5/07
Oct/Nov

free flight

Priorities

David A. Collard Pacific Zone director

The commercial gliding operations in the west

Invermere, Pemberton, and Port Alberni all have several things in common – they are:

- Located in British Columbia
- Located in a beautiful mountain valley
- Have large influxes of visitors in the summer months
- Are the home bases of three Commercial Soaring Centres

Invermere Soaring Centre It's in the beautiful Columbia Valley and has been operated by Trevor Florence since 1997 following the demise of the Golden operation in 1996. The equipment consists of a Duo Discus and an IS28B2 Lark that are both used for dual instruction and passenger flights. A PW-5 and Astir CS are utilized for solo flights. A Piper Pawnee was purchased in 2000 and is solely dedicated to towing all comers. The operation is a mix of sightseeing flights and glider pilot training, and provides tows to the several private gliders based at Invermere together with visitors from Canada and the USA. Having the Canadian Rockies Soaring Club as a neighbour has been a great complement to Trevor's operation both from a flying standpoint and the equally important excellent social mix. One only has to check the Online Contest results to see that this healthy mix of pilots, crews, availability of a tow, and thermal generating mountains is a good formula for success. In 2006 Invermere was #1 in Canada and 12th of 1224 clubs in the world with 116,846 kilometres flown, and 2007 is looking just as good.

Invermere Soaring Centre (250) 342-7228 <www.soartherockies.com>

Pemberton Soaring Centre It's in the spectacular Pemberton Valley just down the road from the village of Whistler and the site of many of the 2010 Winter Olympic venues. Pemberton Valley weather is usually dryer than Whistler which is only a half hour drive away. Whistler vacationers have generated from 10 to as high as 40 guest flights on any given day. The operation has been run since 1993 by Rudy & Tracey Rozsypalek, and several private gliders call Pemberton Airport home. Lessons are conducted in two L-23 Blaniks that are towed with a 180 HP Citabria. A single place Blanik Solo is also available for rental. The Centre operates all week from April to October, and Rudy & Tracey's hard work and marketing activities have paid off in spades.

Pemberton Soaring Centre 1-800-831-2611 <www.pembertonsoaring.com>

Vancouver Island Soaring Centre Port Alberni is located at the head of Port Alberni Inlet in the middle of Vancouver Island on the way to the Pacific Rim National Park and the breath-taking Long Beach on the Pacific Ocean. Port Alberni is surrounded by awesome mountain scenery – the soaring generators for thermal, ridge and mountain wave. The mild climate provides some opportunities for a fun flight even in winter. No, it does not rain all the time on the west coast (it's just a rumour). Andrzej Roznowski started his operation in July this year with a brand new two-place PW-6U for training and sightseeing flights, a PW-5 for solo use, and a Piper Pawnee for towing. If even a few of the 1.2 million tourists that annually pass through Port Alberni can be captured, another successful operation will be on the books.

Vancouver Island Soaring Centre (250) 667-3591 <http://visc.wqs.ca/>

The next time you plan to come to BC on a holiday or you know someone who is, pass on this information. They will thank you for a life-long memory of an unforgettable flying experience and you will also be helping some fellow glider pilots who have the courage to live their dreams. I wish them much success.

free flight

5/07 – Oct/Nov

The journal of the Soaring Association of Canada
Le journal de l'Association Canadienne de Vol à Voile

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Preparation at the 2007 Nationals. Winner Willem Langelaan tapes his DG-800S.
photo: Maria Szemplinska

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Are your club priorities straight?

editorial – Tony Burton

DOES YOUR CLUB have a "philosophy" document of some type that describes where its collective head is? Something that says where its priorities lie, where it wants to be in ten years, who it thinks it's serving? If you do have one: where is it, and when was the last time anyone read it? If you are a club director, have a re-read of the article on this page in the 3/07 issue – it's relevant.

Without such a document, club operations tend to get decidedly ad hoc and can change with every new election. You might think that things are running okay day-to-day, but out on the flightline your hard-working students are getting right peeved each time an intro gets priority in the two-seater. Some students may be too intimidated to say much, but will vote with their feet next spring.

What happens if your annual membership fees start pricing people out – are you willing to keep doing that if, say, valuable members like your instructors have to think hard about joining next year? Do you give your instructors any special tender loving care? Why not?

Does each glider in your fleet actually pay for itself? If not, can its existence really be justified? Does the cockpit of your "intro" glider look like the end of a demolition derby? Have a really good look around your whole airfield – does the place look like it's run and maintained by professionals?

Your newly-licensed pilot is probably the keenest person you will ever have. Has he now been abandoned by your training program? Does he actually have a dedicated glider available that he can do his Silver distance in? Why Not?

… I just thought I'd ask. ❖

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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 Aero Club of Canada (ACC), the Canadian national aero club representing Canada in the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of the national aero clubs. The ACC delegates to SAC the supervision of FAI related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for world soaring championships.

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Images may be sent as photo prints or as hi-resolution greyscale/colour .jpg or .tif files. Prints returned on request.

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 Zone Director.

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L'ASSOCIATION CANADIENNE DE VOL À VOILE

est une organisation à but non lucratif formée d'enthousiastes et vouée à l'essor de cette activité sous toutes ses formes, sur le plan national et international. L'association est membre de l'Aéro-Club du Canada (ACC), qui représente le Canada au sein de la Fédération Aéronautique Internationale (FAI), laquelle est responsable des sports aériens à l'échelle mondiale et formée des aéroclubs nationaux. L'ACC a confié à l'ACVV la supervision des activités vélivoles aux normes de la FAI, telles les tentatives de record, la sanction des compétitions, la délivrance des insignes, et la sélection des membres de l'équipe nationale aux compétitions mondiales.

free flight est le journal officiel de l'ACVV.

Les articles publiés dans *free flight* proviennent d'individus ou de groupes de vélivoles bienveillants. Leur contenu n'engage que leurs auteurs. Aucune rémunération n'est versée pour ces articles. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc. L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine.

Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations. Les photos vous seront retournées sur demande.

free flight sert aussi de forum et on y publiera les lettres des lecteurs selon l'espace disponible. Leur contenu ne saurait engager la responsabilité du magazine, ni celle de l'association. Toute personne qui désire faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional.

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letters

Looking for old soaring photos to archive

The editor of the Vintage Glider Club magazine, *VGC News*, has asked me if I can provide any photographs of early days of gliding in Canada. With the passing of so many of our oldtimers, we are in danger of losing all records of our early history so this request made me realize that we should try to collect whatever we can, before it is too late.

If any reader has anything at all that may be of interest, or if you know of anyone else who may have material, I urge you to try and dig it out or to borrow it.

Contact Terry Beasley
Box 169, L'Orignal, ON K0B 1K0
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Penny flies again

Thanks to Freedom's Wings *[disabled flight]* program and the professionalism of the (Gatineau Gliding) club I went gliding for the second time. The first adventure was two years ago which I never expected to experience again. This adventure gave me the most up-lifting sense of confidence in myself and made me feel that others saw abilities within me, not my disability of deaf-blindness.

When professionals strive to provide a physically and intellectually exciting and challenging introduction to flight they do so with the belief that each person has the capacity to meet the challenges this experience entails. This is the basics of demonstrating respect for persons with disabilities. My thanks to this program for a physically and intellectually exciting and challenging introduction to flight.

With the professional assistance of an intervenor, Alvin Brown, I traveled to the airfield, about an hour drive from my home. I had used an FM system last time to hear the person with me in the glider; this time I just used the processor of my cochlear implant. I found that I heard most of what was said. My first impression was how I felt when Charles Petersen began his explanation of the instruments in front of me, detailed so that I felt he expected me to understand his understanding of the instrument panel; that certainly gave me the feeling that we were communicating at an equal level, adult to adult. Most often, other adults tend to treat me as if I had mental disabilities and they simplify what they might otherwise communicate to someone who can see and hear. I was shown the release knob; this is what releases the glider, which is attached to the small plane. I pulled it, Charles put the rope on, I let go and it was locked in. Then I pulled it again, to test that it was releasing perfectly, and pulled again to put the rope in and let go to lock the rope in place. Team work, we started with team work! What a thrill.

I noticed more about detail than last time out, because the first time I was so focussed on trying to hear, that I didn't absorb as much about details of navigation and instruments. Charles put lead weighted bags, 50 pounds, behind my back to give more weight to the front of the glider. The glider needs to be balanced over the wings. Before I got in the glider, I did walk around it to refresh my memory; the length of the wings surprised me.

Charles began a play-by-play of what he could see as we started our 17 minute adventure. We started forward, before long we were at 200 feet, Charles talking the whole time, either describing what was beneath us, or to the right and left side. He kept me informed as to our airspeed, height, and which direction he planned to turn before he actually began the turn. I had the feeling of seeing; it was incredible.

As we towed upward, Charles explained that he was following the movement of the small plane, so when it turned he moved the control stick to place the wings in position to be sure we followed the plane smoothly. I put my hand lightly on the control stick to feel his movement as he informed me what he would do, always before he did the moves.

When we reached 3000 feet, Charles asked me if I remembered where the release knob was – I said I did – he asked me to release us! I was so surprised that he had confidence in my doing anything; I was going to release us! This may seem insignificant to you, but to me it was like someone had given me an extremely important task and knew I had the ability to do it. I certainly had no difficulty in releasing, but pulling on that knob gave me such a thrill. I had done something important!

During this adventure Charles allowed me a few minutes of control, asked me to maneuver the glider by moving the control stick the way he did as he told me he was turning, and I felt my stick move as he turned with the use of his control stick. I moved mine a little too much; it is very sensitive and requires just a slight movement.

I learned more in such a short period of time about physics, aerodynamics, and safety procedures. I have more appreciation after today of the skill required to glide and control where you are going and how to get where you want to be. After all, you only have the elements of nature and your skill with the controls to use. I am so impressed about all the components that come into play to achieve a planned flight given the condition of the sky and all its elements. I know what I now understand is just the tip of the iceberg compared to all that a person needs to know. Yet I am totally in awe of anyone ⇨ **p16**

Zen, beer & cotton candy...

or

how to blow a contest day at the Nationals and still feel good at the end of it

Roger Hildesheim, GGC

THE DAY STARTED AS ANY OTHER CONTEST DAY. Pilot's meeting at 1000, grid by 1200, launch by 1330. The task was Hawkesbury, Wendover, Cornwall, Iroquois and return to Hawkesbury. After struggling to get up to at least 3000 feet for a good start, I set off with 3200 feet under my belt. The leg to Wendover was low but by the book. Climb, run, and follow the energy and the clouds. The Alfred Bog then provided a welcome 3 knot boost and it was off towards Cornwall.

However, on the run to Cornwall, the cu started disappearing as did the lift. By the time I touched the 20 kilometre Cornwall ring things were getting downright soft with not a cu in sight toward Iroquois. No problem, shift gears, slow down … right. Well that's all good when you are still within the working band of lift and I was well below that band. I was out of gears to downshift.

After a few valiant attempts at climbing in CTTs (Canadian Taxpayer Thermals – every foot you gain in altitude drifts you 3 feet further downwind…), I listened to the voice of my instructors from so many years ago, resigned myself to an outlanding and entered a circuit for Maxville strip at the appropriate 800 feet or so.

After running through my pre-landing checks, I noticed some activity in the fairgrounds adjacent to the landing strip but filed that distraction away as my landing was imminent. While rolling out after landing, I remember hearing what sounded like a radio announcer and carnival music. My throughts ranged the full psychoanalytical spectrum from, "hey, the voices really are talking to me" to "who is the joker on 123.3". However, once my rollout was complete, the music was more of a surround sound experience than what a tiny speaker from an aircraft radio (or my mind for that matter) could ever provide. Opening the canopy and looking across the landing strip, I was surprised to see a horse show in the adjacent fairground ring with a full-blown midway complete with rides.

Cool! – never landed at a fair before…

The fairgoers were too busy to notice that I had quietly landed on the strip beside the fairgrounds so I pushed 'AT' off to the side of the strip and called my crew for a retrieve. As I closed the canopy I decided "when in Rome do as the Romans" knowing that my crew was at least 45 minutes away. The midway rides were tempting but I had been bounced around in thermals enough for the day. Soon I was in front of the food concession stands and with lunch being a distant memory (somewhere over Pendleton in a weak 1 knot thermal), cotton candy was the ticket. Finishing the cotton candy (with a root beer chaser), a more primal glider pilot instinct took control of my thoughts: hot day, no more flying, crew at least 30 minutes away, fair ground… there *must* be a beer tent… Sure enough, an oasis in the desert – salvation. Funny how easy it was to find the beer tent 10 minutes after landing, yet 45 minutes earlier I couldn't find a decent thermal within 10 kilometres of Maxville...

Within minutes I had a plastic cup (glass bottles being the beer tent equivalent of carrying a firearm) full of Canada's finest in my hand. The sharp edge of disappointment in my flying skills for the day mellowed somewhat. After watching the last event of the horse show and feeling quite refreshed, I decided that the time was right to make my way to the access road to meet my crew.

Lucile arrived with the trailer in short order but unfortunately the midway, concessions, and horse show were all closing for the day. Twenty minutes later, 'AT' was packed in the trailer and Maxville disappeared in the rear view mirror as we made our way back to Hawkesbury.

Looking back at the events of that day it is amazing how diverse threads of adventure criss-cross through our lives. Cross-country soaring tends to accelerate the frequency and number of these adventures in some very unusual ways.

Was I disappointed after landing out, of course… Would I stop competing after this day, never. So, putting a personal twist on a Zen saying:

If you are angry you are living in the past,
If you are afraid you are living in the future,
Live for the moment …

and have some cotton candy and a beer to help keep it real.

Cheers ❖

Hot & blue ... the Region 8 Sports class contest

Tony Burton, Cu Nim

Tony Burton

URSULA AND I ARRIVED at Ephrata, Washington Friday afternoon, 30 June, a 9-1/2 hour drive from Claresholm and exactly 800 kilometres. Sunday was the first practice day so we used the Saturday morning to sight-see the area – always a pleasure as the landscapes to the west and north of Ephrata feature some impressive volcanic features and ice age flood remnants. In the afternoon we rigged and I had a flight to re-acquaint myself with the local area, circuit procedures, etc.

I really didn't know what my prospects were for the contest prior to Day 1. I had won twice in three earlier Sports class contests at Ephrata in the 90s with the RS-15, but I had no idea if the Russia would be competitive, regardless of its 1.18 handicap. Well, we flew all six days in hot and blue conditions. How did I do? The short story is:

	Place	Pts	Cumulative
Day 1	3	979	3
Day 2	4	891	2
Day 3	2	982	2
Day 4	16	394	10 (the only landout!)
Day 5	2	960	5
Day 6	6	832	4

There are 32 gliders in the contest: 7 in Open class, 9 in 15m class, and 16 in Sports class, those in Sports ranging in performance from a Ka6 to the Discus 2. There was supposed to be another Russia registered but it didn't show – too bad.

Practice Day 1 July – 2 hour PST (Pilot Selected Turnpoints) – Cirrus moved in from the south which got thicker as the afternoon progressed. I tried to stay in the sunshine which was retreating from the airfield. There were some good thermals on the shade line which got me high enough to return. Final glide here is a bit worrisome given the unlandable area surrounding the airport. It's as much a mental worry as a physical one. The airport elevation is 1270 feet.

The long range weather isn't my cup of tea. It looks like it may be mostly blue going to really hot, starting at 31C and climbing from there. Central Washington (called "The Basin") is forecast for 40 (104°F) on Thursday! Pilots here say that high temperatures in this area are not necessarily bad for soaring – unlike southern Alberta where it usually gets very stable then.

The day ended with keg beer and chips and salsa on the clubhouse deck. The airport has a new Seattle Gliding Council clubhouse for the various clubs that fly here – it even has a downstairs bunkroom to go with the upstairs kitchen, library, sofas, and big deck.

DAY 1 Monday Task 2-1/2 hour PST for all classes with mandatory first turn at Mansfield (57 km to the north).

The day began with considerable cirrus which was forecast to clear – which it did around noon. The tephigram indicated only 4 knot lift and blue conditions with max heating around 5 pm and lift to perhaps 7000 msl. It didn't look that great. A sniffer was sent off at noon and struggled so launches began at 1320. Tows were to 2500 feet (3800 msl) over the edge of the plateau visible in the photo above to give everyone a better chance of getting away and this launch height was maintained for all contest days. I was happy to be at the back of the Sports class grid and was off at 2 pm. There was a lot of local scratching to get height for a comfortable start.

Then, quite rapidly around 2:30, the lift got amazingly better with the area's famous dust devils subbing in for cumulus as lift markers. The good lift was widely spaced but that helped as there was less temptation to slow down in weak climbs. For a while, flashing wings up the course line to Mansfield were also good markers. The first great and bumpy thermal I got after the initial start cruise was in a dust devil – 8 knots average. The Open class ships, which had launched last, zeroed in like sharks after a minnow. It was quite impressive to see all those big wings zoom in and join me in the lift.

The hang glider crowd were having their own competition out of Chelan (20 km west of Mansfield on the other side of the Columbia River), so I saw a couple of "butterflies" when I was in that area, and several times later on other days. Everyone flew most or all of their legs up on the plateau to the northwest of Ephrata which is very good "local" soaring country. The plateau is a large oval area, 500-1000 feet above Ephrata, roughly 50 x 100 km in size, oriented NE-SW, drained to the SW by the impressive basalt-cliff-bordered Moses Coulee. The Columbia River loops around the north and west of the plateau up to 1200 feet below its edge.

It was a fine day – early lift went to 7000 and the best got to 10,000 under the odd unforecast cu (the only ones we saw for the contest). Most of the last half of the flight I was roaring along at 75-85 knots, fifth gear for a Russia, and sometimes overdrive – yellow airspeed. I could have done a little better, but not by much, I think.

The day ended with an evening of keg beer, ribs, and beans on the clubhouse deck – and the big rush to the bulletin board when the scores were posted. My handicapped speed was 94.1 km/h, only 2 km/h slower than the winning Discus, good for 979 points and third place! E2 and I were going to be competitive after all. This was a great way to get my contest off to a running start. Best of all, E2 got some respect and I wouldn't be regarded as an also-ran. My game face was now on; let's see how it goes.

DAY 2 Tuesday High temp 32; 3 hours for all classes, Assigned Task with 2 TPs for 15m and Open, PST with mandatory TPs of Mansfield and Wilbur for Sports. Light cirrus bands would cross the area in the afternoon.

Lift was weaker but 4-5 knots average if you could find and centre it, dust devils being the best indicators as usual. Local lift was only going to about 6500 feet; it was hard to use and I messed around for 1-1/2 hours trying to get a decent height for a start, the cirrus being part of the problem then. Finally, I left at 3 pm with only 5000 (way too low) feet in hand but I had to get going – everyone else had departed and I would be flying after 6 pm to finish.

Heading out slowly, I was down to 4000 (2000 agl on the plateau) then ran into a 6 knotter to over 7000 and I was finally on my way. Getting to Mansfield another 50 km north took only two more thermals. Turning east towards Wilbur and off the plateau, it was harder to find those good ones worth continuing to turn in. The rest of the flight was a hot slog. I slowed down to conserve height and my average height was only about 6200 feet. Just short of my last chosen turnpoint 38 km north of home I sank down to 800 feet above ground (2200 msl) over Coulee City airport, radioed that I was landing, and was just about to lower the gear when my saviour thermal appeared. It took me slowly to 5200 feet and I moved the 8 km over to the turnpoint, then looked for something to get me up to final glide height of about 7500 (one had to finish over 1000 agl to avoid a time penalty.) The thermal showed up and I got home – one of the last after 5 hours airborne. I was beat and just glad to make it back to avoid getting a small number of points just for the distance achieved.

When the scores were posted, I was amazed to see that the sheet had me in 4th place and 2nd cumulative – I guess everyone else had the same problems as I finding decent lift.

Day 3 Wednesday Temp 36; 3 hour PST with Niles Corners (83 km away up on the NNE end of the plateau) as a mandatory first TP. No cirrus and somewhat stronger lift predicted. The word was drink until you slosh for the rest of the contest.

It was hot on the ramp – the staging, take-off and landing for the fleet is on a vast area of asphalt that used to be the ramp of a USAF bomber base in WWII. The best way to be cool was to soak my hat and long-sleeved T-shirt. The soaring was as forecast and the top of convection was a bit above 9000 feet – it felt so good being high and having some room to go fast in the blue.

My problem, as with yesterday, is that the lift close to Ephrata isn't always reliable and it was difficult to get to a decent start height. I asked Mike Thompson, another BC regular here, why that was so and he said it just was. Sometimes you have to start and hope.

The Sports class start gate opened at 2:30 – I was trying for 7000 because the ground rises to the north and one needs to get that first enroute thermal while you still have height to return if you don't find it. On my first start I did decide to come back but then it took me almost an hour to get up to a "safe" departure height again. By that time everyone but one other glider (again) had left and I was going to have to fly until 6:30.

On course I felt like the Maytag repairman but the thermals were very reliable and I didn't waste too much time. The only hiccup was that I got home a minute and a half early and a thousand feet extra in hand. That cost me in speed because the leg distances chosen were (almost) fixed. Every pilot spent the afternoon bashing around the popular plateau turnpoints, race track fashion.

I did well, getting six turnpoints and coming in second place at 96.1 km/h and 288 km for 982 points, 2852 total, still second place overall. The Discus driver has won all three days now – this time beating me by a tad over a mile per hour and 4 miles in total distance (handicapped as always). Alex Kain and Mike Bamberg, a pair of pilots flying a Grob 103, have also been going very well and are now my chief rivals.

Hindsight can be a teacher, though suspect is a useful one. The TP cylinders are a mile in diameter so if I had flown further into the circles rather than just nicking them, the extra scoring distance and resulting no wasted

Alex Kain

Down in the dirt on the plateau. Ursula had just arrived with extra helpers – the Grob 103 team. They won handily today and vaulted into a strong second place overall. I think they came along to make sure I really had outlanded.

time and altitude at the finish may have been enough to just beat him. Contests are often won by seconds regardless of the size of the task.

This being Independence Day, there was a great evening salmon and chicken feed on the clubhouse deck. That was followed by a "talent" show featuring anyone who would step up to the front. I contributed with a dramatic recitation of cowboy poetry – glider-style – "Few Crew" from the 2007/3 issue of *free flight* and "Casey at the Nats" from the 2000/4 issue. The versifying was a hit and I got requests for copies.

Day 4 Thursday Temp going to 41; blue with average 6-7 knot lift to about 8500; 2-1/2 hour PST, Waterville (55 km NE) a mandatory TP. The trigger temp is 34C! A pilot said, "I sure wouldn't be doing this if it were a job." Tomorrow the forecast is for 36 with the wind changing to the northwest. This wind direction usually means a stable air inflow so maybe it will be a rest day. To beat the morning heat, Ursula and I started going back to our air conditioned room at the motel for a cool rest and lunch between the pilot's meeting and gridding. On the ramp at 1230, it was torrid and I kept as fresh as possible – a parasol and a soaked towel around the neck was added to the wet T-shirt fashion.

Off tow, the lift was certainly more consistent than yesterday, and I was able to make a decent start at 1:43. For two hours it was good going but on the last leg home the thermals rapidly died down and I allowed myself to get too low and it was a landout 25 km north of home in a big soft dirt field. Too soft – the wheel sunk way down into the dirt – the gear retracted with a bang and E2 was on its belly with a broken gear door as well. The soil here is loose, dusty loess with not a lot of organic material in it to act as a binder. That's why it heats so well and produces many big dust devils to work with. A lot of farm tractors here are on treads, not wheels.

I was the only one to land out in Sports (an Open class pilot was the other one, landing in a field just a couple of miles north of me). It gave me a pretty sad 394 points for the distance and dropped me way down to tenth place overall. Other pilots remarked about the thermals switching off on the last part of the route I took; getting low was deadly as a result.

Day 5 Friday Temp 38; 2 hour PST with a mandatory TP again at a highway intersection 35 km to the north. The winds were westerly aloft but the dreaded marine air didn't show up. If you could find them, the good thermals tended to be 6 knots average until about 7500 feet. There was a huge spread in the dewpoint temperature – the relative humidity was a parched 12%.

My day started at 7 am when I got E2's fuselage upside down on some grass near the clubhouse to see what damage I had done the previous day. As I suspected, the downlock had bent and released under the horizontal overload from the wheel getting buried in the dirt. (If I have to do it here in a fallow field again, I think I'll land gear up.) I had a spare that I had manufactured so that part was changed out easily. However, two attempts to quickly re-epoxy the door back together failed the retraction test, so I flew without it (it was no problem). The fuselage finally got re-assembled, ship re-rigged, then thoroughly de-dusted and washed by Ursula while I was in the clubhouse getting my core body temperature down. We made it to the grid at 1 o'clock, just minutes before I was launched.

The flight went well, I never got really low though I was hesitant to push too hard given the forecast and yesterday's events. The most satisfying part of the day was that shortly before the start gate opened, I got a really good thermal to 8000 feet right on the edge of the start circle – and quickly a large carousel of gliders joined in below. It was a fine way to get out on task – altitude to burn – a real treat.

During the task, a band of cirrus parked itself over the plateau where everyone was flying. With height and a good max L/D, you could glide across the shaded ground but that was out for me, so my turnpoint choices had become limited. Nevertheless, the legs I flew used up the two hours plus a couple of minutes. Three pilots landed out today – again being low was bad. I came in second at 84.3 km/h, earning 960 points, and bounded back up the list to fifth place with 4207 points. I beat the ⇨ **p15**

Tony Burton

An undignified position for a glider. The morning's repair work pulled in a lot of curious pilots.

The flight of the "Hang Loose"

Marc Gagnon, GGC

Martin Lacasse

AT THE END OF A GLOOMY AFTERNOON this July, I proceeded toward Pendleton, leaving my digital camera behind, thinking that there would be very limited photo opportunities at the German Sausage Dinner being held that night. Not too long after I passed the gate, just before I got into the wooded area, I spotted a family of wild turkeys and stopped my car to reach for my small backup 35mm camera, but I found these birds surprisingly agile fliers and very cunning. I tried to follow them in the field without success until I raised my eyes above the patch of vegetation where they were hiding. This is when I entered into another dimension, a land of imagination: the Pendleton Zone.

Parked at the end of runway 13 was a silhouette reminiscent of Otto Lilienthal's glider. I just could not believe my eyes and rushed to my car to drive onto the field. When I arrived, a visiting German pilot was being briefed about the flying characteristics of the *Hang Loose*, the "object" I had seen suspended from our big hangar ceiling ever since I became a member. Never thinking it could actually fly – it was – right in front of my eyes, on tow behind a very nice Volvo driven by Ron Smith!

When Herbert (the German pilot) landed, Martin Lacasse and Doug Laurie-Lean twisted my arm and convinced me to hang loose like they had done earlier that day. I had not felt like this since I soloed on that cold morning of mid-November 2003. I had cold feet but it was not because of the weather this time. There was no cockpit, no canopy, no instruments, no structure to absorb my impact — I was in the front row (photo above), sitting on a wooden chair screwed to half of an alpine ski, without any snow under it!

As my wing man was ready I thought — would my life insurance plan cover this kind of crash? I did not have a lot of time to think about the answer; as the Volvo sped down runway 31, my wing dropped and I had to take control of this kite. A kite it was! I was at 25 feet in no time and then wondered if it was a real good idea to overtake the car. The wind blew in my face; I felt like a bird out of the nest, trying to fly for the first time. I was thinking about Ray Bastien's stories of being towed by a jeep with flying instructions from a shouting Brother Hormisdas, except that there was nobody shouting, only the wind in my ears. I managed to clear the asphalt and land on the grass at the end of the field. But it wasn't over yet — as my instructor had told me that November morning, a second solo flight is required just to make sure that the first one wasn't a fluke! So I gladly sat again on the hot seat (by then, it was) and flew down 13, letting my imagination go as wild as those turkeys – feeling like shouting, "look mom, no hands!" Why pay for counselling when you can rediscover the kid in you for free?

The inventor of this unique flying Freudian couch, Jack Lambie, was an extraordinary character who recently passed away. Go to <*www.privitt.com/hang_loose.htm*> for more information about the Hang Loose and Jack on the birth of the sport of hang gliding on 23 May 1971. *[do it – this is a hilarious must-read. editor]*

What I did not know, however, is that our GGC version of the Hang Loose is the only one of its kind in the world. It was built in 1971 by Elvie Smith and his then young son Ron (read about Elvie in *free flight 6/99)*. Ron made his first flight in it when he was 13 years old, taking instruc-

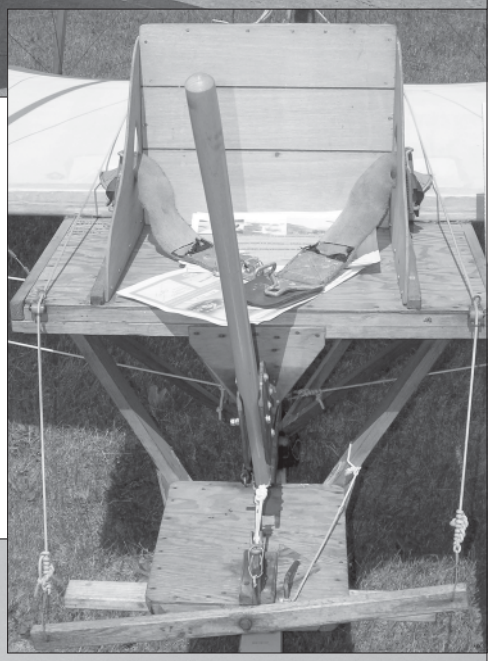
tions from his father who was sitting on the back door of a station wagon. But the Hang Loose was difficult to control with only weight shifting, so his father added all the control surfaces and the famous wooden chair. Wow! Can you imagine this? It must have been exciting!

When I was a kid growing up in Rimouski, there was little to do during the summer. I loved airplanes, so I would sometime crawl in the fields of hay bordering the single runway at the municipal airport, hiding just to see Paul Lapointe (a friend of my mother who was a Spitfire pilot during the war) take off in the Fairchild F-27 owned by Québecair, then headquartered in Rimouski. The sound of the Rolls-Royce Dart engines were music to my ears and I was trying to imagine what it must have been to be flying in the front seat. Who would have thought that forty years later, I would be experiencing what it is to leave the hay field behind and still smell it!

So, hang loose in the Pendleton Zone, you might be surprised what can happen at the end of a rainy day! ❖

Some data and history – Ron & Dave Smith

My brother Ron will remember the early days better than I, as I was quite young when it was built in the carpenter shop at Pendleton. I took a greater interest in the glider after soloing in it at age 9. Over the years, I've recovered the glider three times. The last time, assisted by Martin Lacasse, I used proper aircraft grade Ceconite, rather than the previous lumber yard plastic sheet per Lambie's original building instructions. ⇨ **p17**



Hang Loose is being cleaned up by Tara and Alex Smith prior to a fly-in at Pendleton earlier this summer.

3-axis controls of wood and string are a great improvement over weight-shift. Note the rudder bar orientation.

Below, it flies – it flies! Hang Loose on a kite flight down the airfield piloted by Doug Laurie-Lean.

Martin Lacasse

A week to remember

Eva Dillon, Pierre Gagnon & Dan Cook

HERE WE WERE, soaring the skies above Rockton to complete our final day of training for the Eastern Region SAC Glider Instructor Course. Hosted by SOSA, SAC course directors and instructor candidates from six clubs in Ontario and Quebec participated in the week long course, bringing a variety of experience and perspectives with them.

The course combined hands-on flight lessons with round table discussion on safety, flying, and teaching techniques. The number of years between our initial ground school training and the course ranged from 2 to 14 years resulting in both a refresher of several concepts and a refinement of previously learned material. We soon acknowledged that instructing was not always as simple as it seemed. In class, our instructors recalled odd things candidates had told them to do in the air like using your yaw string to roll into the turn. They also recalled worst case scenario student experiences they had encountered over the years and how they were handled.

Half of the course had their initial glider training with the Air Cadet program resulting in productive dialogue and appreciation and understanding of the differences in training curriculum. Interesting differences were also noted during discussion of teaching techniques between candidates who are currently post secondary students and other candidates that are employed as teachers.

An important aspect of the course was the role-playing where the instructor candidates provide instruction to their "students" and correct any faults. Eva recalled talking her "student" through the high altitude rope break simulation, an exercise she had not done previously. When Richard lowered the nose Eva initially thought he was pretending to be an overly aggressive student trying to put the glider into a vertical dive until he complied with her repeated direction to ease back on the stick and noted that he had regained target speed in two seconds. She was always taught to lower the nose and pull the release in the event of a rope break – but not that dramatically! Pierre described Richard's spin entry demonstration as more vigorous than his own. Ian was more subtle in his role-playing, leaving certain letters out of his checks or giving only short "yes" answers to everything.

Despite some challenging weather, we completed our training in the five days and are looking forward to refining our skills and utilizing the tools instilled during the course at our home clubs. One graduate had an interesting first weekend instructing that included an off-field landing with a student in a recently harvested local field. Selection of a field, the preference for landing into wind, uphill in the event of a slope, and preferably on dirt were all items discussed during the course and put to good use.

We would like to express gratitude to our course mentors Ian and his assistant Richard Sawyer, to SOSA for the use of their exceptional facilities and equipment, and to the friendly and helpful SOSA members, particularly tow-pilot Adam Oke and ground assistant Neil Wilson (solo pilot and a future instructor candidate).

Nous planions dans le ciel au dessus de Rockton pour compléter notre dernier jour d'entraînement dans le cadre du Cours d'Instructeur de la SAC pour la région de l'Est. Les directeurs du cours et les candidats instructeurs venant de six club de l'Ontario et du Québec ont participé pendant une semaine au cours organisé à la SOSA en apportant une variété d'expériences et de perspectives avec eux.

Le cours combinait des leçons pratiques en vol et des discussions autour d'une table sur des sujets touchant la sécurité, les techniques de vol et les principes d'enseigne-

Rear: Ian Oldaker (Course Director), John Bender (Guelph), Eva Dillon (Guelph), Pierre Gagnon (CVV Québec), Richard Sawyer (Assistant Course Director).
Front: Majed Piedra Abu Sharar (RVSS), Nick Major (RVSS), Jim Miller (Great Lakes)

ment. L'expérience des candidats instructeurs variait de 2 à 14 ans depuis leur formation initiale au sol, par conséquent plusieurs concepts ont pu être rafraîchis et du matériel déjà appris a pu être raffiné. Les candidats ont pu apprécier qu'enseigner n'est pas toujours aussi simple qu'il n'y paraît. En classe nos instructeurs ont révisé les bizarreries entendues des candidats en vol comme utiliser la laine collée à la verrière pour entrer en virage. Ils ont aussi rappelé des anecdotes souvent dramatiques tirées de leur expérience personnelle avec des étudiants imprévisibles et ont expliqué comment ils s'en sont sortis.

La moitié des candidats instructeurs avaient complété leur entraînement initial avec les cadets ce qui a provoqué des dialogues constructifs mettant en lumière les différences dans les approches pédagogiques des différents programmes. Des perspectives intéressantes sont aussi apparues du fait que certains candidats étaient encore activement engagés dans leurs études alors que d'autres étaient employés depuis plusieurs années à titre d'enseignants professionnels.

Une partie importante du cours pour les candidats consistait à jouer le rôle d'un instructeur et de corriger les fautes d'un prétendu élève-pilote. Eva raconte qu'elle a dû guider son élève dans un exercice de bris de câble à haute altitude alors qu'elle n'avait jamais fait cet exercice auparavant. Lorsque Richard a abaissé le nez de l'appareil, Eva a cru qu'il jouait à l'élève hyperactif plongeant verticalement jusqu'à ce que celui-ci obéisse à ses instructions répétées de ramener le manche et qu'elle note qu'il avait récupéré sa vitesse cible en dedans de deux secondes. On lui avait toujours enseigné d'abaisser le nez et de tirer la manette de largage en cas de bris de câble mais jamais de façon aussi dramatique. Pierre a décrit la démonstration d'entrée en vrilles de Richard comme étant beaucoup plus virile que sa propre méthode. Ian a fait preuve de plus de subtilité dans son rôle d'élève en omettant volontairement certaines lettres lors des vérifications et en répondant par un simple « oui » lorsqu'on lui posait des questions.

Malgré les conditions météorologiques éprouvantes nous avons complété notre entraînement en 5 jours et nous espérons bientôt raffiner nos habiletés en utilisant les outils qui nous ont été transmis au cours. Un des gradués a eu l'intéressante expérience d'une première fin de semaine d'instruction couronnée par un atterrissage aux vaches avec son étudiant dans un champ fraîchement coupé. La sélection du terrain, la direction d'atterrissage face au vent et en remontant la pente sont discutés pendant le cours et mis en pratique a bonne fin.

Western course – all members from Cu Nim
Rear: Danny Russell, Jean Claude, Paul Chalifour (towpilot), Allan Wood.
Front: Peter Vesely, Iebeling Kaastra, Dan Cook (Course Director), Peter Neary.

Les candidats instructeurs souhaitent exprimer leur gratitude à leurs mentors lors du cours Ian et Richard, au club SOSA pour l'utilisation de ses installations exceptionnelles et pour l'aide amicale et empressée de ses membres, particulièrement le pilote remorqueur Adam Oke et l'assistant au sol Neil Wilson (pilot solo et futur candidat au cours d'instructeur).

Meanwhile, out west

The SAC western instructor course was held at Cu Nim 13-17 August. The first day included a low ceiling and crosswinds but was flyable for instructor training. The remaining days proved better with sunny skies but the crosswinds persisted for most of the week. This made it harder for the instructor trainees to improve their take-off and landing demos but gave them the opportunity to improve their instruction on crosswind technique from the back seat.

Six candidates, all from Cu Nim, practised their patter and demonstrated their technique in the club's three L-13 Blaniks. Each day had a minimum of two instructional flights followed by several hours of theory and preparation for the next lessons. Each flight was briefed and debriefed by the course director. Instructor trainees then had to brief and debrief their student for each flight. Much of the time on the course is spent learning how to interpret what a student does correctly or incorrectly, to identify why they are doing it that way, and finally to prescribe exercises or techniques to correct any difficulties the student had with a particular skill.

The course director, and other instructors also worked with each instructor trainee to show them how far they should let students go on different phases of the flight training to allow learning and when the new instructor should take control to maintain safety. My thanks to Dave Morgan (CFI) and Paul Chalifour for their assistance on the course and in their acting ability as skilled or unskilled students.

Everyone found the days long but were enthusiastic at the rapid pace of learning. Each flight contained many stages or lessons from the curriculum to allow a compressed learning process for the instructor trainees during the five days. You would never teach a student this many skills on a single lesson but the instructor trainees had to already know how to fly very well to attend the course. Most felt a little discouraged by the second day as they realized it was a lot more difficult than it looked — by the end of the week all were unanimous that their confidence and knowledge had progressed by leaps. My thanks to Dave Morgan and Cu Nim for hosting the course and for their hospitality, and towpilots Barry Bradley and Lyn Michaud.

Congratulations to our dozen new instructors. ❖

NOAH

an emergency exit assist system for sailplanes

edited from material on the DG website and r.a.s.

IF YOU OWN A DG or some other sailplane where your legs are not under an instrument panel when the canopy is off, and your life is of interest to you, you might consider the NOAH system. Developed by Ballonfabrik Augsburg in conjunction with DG Flugzeugbau, it is like an automobile air bag; it can inflate, while automatically releasing the seat belt, and raise the pilot to the top of the cockpit side rails – greatly facilitating emergency exit.

General description That an emergency exit from a sailplane is a matter of only seconds is well known to most pilots. A German Air Ministry study of fatal accidents in gliders showed that nearly one-half of the fatal accidents involved a lack of quick emergency exit capabilities. The patented NOAH system enables the pilot to make an emergency exit from the sailplane in the shortest possible time. A fast emergency exit is usually impeded by several factors:

- The low seating position;
- Narrow cockpits make the lifting of the upper body by the arms difficult;
- High g forces, such as in a spiral dive after a collision;
- Poor physical condition of the pilot, or injury after a collision.

NOAH is an air cushion built into the seat, which on activation by one lever releases the seat belt, blows up the air cushion and lifts the pilot to the level of the fuselage side in about 1 second. The system design takes into account the stress level of the pilot making an emergency exit.

The air bag under the seat cushion has been activated and NOAH designer, Roelant Vanderbos, is accelerated up quickly as if he were sitting on an ejection seat. He did not use his hands to lift his body.

Protection against unwanted release Inadvertent activation of the system is prevented because the activator lever cannot be pushed when the canopy is closed. The seat belts can be released in the normal manner even with the emergency exit aid in place. Inadvertent activation by release of the seat belt is not possible.

Installation The system can be installed in most DGs as well as in LS gliders. It is also possible for NOAH to be installed in gliders of other manufacturers. Installation consists of installing the air cushion in the seat, installation of the actuator lever and its cables, and the installation of the pressure bottle in the fuselage behind the cockpit. The folded air cushion is only a few millimetres thick and is put under the seat cushion. There is no loss of comfort even for tall pilots.

Approval and security Because NOAH does not interfere with the normal emergency exit and none of the certification rules for emergency exits are compromised, there is nothing to prevent certification by the LBA (the German aviation authority).

Technical data

Total weight of all components	3.5 kg
Pressurization method	compressed air 200 bar
Inflation speed	0.7 sec
Function-span	pilot weight 110 kg, up to 4g

A video clip of the NOAH system being tested can be seen at <*www.dg-flugzeugbau.de/Videos/noah-system.wmv*>. The scene is only a few seconds long which is an indication of how fast the whole operation is.

Possible danger from an inadvertent activation First, an inadvertent release is extremely unlikely. However, with any technical device Murphy lives, so it is conceivable that it could occur. What would be the result?

In order to get to the bottom of this, DG planned to test for such an occurrence using a dummy. The compressed air was to be released without the seat belts being first undone. Would the pilot be squeezed badly or uncomfortably? What else might happen? Before this test was scheduled, a dumb thing occurred that led to an even better result. A pilot wanted to try the system on the ground, and due to a combination of construction and maintenance failures (someone is always "playing" with the system at DG) the Bowden cable on the seat belt had been cut through. The NOAH system was released while the pilot remained strapped in his seat!

With a puzzled look on his face, he opened the seat belt by hand and exited the aircraft with the help of the NOAH onto the ground! That all took about 2 seconds. So instead of a careful analysis from an experienced engineer, DG had an unwilling, living "dummy" testing the system who could give them a report.

The airbag had only inflated around his shoulders. There was no room for normal inflation under his seat because he was snugly strapped in. Naturally there was pressure

by the belts on the body but he reported that the pressure was less than that of inverted flight – certainly noticeable but quite easy to withstand. Opening the seat belt buckle was no problem and then the air bag inflated as it was designed to. If this had been a real occurrence in flight prior to bailing out, it would have caused a slight delay in departing the cockpit. It shouldn't occur during ordinary flight because the entire mechanism is blocked by the closed canopy. But even if it did, there is a hole in the bag that allows it to deflate in 30 seconds and everything is back to normal.

NOAH certified On 4 August 2002 the NOAH system was finally certified after it had been tested in the presence of an expert from the LBA. Other glider manufacturers have been offered the use of NOAH for their gliders. A certified retrofit has been done for a Discus.

So you have an expensive glider and you have a parachute! If you had a mid-air and were partially injured or in a spin or for another reason you couldn't exit easily, it would be nice to have an exit enhancement device which you could think of as your personal ejection seat, wouldn't it?

It can be difficult to extract oneself from most sailplane cockpits under the best of conditions, especially given that the average age of pilots these days means that upper body strength is suspect. Often one has to do a two-step physical maneuver to raise oneself up and get your feet under before you can go over the edge. Why not improve your chances; you wear a parachute, then why not consider using an emergency exit assist device like the NOAH system if it can be fitted? ❖

Hot & blue

from page 9

Discus pilot today by 4 points – a minor victory – he was still up in first place with 4831 points out of 5000. The Grob 103 team won the day again, closing in on the Discus, and they were over 400 points clear of third.

The west wind did finally arrive in the evening, strong and refreshing. We'll have to see if it really does have a bad effect on soaring tomorrow.

Day 6 Last day Temp 34; winds WNW and only 10-15 mph. Trigger temp 28. A strong inversion at 8000 feet will lower our max climbs to a bit over 7000 and there is going to be some cirrus in the area; that will be the biggest unknown on the soaring. Our task is a 2-hour PST with no restrictions.

Once in the air, we found that the very visible inversion was up over 9000 feet. As start approached, a bunch of Sports class ships were wafting around at the top of the lift a little above 8000 feet, then we were off. For me, the first hour and a half went very well (it's so nice to be high). The plan for the last half hour of the flight was to fly 35 kilometres south back to Ephrata from my current position, then finish off with the little 30 km out and return to our closest-in turnpoint.

It was not to be – somehow I avoided all the "real" thermals on the way back to Ephrata, arrived at 2500 agl, found nothing but bumps locally, and had to land. The upshot was that my finish was 13 minutes short of the minimum 2 hours. That dropped my actual speed to 70.4 km/h when it would have been about 83 if I had got that last O&R in – that would have given me another second place and something over 950 points. As it was, I was sixth for the day with 827 points and my final score was 5038 points out of 6000 and 238 points out of my hoped-for second place overall.

The fact that a good result in a whole contest can rest on one or two thermals is commonplace. The one I needed this day cost me some daily places, but the one I got at circuit height on Day 2 kept me a whole lot higher than that.

Even though the airmass was generally consistent throughout the contest, the many often subtle changes in local topography and surface characteristics had many pilots getting lots of lift in the blue while others complained of long, long glides of absolutely nothing.

The contest front-runner for all the previous days suffered my fate and was the only pilot to land out, he also threading around the available thermals. That was terrible luck – all he had to do to win the contest was to stay airborne. He got only 167 points and dropped to sixth place, and that lifted me to fourth overall. Had we not landed out we would have had the top two places locked up, but might-have-beens are fruitless thoughts.

An interesting aside in today's 15m and Open results (they had the same task) was that the Open class winner would have only placed sixth in the 15m class, most of them flying much faster, the difference probably being their start gate times. The final winners were the Grob 103 team with firsts on the last three days and a 474 point lead over second and 5749 points out of 6000. That was damn good flying.

Complete scores, flight logs of all pilots, etc. are on <*www.ssa.org/members/contestreports/contestresultsold.asp*> and select the Region 8 results pages.

So that was it – six days out of six of demanding contest flying. It was a great soaring experience, and I'll be back for more. ❖

Safety & Training

Dan Cook

What is a gliding flight plan?

Below is an e-mail that was forwarded to the Flight Training & Safety committee requesting a response. The response below was posted to the SAC Roundtable and forwarded to Nav Canada, Rescue Coordination Centres, and the TC *Safety Bulletin*.

The e-mail: A recent routine landout by a pilot who was being monitored by a NAVCAN Terminal controller produced the dispatch of a search helicopter from a rescue centre when radio contact was lost. It seems controllers do not realize that a landout (in a highly cultivated area) is routine and almost risk free.

If this becomes a regular response, a great deal of resources will be wasted, and it could be an excuse to charge SAC for services. Moreover Transport Canada could demand filing of flight plans and all that rigmarole. Other than exceptional flights over wild country, this would be ridiculous. There seems to be a suggestion that pilots should call Rescue Coordination after a landout. More bureaucracy. Does SAC have a position on this? Has it been discussed with NAVCAN?

FT&SC response: All pilots (including glider pilots) are required to file a flight plan, or flight itinerary with a responsible person in accordance with CAR 602.73 when planning to fly cross-country. As most glider cross-country flights are done from clubs, the requirement for a flight itinerary is routinely met by declaring your turnpoints with the field manager (responsible person) who will notify Search & Rescue should the pilot not return and is not heard from by the end of the soaring day. This information should be recorded on the club's operation log at the flightline prior to departure due to changes in personnel during the flying day. All glider pilots have been trained to notify the club after a landout that they are safely down and so that they can have the retrieve crew dispatched and prevent an unwanted search. Landing out is a normal and routine part of glider cross-country sport flying. We do not want to land out, but we must be prepared and plan for it because lift is not guaranteed.

As airspace becomes more complicated, many pilots are now contacting Nav Canada ATC facilities on their flights. If contact has been established it is customary for the pilot to let ATC know when they are leaving the frequency or airspace. Should a landout occur after contact has been made and before notifying leaving the frequency or airspace it would be prudent for the pilot to also notify Nav Canada through any ATC facility that they have landed safely to prevent an unwanted search to be initiated. Should the pilot not be able to call ATC they can relay a message on 121.5 MHz to overflying commercial traffic that routinely monitor the frequency.

In addition, more gliders are using ELTs and the pilot should monitor 121.5 MHz after any landing to ensure their transmitter has not been activated. Often Regional Rescue Centres start a telephone search on ELT activation but often will commit resources when NAVCAN reports a radar contact has been lost and communications cannot be reestablished. Failure to follow any of the above explanations could result in the pilot being financially responsible for the rescue costs.

For more information see AIM section RAC 3.0 and SAR *<http://www.tc.gc.ca/CivilAviation/publications/tp14371/RAC/3-0.htm>* .

When the adrenalin kicks in

The comment below received from Brian Bange follows right along with the book review of "BLINK" in the last issue where the author had given similar examples. It is also why Ian Oldaker introduced "Options" in CISTRSC-O. Get ready to "WROLL" was added in an earlier article to explain what options to consider ... Dan

I learned from a police psychologist once that when we are confronted with a life threatening situation, our bodies sometimes will give us a shot of adrenalin. One effect is that of pulling the blood into the central organs to stem the flow of blood if we are hurt. Another effect is diminished mental capacity: becoming the classic "deer in the headlights". If you are confronted with something that causes this adrenalin jolt, you will *not* be able to sit and calmly reason your way out of the situation you find yourself in. A friend gave me a good saying: "you don't rise to the occasion, you revert to your training".

The police psychologist reinforced this. He was part of a study that looked at situations where police had used their guns.

The least dangerous situation was where a police officer was on duty and was called to a situation. The second least dangerous situation was where an officer was off duty, working a security job. By far the most dangerous situation was where the officer was off duty and with their family and had to respond. In this situation they are no more equipped to handle the situation than the average citizen.

The analogy is this: if you have training and you have been thinking about that training and how to handle the situation before entering into it, you are far more likely to be able to have those skills available when you get the adrenalin jolt. Because of this, I now mentally go through my emergency procedures for a rope break on takeoff before I hook up. This includes moving all the controls the way I'd need to if the emergency happens.

Here's an example: we have an instructor with 5000 hours who had a rope break at 100 feet. He sideslipped in the Blanik and groundlooped it before he hit the fence. When the dust settled, his student asked why he never used the spoilers. Obviously the adrenalin kept him from thinking about them, as they are never used in the takeoff, so they didn't exist for him in this situation. Draw from this what you will. ❖

Letters

from page 5

who can successfully glide and return exactly to the runway! If we do large circles we lose height, so give and take of this to achieve the flight plan. This ride was not full of large circles but it was interesting because I was more into … feeling what our position change felt like with the maneuvering.

When Charles told me he was near to landing he used the control that is like a brake, to slow us down. I felt that control when he moved it and its impact on our forward motion. His play-by-play continued as he gave me details of how close we were to the ground. Oh to see, for 17 minutes! Back on the ground, deaf and blind, but having been inspired because I learned something about flying, not from a text book, but from an experience that challenged my body and mind.

Penny Leclair, Ottawa

... Hang Loose

from page 11

"Dramatic" further improvements were made when a back to the seat was added to prevent falling backwards during rapid car accelerations, and the lengthened control stick gave the effect of having powered controls … Wingtip drag skids were also added to prevent the aileron control horns from being damaged (that had been an ongoing problem). The flags were added by an artist friend of ours, Tim Dolla. The flags do make the glider much more colourful.

The pitch rate of Hang Loose is normal, but roll rate is slow and could need to be supplemented by yaw to pick up a wing. It takes about five minutes to complete a full run around the triangular runways. The turns are flown flat so that the glider flies a bigger radius turn than the car, allowing the car to corner around the airport at a lower speed.

Hang Loose now weighs about 120 pounds and flies at about 20 mph (go any faster and everything starts to flutter!). Its "normal" operating height is about 4 feet (no higher than you are comfortable falling from). The glider is never released during its flight. That was tried once and it came back to earth brick-like.

I (Ron) was 12 years old the winter of 1970-71 when we built the glider – I did the simple grunt work, my dad did all the more skillful work. The summer of 1971, my dad used his two week summer holidays to finish the glider in the carpenter shop at Pendleton. ❖

Hang Loose about to be flown one evening by a young and keen Ron Smith in the summer of '71 – the setting sun shining through all the plastic was dramatic!

This brand new flying machine had no seat-back and the wing struts were streamlined with coloured paper that didn't last too long.

Tony Burton

US Region 3 contest notes

Five Canadian pilots went to the Region 3 contest this year at Elmira – Andy and Chris Gough (44 and MF), Steve Newfield (U2), Udo Rumpf (ET) and Larry Springford (S1). There were five contest days out of a possible seven, and most of the days were good soaring days. There were 37 pilots competing in three classes – 15m, Standard and Sports.

The Harris Hill site is in a beautiful setting on a hill above Elmira NY, overlooking a valley, and it is particularly stunning when the valley is full of fog, and it looks like the hill is floating on air. We had three mornings when the valley was fog-bound. Next to the airport is a park area where campers can stay, and it includes a large picnic area where the evening parties are held, and is next door to a swimming pool that is available for free swims and showers for the campers.

The National Soaring Museum is located on the hill and it is worth a visit for any soaring pilot. The contest was a lot of fun – there were five catered dinners, and it is only a three hour drive from the border, so is relatively close for Southern Ontarians.

The five Canadians did well; Andy won the Standard class, moving into first place on the last day; Steve, Udo and Larry came 4th, 7th, and 10th respectively out of 14 in the 15m class, and Chris came 6th of 16 in the Sports class – his first US contest.

Lynne Gough

FAI badges

Walter Weir

3 Sumac Court, Burketon, RR2, Blackstock, ON L0B 1B0
(905) 263-4374, *<waltweir@ca.inter.net>*

The following badge legs were recorded in the Canadian Soaring Register during the period 11 July to 11 September 2007.

GOLD BADGE

320	Herman ten Cate	SOSA

SILVER BADGE

1011	Malcolm McLaren	London	1015	Gary Hill	Edmonton
1012	Michael Ronan	Great Lakes	1016	Stephen Oakley	Air Sailing
1013	Derek Wood	London	1017	Wiktor Puzej	York
1014	Guy Blood	Edmonton			

***DIAMOND DISTANCE** (500 km flight)*

Michael Ronan	Great Lakes	504.3	Ventus bT	Seminole Lake, FL
Chris Gough	SOSA	504.1	Jantar	Rockton, ON

***DIAMOND GOAL** (300 km declared flight)*

Randy Neilson	Great Lakes	320.3	ASW-19	Colgan, ON
Michael Ronan	Great Lakes	386.9	Ventus bT	Seminole Lake, FL
Luke Szczepaniak	SOSA	302.4	Jantar	Rockton, ON
Herman ten Cate	SOSA	302.4	Jantar	Rockton, ON

***GOLD DISTANCE** (300 km flight)*

Randy Neilson	Great Lakes	320.3	ASW-19	Colgan, ON
Michael Ronan	Great Lakes	386.9	Ventus bT	Seminole Lake, FL
Keith Watson	Rockies	302.1	Astir	Invermere, BC
Luke Szczepaniak	SOSA	302.4	Jantar	Rockton, ON
Herman ten Cate	SOSA	302.4	Jantar	Rockton, ON

***SILVER DISTANCE** (50 km flight)*

Malcolm McLaren	London	59.0	Kestrel	Embro, ON
Michael Ronan	Great Lakes	189.1	Ventus bT	Seminole Lake, FL
Derek Wood	London	59.0	Kestrel	Embro, ON
Gary Hill	Edmonton	87.7	ASW-15	Chipman, AB
Stephen Oakley	Air Sailing	62.0	Ka6CR	Belwood, ON
Wiktor Puzej	York	62.0	1-34	Arthur E, ON

***SILVER DURATION** (5 hour flight)*

Emmanuel Cadieux	Montreal	5:35	Blanik L-33	Hawkesbury, ON
Malcolm McLaren	London	5:06	Kestrel	Embro, ON
Michael Ronan	Great Lakes	7:24	Ventus bT	Seminole Lake, FL
Derek Wood	London	5:13	Kestrel	Embro, ON
Derek Jones	Cu Nim	5:27	Blanik L-33	Cowley, AB
Jean Claude	Cu Nim	5:32	Open Cirrus	Cowley, AB
Guy Blood	Edmonton	5:13	Libelle 201	Cudworth, SK
Sylvester Rybak	Rockies	5:25	1-26	Invermere, BC
Stephen Oakley	Air Sailing	5:22	Ka6CR	Belwood, ON

***SILVER ALTITUDE** (1000 m height gain)*

Alain Laprade	Montreal	1660	ASW-20	Hawkesbury, ON
Emmanuel Cadieux	Montreal	1390	Blanik L-33	Hawkesbury, ON
Maxime Laliberté	Montreal	1260	Astir CS-77	Hawkesbury, ON
Adam Blowacki	Montreal	1620	Astir CS-77	Hawkesbury, ON
Malcolm McLaren	London	1075	Kestrel	Embro, ON
Michael Ronan	Great Lakes	1165	Ventus bT	Seminole Lake, FL
Derek Wood	London	1340	Kestrel	Embro, ON
Tim Radder	Central AB	1520	Bergfalke III	Cowley, AB
Drew Hammond	Central AB	2160	Duster	Cowley, A B
Derek Jones	Cu Nim	1715	Blanik L-33	Cowley, AB
Jerry Mulder	Central AB	1225	Blanik L-33	Cowley, AB
Shane Cockriell	Central AB	1610	1-26	Cowley, AB
Sylvester Rybak	Rockies	1725	1-26	Invermere, BC
Stephen Oakley	Air Sailing	1460	Ka6CR	Belwood, ON
Hermann Wilz	Air Sailing	1610	Ka6CR	Belwood, On
Steven Szikora	Air Sailing	1400	Grob Acro	Belwood, ON
Wiktor Puzej	York	1610	1-34	Arthur E, ON

***C BADGE** (1 hour flight)*

2857	Emmanuel Cadieux	Montreal	5:35	Blanik L-33	Hawkesbury, ON
2858	Maxime Laliberté	Montreal	1:12	Astir CS-77	Hawkesbury, ON
2859	Adam Blowacki	Montreal	3:30	Astir CS-77	Hawkesbury, ON
2860	Malcolm McLaren	London	5:06	Kestrel	Embro, ON
2861	Derek Wood	London	5:13	Kestrel	Embro, ON
2862	Hermann Wilz	Air Sailing	2:24	Ka6CR	Belwood, On
2863	Stephen Oakley	Air Sailing	3:26	Ka6CR	Belwood, ON
2864	Stephen Szikora	Air Sailing	3:58	Grob Acro	Belwood, ON
2865	Dale Brown	Central AB	2:20	1-26	Innisfail, AB
2866	Drew Hammond	Central AB	1:59	Duster	Cowley, AB
2867	Derek Jones	Cu Nim	5:27	Blanik L-33	Cowley, AB
2868	Jerry Mulder	Central AB	1:15	Blanik L-33	Innisfail, AB
2869	Shane Cockriell	Central AB	1:08	1-26	Cowley, AB
2870	Jean Claude	Cu Nim	5:32	Open Cirrus	Cowley, AB
2871	Sylvester Rybak	Rockies	5:25	1-26	Invermere, BC

Trading Post

Personal ads are free to SAC members (give me your club). $10 per insertion for non-members. Send ad to editor. Ad will run 3 times unless you renew. **Tell me when item has been sold**. Subject to editing for length (usually 6 lines max).

single seat

Miller Tern, N38826, 208h, 15m wooden homebuilt. Licensed 1983. Tasman Vario, $2000, w/trailer, 95 flights totalling 79 hrs since 2001. (979) 823-2361, <*wwwolf2@verizon.net*> SCOH, TX.

HP-11A, FQIR, 1969, 200h, NDH, Winter & Filser varios, T&B, two radios, O2 with mike in mask, bail-out bottle. Hydraulic brake, two chutes, Winter baro, hangar dolly, tie-downs, Schreder trailer, tool box, rigging clamp and miscellaneous spare parts. Best offer over $8000. Horst Dahlem, (306) 955-0179 or <*dahlem@sasktel.net*>.

PW-5, C-FEPW. 653h, 264 landings. No damage history; excellent cond. $29,750 with custom Avionic trailer, $24,500 with alum tube trailer, $22,500 without trailer. Ray Perino, Invermere, BC (250) 688-5052 <*pw5@shaw.ca*>.

L33 Solo, FZPN, 1996, 620 h, stand. insts, Microair 760 w/ boom mic. Always hangared, excel. cond. At Pemberton. Asking $24,000, motivated seller will consider all offers. Jim Watson, (604) 898-9839 H, (604) 815-7704 cell, <*jwat@uniserve.com*>

HP-14T, FAXH, 1480 h, glider & trailer in vg cond. New MicroAir 760 with boom mike, ILEC SB8 glide computer, ELT, O2, new winglet-fences. Low maint. A/C giving good value for your dollar. $16,000 obo. E-mail me <*spencer.robinson@rogers.com*> for current photos, (416) 620-1218.

Jantar, GDPJ, 508 hours, 1978. May 2007 annual. In Regina. REDUCED US$18,500 Orlan Dowdeswell, <*odowdeswell@accesscomm.ca*> at (306) 789-3302.

PIK20D, GFOP, 1977, 1285h. Factory trailer, water, O2, Terra 760D, chute. This model has both flaps & spoilers. $25,000. Brian Hollington, (604) 467-0020 or <*pikfly@shaw.ca*>.

HP-18 mod, FIJY, only 322h. Beautiful poly finish. 18m tips, centre stick and 1-piece front-hinged canopy. Proven performer, handles nicely with winglets and increased ailerons. DX-50 GPS flight computer/ IGC FR, Filser radio, Winter ASI and vario. Increased water ballast. Schreder trailer. $28,000 Ed Hollestelle, (519) 461-1464, <*ed@solairecanada.com*>.

SZD-36 Cobra, GQWQ, 1977, 897h. No damage. L/D 38/1, A-1 condition, kept in hangar. Modified PIK-20 fiberglass trailer. Located in Toronto. Asking $15,000. Charles Kocsis <*karoly_cobra@yahoo.com*> (905) 799-9723.

ASW-20, GBTZ, 1982, 830h. All ADs. Good cond, fair gel-coat. Basic equip, Borgelt B40 vario, B500 final glide/nav comp, built-in GPS. Both instruments under warranty. Dittel ATR 720 with boom mike, v.g. pee tube system for in-flight comfort. Older diluter demand O2. Simple, safe Wedekind rigging fittings. Komet trailer. US$32,000, in Quebec, (450) 647-2745 (days) or <*soarsvein@yahoo.com*>.

ASW-20, GGGE, 1979, 1200h, Komet trailer, refinished wings, excellent cond. Asking $42,500. (403) 282-2723, <*kevin.karin@shaw.ca*>

ASK-14 motorglider, FIUQ, 1065h airframe, 155h engine, encl metal trailer, $13,000 obo. Serge (780) 645-4034 <*larochelle@mcsnet.ca*>.

Genesis 2, 1998, 331h, 100% race ready. Excel. cond., CAI302, 303, SageCV, WinPilot, ATR720C, trailer, chute. US$45,000. Dave Mercer, <*djmercer@telus.net*>, (780) 987-6201, Alberta.

Ventus bT, FMVA, 1984, 1454 h. 15m+ winglets and 16.6m wing tips. 17.6m wing tips incl. Solo 2350 sustainer, ~40h. Refinished with polyurethane in 2003. Cambridge 302/303, Compaq 1500 series PDA w. arm and cradle, mech vario, radio. Komet trailer with tow-out gear, wing wheel. Asking $79,500. At Great Lakes. Call Jan Juurlink (705) 687-0158, or Mike Ronan (905) 938-5529, <*jjuurlink@cogeco.ca*> or <*soarspot@zing-net.ca*>

two-place

RHJ-8, 1979, 1400 h. Side-by-side reclining seating, adjustable pedals for pilots to 6'-4". T-tail. Elevator and rudder gap seals, increased rudder length, wing root fillets, winglets. Best L/D 34 at 50 kts, thermal 40-42 kts, stall 35 kts, roll rate under 5 seconds. Parallel hinged single piece canopy, improved ventilation. New open trailer. $18,000. John Firth <*bc382@ncf.ca*> (613) 731-6997.

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Wanted, adjust. seatback (complete) for an **LS-1f.** If you have one please contact: <*thermalrider@bellsouth.net*> or (904) 284-8919 with cond. & price.

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Invermere Soaring Centre Mountain soaring, camping, glider rentals. Mountain flying instruction in Lark or Duo Discus. Trevor Florence, Box 2862, Invermere BC, V0A 1K0, cell (250) 342-1688, ph/fx (250) 342-7228. Website: <*www.soartherockies.com*> e-mail: <*info@ soartherockies.com*>.

magazines

GLIDING & MOTORGLIDING — world-wide on-line magazine for the gliding community. Edited by Val Brain, <*www.glidingmagazine.com*>.

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SAILPLANE & GLIDING — the only authoritative British magazine devoted entirely to gliding. Bimonthly. £39 per year airmail, £22.75 surface. <*beverley@gliding.co.uk*>.

SOARING — the monthly journal of the Soaring Society of America. Subscriptions, US$46 price includes postage. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <*feedback@ssa.org*>. (505) 392-1177.

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