tows to become somewhat proficient. I am quite sure our club can provide the latter to anyone interested. I might also add that I am equally familiar with aerotow and have no preference.

Michael Kappl Sr.
President, Windsor Gliding Club

QUEBEC CLUB REPORT

QSC really moved this year. It went from less than 1000 km cross-country last year to more than 7000 km, from two or three off-field landings to more than twenty-five. The club's record flight went from 309 km to 405 (Maurice Laviolette — Cirrus) and to 490 (Gilles Boily — Std. Jantar) one week later. With 30 new members and the arrival of a Grob Twin II, this was a great season. The Provincials were rained out, but we enjoyed the practice days. Baie St-Paul brought another Diamond altitude (Jean Bellavance — Kestrel 19) on Labour Day weekend.

Le CVVQ a vraiment fait des siennes cette année. Plusieurs projets qui mijotaient depuis quelques saisons ont pris forme. Après certaines hésitations, le club a décidé de se porter acquéreur d'un Grob Twin II. Il a reçu un accueil digne de ses performances. Et le sourire des pilotes qui en descendaient... Un programme de vol-voyage, parrainé par Georges Cousineau a été mis sur pied. Il s'agit d'un concours en vue de l'obtention du trophée "Claude Rousseau", remis au pilote qui aura parcouru la plus grande distance cumulative. Gilles Boily a pris une sérieuse option sur le trophée, avec plus de 2500 km, soit environ 1500 km d'avance sur son plus perche concurrent. Il y est allé d'un vol de 490 km, un autre de 340, et quelques'uns de plus de 200. Pour être admissible, les vols devraient être documentés de photographies des points de virages, les films pouvant être développés au club house à l'arrivée.

Le 27 juin a été une journée record, alors que des vols de 405 km (Maurice Laviolette), 353 (Denis Gauvin), 340 (Gilles Boily), 290 (Omer Martin) ont été réalisé. Au total, près de 2000 km.

En ce qui concerne le championnat provincial qui se tenait les 31 juillet – 1 août – 7/8 août, il a été impossible de partir, dû à la météo. Nous remercions les membres du club de Champlain pour leur participation, et nous nous excusons auprès d'eux pour nos conditions. Ceux qui ont pu rester à St-Raymond durant la semaine ont cependant eu du plaisir. Robert Binette en a profité pour faire son 5 heures une journée, et son 1000 m et 72 km le lendemain — un insigne d'argent vite fait.

Coté nouveau membres, nous avons connu une bonne année, près de 30, avec une bonne proportion de pilotes d'avion qui se convertissent au vol-à-voile.

À la première fin de semaine à Baie St-Paul Jean Bellavance a réussi son gain d'altitude de diamant, avec un barograph cette fois. Quelques visiteurs y sont attendus durant la semaine du 9 octobre.

Au train où vont les choses, il se pourrait que le record de 1974 (2778 vols) soit abaissé. Comme les records sont faits pour être battus, tenez-vous bien en 1983! Denis Gauvin

40 passed over the reins to succeeding generations. I think that if they examined the behaviour of the Boards of Directors who have followed, they would find a high standard of dedication to the club and to our sport. When we, in turn, step down and pass responsibility on to new and younger men and women, we can expect to find that our traditions will be preserved by men who will show the same kind of dedication that we and our predecessors showed.

The Gatineau Glider, June 1982

BULKLEY VALLEY — 1982

Gliding operations got under way on April 24 on very wet grass, with the odd patch of snow still evident at the airport and downhill skiing still in full swing up on Hudson's Bay Mountain. However, within a couple of weeks the grass strip we use was fully operational and dried out and we got down (up?) to some serious flying.

Six members from the Wide Sky Flying Club in Fort St. John visited us with their Blanik and Citabria over the July long weekend. We enjoyed the company of Frank and Lotte, Peter, Dennis, Phil, Jim and Percy and are sorry we couldn't turn on better weather and thermals for them.

On July 23/24, six members from Bulkley Valley went to Vanderhoof, split between the Blanik, Super Cub and the Pickard's Subaru. The weather was magnificent, the camping was fun, and the Air Show very impressive. We also managed to take up 33 ODM (one day members).

We've had several new members this year and lost some old ones, so our membership hovers around 24. Four members had their first solo this summer and other members have progressed from the Blanik to the Pilatus B4, had their back seat checkouts and been checked out for towing in the Super Cub. (The club owns a Blanik, B4, and Piper Super Cub). We were also glad to welcome back the Carsons after their two-year stint in Turkey. Paul Chalifour accepted the new position of Safety Officer, in addition to his duties as Chief towpilot, and instructor.

At the time of writing this report (end of September), we've had 120 ODM so far this year, over 600 flights in the Blanik and over 150 in the B4. We've been flying every weekend except one (when we were rained out!) and have also been flying on Wednesday evenings.

This last weekend has seen the Burtons visit us from Claresholm, Alberta. We were able to entice Tony and Ursula here with a grant from the BC Soaring Society to give us a workshop on a variety of topics — OO procedures, awards and badge flying, and wave flying. Apart from the value of the seminars, their visit demonstrated to us the power of first-hand communication in our gliding movement.

Now that fall is here, we look forward to the odd bit of wave flying until we once again shutdown by too much snow on the grass runway about the end of November. All in all we have probably had our best year since the club started in 1977, and look forward to an even better year in 1983.

Alan Pickard

NEW OFFICIAL OBSERVER PROGRAM

Tony Burton

Obviously we are all aware that the object of the FAI Awards is to test the pilot's flying skills and not his prowess at form-filling. However, this is a necessary evil that is supposedly overcome by the appointment of responsible individuals to oversee not only the flights but also the paperwork. In order to do this better, it is necessary to "de-centralize" the efforts of the FAI Awards chairman. The SAC Directors have approved a new Official Observer program which will be put into effect beginning 1 April 1983. The program was developed by Andy Gough, and his proposals were accepted with minor changes. The basic concept is one of sharing the workload and responsibility of the FAI Awards chairman. Everything comes from that. In effect, a "mini-Awards chairman" will work at the club level in many clubs — the SENIOR OFFICIAL OBSERVER. He must take his job VERY SERIOUSLY or it will destroy the effectiveness of the new program, even worsen our current problems.

THIS IS WHAT WILL HAPPEN

- The National Office will send each club some OO Application Forms and the current list of each club's OOs so far as it knows about them from the latest membership list information. This list is likely to be incorrect or incomplete.
- The club will appoint from among its most active OOs a SENIOR OFFICIAL OBSERVER (minimum qualification of five years of ACTIVE WORK as an OO).
- The Senior OO and the club executive are to use their membership list as a guide in preparing a complete list of their active OOs with their OO numbers. The Senior OO is to certify that EVERY ONE of the listed OOs fulfil the basic prerequisites for being an OO (found on the application form) and also EVERY ONE has in his possession current copies of the FAI Sporting Code and the SAC Procedures Booklet for FAI Badges and Records.
- Clubs (new or small) not having OOs with the requisite experience or knowledge to perform the duties of a Senior OO, will ensure that their OOs fulfil the above basic requirements. These OOs may pass claims to the FAI Awards chairman directly as is done now, or through a Senior OO who is nearby in another club if convenient.
- Large clubs (having over about 50 flying members) may also appoint, on the Senior OOs recommendation, a deputy Senior OO who can fulfil the Senior OO's duties in his absence.
- The clubs are to return the Senior OO appointments and OO list to SAC, to be in the National Office by 31 March 1983. THE CUT-OFF DATE IS 31 MARCH 1983! OOs who are not listed will lose their privileges as of this date, and will have to re-apply with a new application form sent through the local Senior OO (or to the FAI Awards chairman from clubs not having a Senior OO).
- The FAI Awards chairman will NOT accept pilots' badge claims signed by persons who do not appear on the new SAC OO Register which will be compiled from the club lists.
- In order to keep the SAC OO Register current in the future, OOs will be required to re-apply for OO status through the Senior OO (or the Awards chairman for clubs not having a Senior OO) every three (3) years, and Senior OOs must be recommended by their club executive to the FAI Awards chairman every five (5) years maximum.

SENIOR OFFICIAL OBSERVER DUTIES

- ALL badge claims from club or other local OOs will be checked for correctness and completeness by the Senior OO before being passed to the FAI Awards chairman.
- The Senior OO will homologate (certify as fulfilling all FAI requirements) all badge claims up to and including the Silver badge level. Later, when the system is ironed out, this may be extended to the Gold badge level. The Senior OO may, of course, consult with the Awards chairman on "problem" claims.
- After a claim has been homologated, the Senior OO will send the completed claim with all documents to the FAI Awards chairman for filing.
- The Senior OO will ensure that all OOs under his supervision have the most current editions of the Sporting Code and SAC Procedures Booklet for FAI Badges and Records.
- The Senior OO will recruit, train and upgrade all club OOs, and ensure that FAI and SAC standards are rigorously maintained.
- The Senior OO will recommend to his club the appointment of deputy Senior OOs (in large clubs) and his own replacement as required.
- The Senior OO shall recommend to the FAI Awards chairman names of OOs who may be struck from the SAC OO Register for persistently negligent certification of claims or wilful misrepresentation (see Sporting Code, para. 2.A.7).

CHANGES TO THE AWARDS CHAIRMAN'S DUTIES

It is expected that the Awards chairman's duties will be considerably reduced since rehashing incorrect claims and homologating C badge and Silver badge claims take up a large portion of his present workload.

- Unhomologated claims will be processed as usual.
- Homologated claims will be added to the pilot's FAI file; with the FAI badge register and pilot's Gliding Certificate updated, and pins issued as required.
- Maintain the new OO Register.
- Occasionally check claims homologated by Senior OOs to ensure standards are maintained.
- Maintain current list of Senior OOs.
- In future, develop OO and Senior OO training programs as required.

When the Senior OO Program is fully ironed out and operating smoothly, all pilot FAI files can be transferred to the National Office (and pins, etc. issued from there under the chairman's direction.) Furthermore, it may be appropriate to recombine the positions of Awards chairman and Records chairman.

NOTE TO PILOTS

You better make sure your club gets the new OO lists to the National Office on time, and that your OO is "legal".

NOTE TO PROVINCIAL ASSOCIATIONS

You should seriously consider the appointment of a provincial Senior OO from amongst your club Senior OOs. This will provide a sports leadership/training position for grants purposes, and can also be a good way to aid small clubs in OO upgrading and training. □

FAI BADGES

Boris Karpoff
24-½ Deloraine Avenue
Toronto, Ont. M5M 2A7 (416) 481-0010

The following badges and badge legs were recorded in the Canadian Soaring Register during the period May 29,1982 to July 29, 1982.

DIAMOND BADGE

45	Kevin A. Bennett	Cu Nim	World No. 3236
46	Willibald Krug	Cu Nim	World No. 3235

GOLD BADGES

191	Kevin A. Bennett	Cu Nim
192	Brian J. Milner	Kawartha

SILVER BADGES

626	Robert Binette	Champlain
627	Margaret E. Sears	Montreal
628	Fred K. Wockner	Montreal
629	Steven J. Mason	SOSA
630	John Ennis	Toronto
631	Christopher Proszowski	Gatineau
632	Guerdon Killam	Vancouver
633	Peter R. Sully	Gatineau
634	John C. Clements	Bluenose
635	David J.Frank	Rideau
636	Richard N. Vine	Bluenose
637	Serge W. Krieger	Quebec
638	John W. Davies	Cu Nim

DIAMOND DISTANCE 500 km (310.7 mi)

Willibald Krug	Cu Nim	787km	Ventus B	Black Diamond, Alta

DIAMOND GOAL 300 km (186.4 mi)

George W. Couser	Ariadne	310.4km	Pik-20	Hawkesbury, Ont.
Willibald Krug	Cu Nim	787.0km	Ventus B	Black Diamond, Alta.
Walter Herten	SOSA	305.3km	Ka6E	Rockton, Ont.

DIAMOND ALTITUDE 5000 m (16,404 ft)

Bruce T. Nicmans	Vancouver	5936m	Lark 29	Cowley, Alta.
Kevin A. Bennett	Cu Nim	6570m	Open Cirrus	Cowley, Alta.
Brian J. Milner	Kawartha	6400m	JantarStd.	Petersburg, WV

GOLD DISTANCE 300 km (186.4 mi)

Walter Herten	SOSA	305.3km	Ka6E	Rockton, Ont.

GOLD ALTITUDE 3000 m (9842 ft)

Kevin A. Bennett		See Diamond Altitude		
Brian J. Milner		See Diamond Altitude		
Robert DiPietro	Champlain	4084m	Jantar	Sugarbush, Vt.

SILVER DISTANCE 50 km (31.1 mi)

Robert Binette	Champlain	72.0km	Libelle	St. Raymond, Que.
Margaret E. Sears	Montreal	61.0km	1-26	Hawkesbury, Ont.
Fred W. Wockner	Montreal	103.5km	Astir	Hawkesbury, Ont.
Steven J. Mason	SOSA	83.5km	Ka6CR	Rockton, Ont.
John Ennis	Toronto	87.0km	Ka6CR	Conn, Ont.
Christopher Proszoswki	Gatineau	61.0km	Skylark	Pendleton, Ont.
Guerdon Killam	Vancouver	76.0km	Grunau Baby	Ephrata, Wash.
Peter R. Sully	Gatineau	63.5km	Skylark	Pendleton, Ont.
David J.Frank	Rideau	54.0km	1-26 D	Kars, Ont.
Eric W. Meikle	Toronto	85.0km	Ka6CR	Conn, Ont.
Serge W. Krieger	Quebec	92.0km	Blanik	St. Raymond, Que.
William K. Couser	Montreal	77.0km	1-26	Hawkesbury, Ont.
John W. Davies	Cu Nim	95.5km	1-26	Cowley, Alta.
Mark MacAulay	Montreal	65.5km	1-26	Hawkesbury, Ont.

SILVER DURATION 5 hrs.

Robert Binette	Champlain	5:29	Libelle	St. Raymond, Que.
Claire A. Stevens	Winnipeg	5:40	2-33	Pigeon Lake, Man.
Fred W. Wockner	Montreal	5:20	Astir	Hawkesbury, Ont.
Steven J. Mason	SOSA	5:32	Ka6CR	Rockton, Ont.
John C. Clements	Bluenose	6:30	Open Cirrus	Stanley, N.S.
Kurt Meyer	Air Sailing	5:33	Astir III	Belwood, Ont.
Richard N. Vine	Bluenose	5:10	Astir	Stanley, N.S.
Brian M. Jessop	Bluenose	5:27	Astir	Stanley, N.S.
Bryan Macdonnell	Okanagan	5:28	Mü-13 D	Cowley, Alta.
R. Zabrodski	Cu Nim	5:17	Pik-20 B	Black Diamond, Alta.
James E. Fryett	York	5:20	1-26	Arthur, Ont.
Robert DiPietro	Champlain	5:24	Jantar	Sugarbush, Vt.
John D. Fisher	Toronto	5:24	1-26 D	Conn, Ont.
John C. McDowell	York	5:04	Blanik	Arthur, Ont.

SILVER ALTITUDE 1000 m (3281 ft)

Robert Binette	Champlain	1370m	Libelle	St. Raymond, Que.
Claire A. Stevens	Winnipeg	1035m	2-33	Pigeon Lake, Man.
Fred W. Wockner	Montreal	1158m	1-26	Hawkesbury, Ont.
Chris Proszowski	Gatineau	2408m	1-26	Pendleton, Ont.
Guerdon Killam	Vancouver	1250m	Grunau Baby	Ephrata, Wash.
Gary Burniston	Cu Nim	1470m	1-26	Cowley, Alta.
John C. Clements	Bluenose	1676m	Open Cirrus	Stanley, N.S.
David J. Frank	Rideau	1189m	1-26 D	Kars, Ont.
Gary Paradis	Rideau	1463m	1-26 D	Kars, Ont.
Brian M. Jessop	Bluenose	1220m	Astir	Stanley, N.S.
Bryan Macdonnell	Okanagan	1231m	Mü-13 D	Cowley, Alta.
Jean-Guy Hélie	Quebec	1500m	Blanik	St. Raymond, Que.
William K. Couser	Montreal	1097m	1-26	Hawkesbury, Ont.
Robert DiPietro	Champlain	2530m	Jantar	Sugarbush, Vt.
Mark MacAulay	Montreal	1280m	1-26	Hawkesbury, Ont

C BADGE 1 Hour Duration

Andrew C. Jackson	Edmonton	1:11	2-33	Chipman, Alta.
Armin Hasenbank	Edmonton	3:28	Zugvogel	Chipman, Alta.
Robert Binette	Champlain	2:53	Libelle	St. Antoine, Que.
Bruno Schrein	Edmonton	1:19	2-33	Chipman, Alta.
Janette Krauss	Winnipeg	1:50	?	Pigeon Lake, Man.
Gary Burniston	Cu Nim	1:22	1-26	Cowley, Alta.
John C. Clements	Bluenose	4:10	Open Cirrus	Stanley, N.S.
Kurt Meyer	Air Sailing	5:33	Astir III	Belwood, Ont.
John R. Meurling	Rideau	1:01	2-33	Gananoque, Ont.
Elisabeth McCollum	Rideau	1:08	1-26	Kars, Ont.
Ross Smyth	Montreal	1:03	1-26	Hawkesbury, Ont.
R. Zabrodski	Cu Nim	5:17	Pik-20B	Black Diamond, Alta.
Liliane Stamboulieh	Montreal	1:26	2-33	Hawkesbury, Ont.
James E. Fryett	York	5:20	1-26	Arthur, Ont.
Reginald Nicholls	Erin	1:05	2-33	Grand Valley, Ont.
Paul Dorion	Champlain	1:19	?	St. Antoine, Que.
Miroslav Stehlik	SOSA	1:05	1-26	Rockton, Ont.
Jean-Yves Germain	Quebec	2:14	2-33	St. Raymond, Que.
Yves Perras	Quebec	1:15	1-26	St. Raymond, Que.
William K. Couser	Montreal	2:26	1-26	Hawkesbury, Ont.
Robert DiPietro	Champlain	5:24	Jantar	Sugarbush, Vt.
Mark MacAulay	Montreal	1:14	Blanik	Hawkesbury, Ont.
Wesley Snihur	Toronto	1:02	Bergfalke	Conn, Ont.
Danielle Lyon	Vancouver	1:20	Blanik	Grassmere, NH
David Cole	Toronto	1:23	Bergfalke	Conn, Ont.
Paul G. Moggach	York	1:03	1-26	Arthur, Ont.

FAI RECORDS

RUSS FLINT

Speed around a 750 km Triangle
WILLI KRUG, Ventus B — Black Diamond — Ponoka — Bow Island — Return — 108.8 km/h on 12 June 1982.
Supersedes 750 km Triangle by John Firth, 87.4 km/h flown in 1977.

Speed around a 200 km Triangle
MALCOLM JONES/DENES PANDUR, Gemini (multi place) — Chipman — Vilna — Thorhild — Return — 60.2 km/h on 12 June 1982.
Supersedes 200 km Triangle by Glen Buhr/Paul Tingskou, 42.8 km/h flown in 1969.

Speed around a 100 km Triangle
DAVID MARSDEN, Std. Jantar 2 — Chipman — Willingdon — Royal Park — Return — 111.3 km/h on 13 June 1982.
Supersedes 100 km Triangle by John Firth, 103.8 km/h in 1970.

Competition Pilot Survey Results

The results of the survey were as follows (35 returns out of 80):

- On the main proposal for east and west class Nationals to replace the Regionals —
  a. 57% (20) agreed
  b. 9% (3) wished to retain the present system of Regionals
  c. 34% (12) suggested alternatives — the main one expressed being yearly Nationals
- On the proposal for team selection by a weighted point system plus pilot vote —
  a. 77% (27) agreed
  b. 13% (8) preferred a points-only system
- On the proposal to handicap the older sailplanes and fly them within appropriate classes —
  a. 74% (26) agreed
  b. 23% (8) disagreed
  c. 3% (1) no comment

THE BLUENOSE ASTIR...

continued from page 11

Oddly enough it was item 3 that was most limiting in the selection process. Luckily, "Grob" had just started to advertise their G-102 series, and had their Club III available. The cg hook of the Club III was considered a plus for winch launching.

Having got myself engaged mentally, I felt that it was time for action. After suitable contact by telephone, I visited the Grob facility in Spring Valley, New York. I was impressed by the professionalism of the staff members, Marsha Coopersmith and Rudi Seeboeck, as well as with the generous delivery arrangements. Obviously this operation was properly financed — a situation which made me feel at ease. I next visited Connecticut Soaring and flew the G-103 Twin Astir demonstrator, having been told that it gave a reasonable representation of the G-102's flying behaviour. I spent most of the flight investigating the low speed behaviour and found it unusually benign. Other than being almost overly reluctant to drop its nose in a stall, its behaviour was suitable. The price of the sailplane (at DM 33,350), plus the shipping and instrument package costs, were very favourable. Nevertheless, by the time estimated costs of taxes, travel, exchange, etc. were added, the price would be in the $21,000-22,000 range — pretty heady figures for our club.

Upon returning from New York, I detailed my findings to the club executive and, at a special club meeting, in November 1981, the following presentation was made:

1. There are not enough soaring aircraft available to club members resulting in the following unsatisfactory situations:
   - Overly short flight allotments — 30 minutes;
   - Insufficient flight time to develop soaring skills;
   - Not all pilots that come to the field can get a flight during soaring conditions.
2. The most expensive element we spend in our gliding is our personal time.
3. The solution is to buy a new single-seat sailplane:
   - "New" means that everyone participates in the maintenance costs since "new" means little maintenance;
   - "Single seat" because the flight sheets and the field managers concur that such an aircraft is the most needed;
   - "New" automatically means modern or "high performance". Seemingly, the most amenable sailplane readily available of the present generation is the Grob G-102 Club Astir. This met the desired specifications except that our 110 pound pilot would have to carry a 10 pound ballast cushion.

Since readers might be interested in the charges contained in the budget, I will briefly relate them here:

- Club dues of $350 include SAC dues, insurance, and cost of flying club gliders;
- Launch fees of $3 per launch before 1100 hours; $3.50 after;
- A one-time-only $200 Astir fee (payable over six months, if preferred).

Despite the fact that this purchase constituted a heavy financial commitment on the part of our club (27 members, at the time), and despite strong opposition from some of the "old guard" members, the motion to purchase was passed. In the spirit of a healthy club, the opposing voices raised reasonable points and cautions, but once the motion was passed, they were quick to offer their help. For instance, Doug Girard, although he voted against the motion, immediately offered the use of his trailer for transporting the new glider to Stanley.

Work started straight-away on the Type Approval procedure, with Jim Henry, and later George Adams, serving as SAC'S ambassadors to MoT's court. The type approval came through (with Jim Leach doing some timely expediting) on April 22, 1982. The Bluenose Soaring Club are most thankful for the work of these SAC volunteers and officers.

The trip down to pick up the glider was a story in itself, but we got it home, and it was finally test flown at Stanley four days behind our schedule on May 28,1982.

Our membership has since grown to 36 members, and 14 of these have been checked out in the sailplane. The last person to do so was Alan Smith, who started out as an ab-initio student with us in May 1982. The sailplane has flown over 100 hours in about 250 flights. The pilots who have never before flown a sailplane of its performance are amazed at the way the landscape rolls under the wings.

Now that we have had the experience of owning the Astir for a season, we feel that every club should have machinery of this capability available to its membership. Actually, with the Astir, we originally had the audacity to seriously consider buying two! They were DM33,350 then and are DM41,980 now — we should have! In all seriousness, if you are a small club of 30 to 40 members or so, then you can easily afford Astir performance and class. It is just a matter of shifting gears away from 1950-1960 concepts and dollar numbers and of biting the bullet of 1980s reality. Remember that the most expensive commodity you will ever spend in gliding is your time.

If you are an active club of 60 members, then for an additional $100 more per year dues you could own two Astirs. The added flying time (with its revenue) and the added enjoyment of cruising over the countryside in such gorgeous machinery makes $100 more per year look like the bargain of the decade. □

COMING EVENTS

Jan 8-9, 1983 SAC Directors meeting, Ottawa, Ontario.

Jan 12-Mar 30, Glider Pilot Ground School offered by North York Board of Education at Bathurst Heights Collegiate. Cost $24. Course instructor Ivor David of York Soaring. For info and registration contact north York Board of Education.

Feb 4-6, 1983 International Ultralight Aircraft Exposition, Queen Elizabeth Exhibit Hall, Canadian National Exhibition Place, Toronto. Contact Rolland Boily (204) 944-7262.

Mar 4-6, 1983 SAC AGM . Calgary, Alberta. Host Cu Nim Gliding Club. Details will be mailed.

Mar 24-27, 1983 SSA National Convention, Reno, Nevada, MGM Grand Hotel. Host Pacific Soaring Council. Contact Nancy Davis, 3576 Altamont Way, Redwood City, Calif. 94062 (415) 364-3237.

May 20-23, 1983 Innisfail May Meet. Hosted by ESC, Sponsored by Alberta Soaring Council.

Jun 11 -18,1983 **Eastern Basic Instructors School**. Host SOSA, Rockton, Ontario.

Jun 20-Jul 10, 1983 18th World Gliding Championships, Hobbs, New Mexico.

Jun 25-Jul 2, 1983, **Western Basic Instructors School**. Host Winnipeg Gliding Club.

Jun 27-Jul 13, National Soaring Week . Watch for direct correspondence to clubs and other publicity material.

Jul 12-21,1983 **15M/Open Class Nationals**, Claresholm, Alberta. Host Alberta Soaring Council/ Cu Nim.

Jul 19-28, 1983 **Std. Class Nationals**, Hawkesbury, Ontario. Host Montreal Soaring Council.

Jul 24-Aug 1, 1983 Cowley Summer Camp, Cowley airfield, Alberta. Host Alberta Soaring Council. Contact Ken Palmer, 23 Baker Cres. NW, Calgary, Alberta T2L 1R3 (403) 284-1396 H.

Oct 8-10,1983 Cowley Wave Camp, Cowley airfield, Alberta. Host Alberta Soaring Council.

For Sale and back page omitted