

free flight



official publication of the S·A·C.

March-April 1957

THE SOARING ASSOCIATION OF CANADA

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Please notify the Editor of any change of address.

The Soaring Association of Canada is a non-profit national organisation devoted to furthering motorless flight in Canada, both as a sport and as a technical development.

F.A.I. Gliding Certificates are issued by the S.A.C., through arrangements with the Royal Canadian Flying Clubs Association, F.A.I. Canadian representatives.

The S.A.C. is glad to serve all gliding enthusiasts, singly or in groups in Canada whether or not they are Association members.

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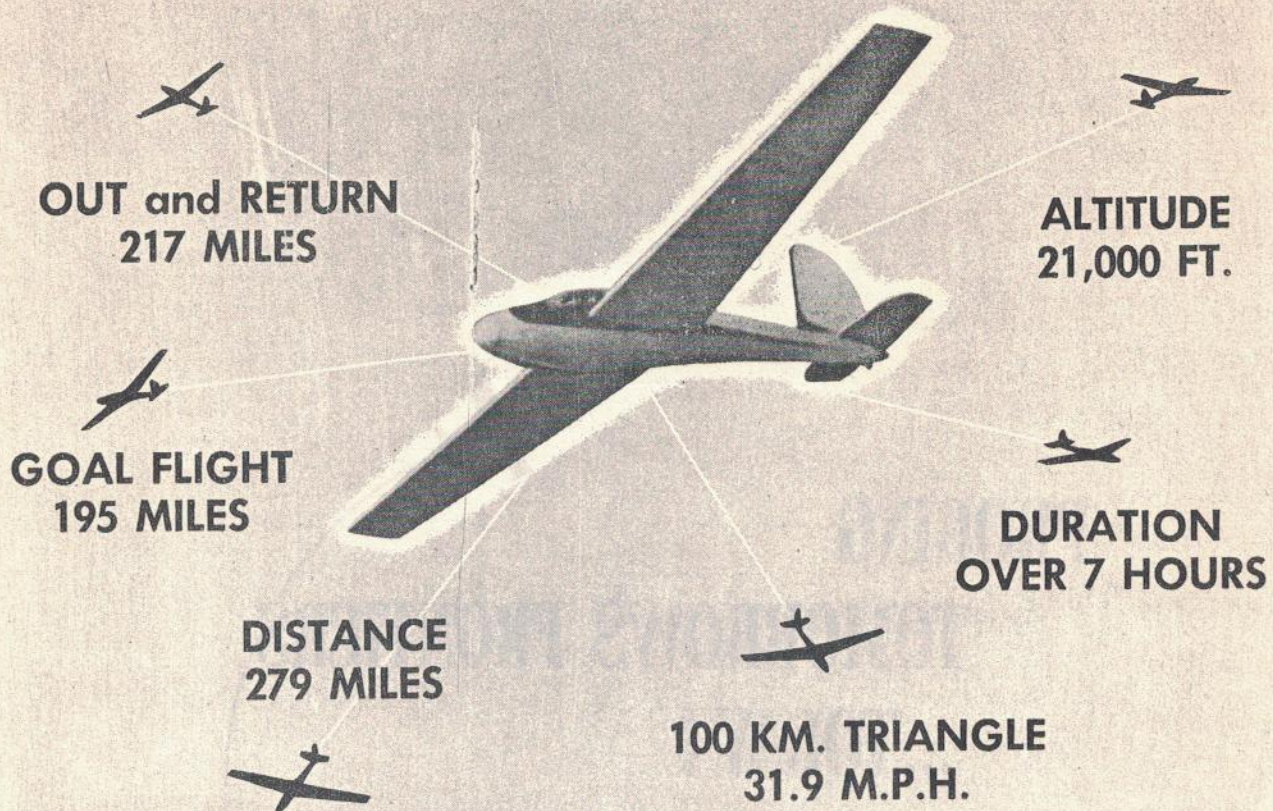
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EDITORIAL PAGE

by Frank Woodward.

Now that the annual meeting is over and the soaring season is getting under way again across the country, certain observations concerning our publication may be in order. The importance of keeping our magazine alive and healthy cannot be minimised. In a country as wide spread as ours, news and ideas travel slowly, and without this information the growth of our clubs and the sport as a whole is bound to suffer. The magazine is one of the few tangible services offered by the SAC to its membership and as such it is the responsibility of the directors to see that it is continued. But the membership at large must also help to make the magazine a success, by submitting news, articles, and other items of general interest, as well as stepping in to help out with the routine labour whenever the opportunity arises.

Outstanding examples of members efforts along these lines can be seen in this issue. First, the new cover, incorporating the SAC crest, was submitted by Jim Carpenter of Toronto, who is also responsible for the design of the crest itself. (Incidentally, these crests will soon be available to the membership, in color, through the Treasurer, Bob Whitside) Jim also volunteered a cartoon used in this issue. Charlie Yeates, Bill Riddell, and Brian Newbold's articles on soaring were much appreciated -- and of course Maya Lightbody's cartoons are thoroughly enjoyed by everyone. Help of another form is being supplied by Finley Payne of Ottawa, and other members of the Gatineau Gliding Club, who did the routine jobs of getting the magazine printed, collated and mailed.

Thus we can see that a small group effort on the magazine can result in large returns for the soaring association; and that a certain amount of organizational work, with the backing of the membership at large, can result in a magazine that we can all be proud of.

Unfortunately, as mentioned elsewhere in this issue, I will be unable to continue as editor of the magazine this year due to pressure of other commitments. The SAC is therefore looking for a new editor. As director in charge of Publications and Publicity, I will most certainly be available to help out in coordinating the effort, however. In addition, the encouraging response of other members in taking on certain tasks with respect to the magazine should help to make the work load lighter and more pleasant. Thus an opportunity is presented to some member with good organizational ability and a flair for writing, who has some spare time on his (or her) hands, to take over in the tradition of Doug Shenstone, the Flemings, and the Sticklands, and to make our magazine a continuing strong link in the chain binding together all aspects of Canadian soaring.

* * * * *

The editor wishes to apologise to Stan Rys, who wrote the article on the 1956 Canadian Nationals in the last issue, which was erroneously attributed to Pete Stickland.

REPORT FROM THE PRESIDENT

FORECAST OF SAC ACTIVITIES FOR 1957

by Frank Brame

The S.A.C. Annual General Meeting is over for another year, and I wish to take this opportunity to say that I feel very highly honored to be your new President, and that I am very thankful to know that I am to be supported by a very strong Board of Directors and Committee Chairmen.

Last year was a dismal one as far as our membership position was concerned and naturally this aspect will receive the major portion of our attention during the coming months. The A.G.M. approved in principle the changing of the S.A.C. structure from one of a membership of individuals to a membership of clubs and geographically isolated people, but we expect that there will be little chance of completing all of the legal work associated with motivating this change before this time in 1958. However, as an interim solution for the 1957 operation it has been decided that our membership fee administration should be handled in a way similar to the method envisaged under our proposed new Constitutional organization, which is as follows:

1. The individual gliding clubs are to collect S.A.C. fees from all of their flying members at the rate of \$4/year, for members and \$1/year for junior members, and are to remit their collections, plus members names and addresses to the S.A.C. Treasurer quarterly (January, April, July and December.) It is considered that this rate will be adequate if 100% of the flying members of all clubs take out such a membership.
2. For individuals not subscribing through their club Treasurer it has been decided that there can be no reduction on last years rates of \$7 for single membership and \$10 for married couples. However, for this year alone, in order to get the bookkeeping sorted out before the end of 1957, only half of these rates is to be changed after June 30th.

The new system, which encourages memberships to be obtained through local club Treasurers, has the advantage of relieving the S.A.C. management of the heavy work load involved in billing several hundreds of individuals, and it should very definitely contribute to a growth in the S.A.C. because local clubs will have the incentive of having to obtain practically 100% enrollment of their flying members in order to qualify for the low rates.

Potential members naturally query what the S.A.C. does for them and what they get for their \$4. By far the most important

and least tangible is the fact that there probably wouldn't be gliding in this country, at least in as unrestricted a form as we now have it, if it weren't for the negotiating and liaison that S.A.C. directorates have had with the government agencies over the past ten years. The future will see the sky much more congested than it now is and this negotiation and liaison will become much more vital and will doubtlessly have to be conducted in a much more consistent manner if we are to have our sport survive. We know, also, that the D.O.T. is interested in our operation, and when the day comes that we have a reasonably strong membership and have a consistent training program amongst all the clubs across the country, we feel that there will be a good chance that gliding will qualify for assistance similar to that awarded to member clubs of the R.C.F.C.A.

In addition to looking after our survival in these days of complex airway control, the S.A.C. has committees to sanction and encourage contests, to evaluate new glider designs and to assist in obtaining their certification, and to procure instruments and equipment to be sold to members at cost price. Committees are established to confirm records and to issue F.A.I. gliding badges and certificates. The D.O.T. has given an ear to our recommendations with respect to licensing requirements, and a certificate of competency from approved S.A.C. instructors is accepted as adequate evidence that an applicant for a licence or instructors rating is qualified. These are a few of the reasons why all genuine gliding enthusiasts must support our organization.

Of the more tangible items to be part of S.A.C. membership we expect, under the Chairmanship of Frank Woodward and the publishing efforts of Findley Payne, to have a regular bi-monthly issue of Free Flight, devoted largely to covering The Canadian Scene. (As a matter of fact, Frank intends that each club will submit its own news sheet, to be printed and stapled to those of other clubs by Findley. Through this arrangement, if your club doesn't rate mention in F - F, you will know that your appointed correspondent is to blame, and your directors can take the necessary punitive action - such as chopping his salary in half!) We also expect to have a very smart membership card and S.A.C. car decal as part of membership. In addition, an original blazer crest will be available for a nominal sum. Like the membership card and decal, this has resulted from some very considerable artistic effort on the part of Jim Carpenter.

In order to ensure that your Executive and Committees will be active throughout the year, we have taken the liberty to appoint most of the Officers and Chairmen from a single area, with the exception of the Secretary, the Chairman of the

Constitution and Inventory Committee, and the Chairman of the Contest Committee. Your Secretary, Leo Smith, is headquartered in Ottawa and will have many obvious advantages in being able to deal directly with the R.C.F.C.A. and the D.O.T. Barry Jeffery, who once again will run the Contest Committee, knows the requirements of his position well enough not to have to be tied closely to the remainder of the organization. W/C Le Cheminant has been part of the backbone of the S.A.C. since its incorporation, so there is little doubt that his interests in the Constitutional changes and looking after the Inventory Committee will suffer due to his remote location of residence.

The following is a list of the S.A.C. Officers, Committees, their Chairmen and addresses, and their terms of reference:

1. Secretary Leo Smith, c/o RCFCFA, Commonwealth Bldg.,
77 Metcalfe St., Ottawa 4, Ontario.

Terms of Reference: Recording of minutes of meetings, Executive correspondence as may be required, custodian of official records such as membership lists and membership expiry dates, collection and distribution of S.A.C. mail, liaison with R.C.F.C.A., D.O.T. and F.A.I. headquarters in Ottawa.

2. Treasurer R. Whitside, 56 Simcoe Blvd., SIMCOE,
Ontario.

Terms of Reference: Preparation and maintaining the financial records, billing of clubs and members for fees, and distribution of membership cards and decals. Manager of Association's finances, and co-signer of cheques.

3. Membership and Club Information Committee

Chairman Norm Ring, 1105, Algonquin Drive,
Lorne Park, Ontario.

Terms of Reference: Responsible for contacting clubs and members to encourage membership drives, and to prepare a directory of all clubs and S.A.C. members. Responsible for preparation of a folder providing Canadian gliding information.

4. Publications and Publicity Committee

Chairman Frank Woodward, 17 Westridge, Toronto 18.

Terms of Reference: Responsible for the management of all publication undertakings and publicity programs.

5. Regulations and Technical Committee

Chairman J.W. Ames, 171 Yonge Blvd., TORONTO, Ontario.

Terms of Reference: Responsible for all liaison and negotiation with the D.O.T. with regard to the licencing of gliders and towplanes and other regulations affecting gliding in Canada. Also responsible to provide technical advice on problems which may arise other than those in connection with the licening and regulations authorities.

6. Soaring Association of Canada Fund Committee

Chairman Chas. Yeates, 395 Maplehurst Avenue, OAKVILLE, Ontario.

Terms of Reference: Responsible for directing the use of the special fund for planning and managing programs to support it. The financing of International Contest Teams is part of the responsibility of this Chairman.

7. Statistics Committee:

Chairman Lee Bernardis, 336 Huron Street, TORONTO, Ontario.

Terms of Reference: Responsible for producing records of statistical information covering all aspects of Canadian gliding to the A.G.M. and for submittal to the F.A.I.

8. Contest Committee

Chairman C.B. Jeffery, 2758 Louisbourg, St. Foy,
QUEBEC.

Terms of Reference: Responsible for the recording of legs of F.A.I. badges earned and for the issuing F.A.I. badges, for recording and promulgating records established by Canadian pilots for circulating information covering the requirements for F.A.I. badges and the claiming of records, for the establishing of Contest rules and regulations, and for the sanctioning of any such Contests to be held in Canada.

9. International Contest Committee

Chairman Wolf Mix, 3570 Yonge Street, Apt.402
TORONTO, Ontario.

Terms of Reference: Responsible for organizing Canadian participation in accordance with the selection rules adopted by the 1956 Board of Directors. The responsibility involves the effort required to get the Selection Committee and its chairman established to make arrangements for the use of gliders and equipment at the Contests and, in co-operation with the appointed Team manager, to plan the expenses and to work with the Chairman of the Soaring Association of Canada Fund to organize the raising of the required financial assistance.

10. Constitution and Affiliation Committee

Chairman W/C A.N. Le Cheminant, Box 22 R.C.A.F.
GIMLI, Manitoba.

Vice Chairman Mr. R. Noonan, 845 Wellington Cresc.,
WINNIPEG, Manitoba.

Terms of Reference: Responsible to draft and have legally processed all changes to the Constitution found

necessary in order to impliment the A.G.M. decision that the S.A.C. structure should be one of an organization of clubs and individuals, rather than just a membership of individuals, as it now is. Responsible, to submit to the next A.G.M. for approval a new set of by-laws which are consistant with the above policy.

11. Inventory Committee

Chairman

W/C A.N. Le Cheminant, Box 22,
R.C.A.F. GIMLI, Manitoba.

Terms of Reference: Responsible for maintaining records of all S.A.C. capital assets, for maintaining a supply of log books and other articles found to be in constant demand by Canadian Glider Pilots and for making these available at a non-profit price.

In addition to the above mentioned committees we have appointed, in accordance with our Constitution, zone Representatives, whose responsibilities will be of a general advisory nature, and whose interests will be to see that the S.A.C. looks after and receives support from their area. These zones and their representatives are as follows:

<u>ZONE</u>	<u>REPRESENTATIVE</u>	<u>ADDRESS</u>
British Columbia	S/LDR. G.W.E. Brown	2877 West 23rd Ave. VANCOUVER, B.C.
Alberta	Al Foster	502-16th Ave N.E. CALGARY, Alberta.
Saskatchewan	Julian Audette	3423 Victoria Ave. REGINA, Sask.
Manitoba	Mr. R. Noonan	845 Wellington Cr. WINNIPEG, Man.
Southern Ontario	Frank Brame	150 Van Dusen Blv. TORONTO, Ont.

<u>ZONE</u>	<u>REPRESENTATIVE</u>	<u>ADDRESS</u>
Northern Ontario	Leo Smith	217 McArthur Road Apt. #2 OTTAWA, Ontario.
Western Quebec	John Agnew	4475 Rolland Street, St. Genevieve De Peirrefonds, P.O. Box 18, Quebec.
Eastern Quebec and Eastern Canada	C.B. Jeffery	2758 Louisbourg, St. Foy, Quebec.

This, then, is the structure which will direct and manage S.A.C. affairs for 1957. Keep the information as a reference and use it as your guide when seeking assistance and advice from the Organization.

If you support the plans your Directors have proposed, and give us your assistance to get 100% membership of gliding people, we are confident that 1957 will see the start of a much better future for Canadian gliding and soaring.



CARPENTER'S ALMANACK OF FAMOUS CANADIAN GLIDING PERSONALITIES

NO. 1. FRANK BRAME

HIGHLIGHTS OF THE SAC ANNUAL GENERAL MEETING

The Annual General Meeting was called to order by President Dick Noonan of Winnipeg at 10 AM on April 13th., at the Guild Inn, Scarborough, Ontario. Following the reading of the minutes of the previous AGM, committee reports were called for.

PUBLICATIONS COMMITTEE

A report covering the circumstances and decisions leading up to the directors calling for the resignation of Pete Stickland as editor of Free Flight was read by Frank Brame. Pete Stickland then presented a report outlining the 1956 Free Flight situation from his point of view, which included a brief financial picture and how he had planned to continue with the publication, printed in newspaper form, in 1957. The question of SAC moral responsibility for debts and obligations to advertisers and subscribers to Free Flight was aired, and the membership was advised that the directors had already accepted this responsibility insofar as the SAC was able, by continuing to send the newsletter to subscribers.

A proposal on the form future publications might take was made by Frank Woodward. This would consist of a monthly or bi-monthly newsletter based on a standard news report to be forwarded by each club or group. The cooperation of the clubs in supporting this venture was called for. The need for a SAC year book was also mentioned.

Frank Woodward agreed to put out one more edition, and expressed the hope that some other more qualified member with more free time would be able to step in soon as Free Flight editor. At this point Finley Payne of Ottawa kindly offered his services to carry out the tasks of getting future issues of the magazine printed, collated and mailed.

TECHNICAL COMMITTEE

Jack Ames outlined the work carried out by the Technical committee in 1956. Work has been completed on obtaining a C of A for the Quebec Club's Air 100, and is nearing completion on the documentation for the Doppelraab and Bergefalke II owned by the Harmonie Club in Toronto. The impact of the new Ultra-Light regulations brought out last year by the DOT on future glider licensing was discussed, and it was pointed out that although the new regulations will not in general help the clubs, as gliders so licensed cannot be used commercially or for training, they may help the experimenting designer or experienced owner of a sound but otherwise unlicenseable sailplane. A recent example in this latter category was the issuing by the DOT of an ultra-light registration for Pete Stickland's Olympia (Meise).

TREASURER'S REPORT

A report on the year's financial transactions by the SAC, including the World Contest Fund, was presented by Chas. Yeates. A deficit in the General Fund of approximately \$300. was noted, which was attributed largely to a drop-off in membership renewals. This deficit was made up temporarily by a transfer from the SAC Fund to the General Fund, which has left the SAC Fund in a depleted position. John Agnew reported that little had been done to further the SAC Fund in 1956 owing to the precedence of the World Contest Fund.

STATISTICS REPORT

The 1956 statistics report was read by Frank Woodward. The following pertinent figures have been extracted from the summary:

Gliders: 55
 Pilots : 198
 Flights: 5665
 Hours: 2023

Detailed statistics for the various clubs competing for the Roden Club Trophy are presented elsewhere in this issue.

NATIONAL CONTEST COMMITTEE

Barry Jeffery outlined the work of the Contest committee, headed by himself, and including Stan Rys and Doug Shenstone.

The National Meet rules were substantially unchanged in 1956, except for the introduction of racing. It was felt that this innovation did not prove too successful on this first attempt at task flying, but that better weather during the meet would have simplified the problems. The reasons for the rule penalizing contest flights terminating inside the U.S. border were also explained and clarified. It was recommended that the length of the National meet be limited to 10 days in future, and that safety rules, particularly with regard to towing aircraft, should be made more stringent. The results of the National Meet were appended to the report.

Doug Shenstone reported 2 A certificates, 22 C's, 9 Silver C's, 1 Gold C, and 2 Diamond legs were awarded in 1956. A proposal for revising the A, B, and C requirements in the form of a three part Gliding Proficiency Badge was presented to the meeting, but after some discussion, the proposal was rejected.

Barry Jeffery then presented the amended rules for the Canadian Soaring Championship Trophy, which were approved by the membership. Finally, it was moved that the proposed Canadian National Soaring Record rules drawn up over the last year be considered by the incoming directors, and adopted if suitable.

INTERNATIONAL CONTEST COMMITTEE

A detailed report of the activities of this committee was read by Frank Brame, which outlined the fund raising campaign held in the spring of 1956, the arrangements made previous to the contest, and the operations in France. The reflection that the good publicity obtained by the International Team has had on the acceptance of soaring as a sport by the Canadian aircraft industry and the general public was emphasised. It was recommended that the methods used for selecting pilots for the World Championships should be revised in the future, and a proposal was presented for pilot selection in 1958. The proposal was accepted by the membership.

PRESIDENTS REPORT

The president outlined his report as being solely concerned with the proposal that the constitution of the SAC be changed from an association of individuals to one of clubs. The ballot requested in the last issue of Free Flight indicated an overwhelming majority in favour of the change, with practically all the clubs so indicating. He then pointed out that legal advice indicated such a change was not possible under our present charter. It was then moved that the incoming directors implement the proposed changes as soon as possible. Details on how these changes are to be brought about in 1957 are explained in Frank Brames editorial on Page 1 of this issue.

In his closing remarks, Dick Noonan stated that he would make a personal contribution of \$50. to go towards defraying any costs incurred by employing paid help on work in connection with publishing Free Flight in 1957. The offer was accepted unanimously.

Nominations for directors were then called for. Following the elections, the results of which are covered elsewhere in this issue, the meeting was adjourned, and all members were invited to a cocktail hour held in the main part of the Inn.

Some 40 persons attended the annual Banquet. Following the dinner, the new officers and directors were introduced to the membership present, and various trophies won in 1956, were presented. Frank Brame received both the National Meet Championship Trophy and the National Championship Trophy. The BAIC Trophy was won by Bob Cheston in Regina, the Roden Trophy by the Toronto Gliding Club, and the Ball and Chain Trophy was presented to Chas. and Peggy Yeates.

The guest speaker was Mr. Gerry MacDonald, past president of the RCFCA, and director of the Brant-Norfolk Aero Club. His main topic concerned the excellent relationship that has been built up between the BNAC and the Toronto Gliding Club over the last two years. He recommended that other flying clubs across the country with similar facilities should look into the possibility of welcoming gliding clubs to join into their operations, as a first step towards better mutual understanding between glider and power pilots.

Following a vote of thanks to the speaker, proposed by W/C 'Chem' Lecheminant, the evening's entertainment was brought to a close with the showing of two excellent films, one showing the National Meet at Trois Rivières, produced by the CBC, and the other taken by Eric Best depicting the activities of the Canadian Team at the International Contest at St. Yan, France.

* * * * *

F.A.I. NEWS

1958 World Gliding Championships

A meeting of the Gliding Commission of the Federation Aéronautique Internationale was held in Paris, France on February 4th and 5th. Delegates from thirteen countries were present. It was decided to accept the offer of Poland to hold the World Championships at Leszno (near the western boundary of Poland). An offer from the U.S. was also considered.

The Polish offer was backed by the full resources of the government, and up to 15 sailplanes, cars, and trailers will be made available on loan to competitors unable to bring their own equipment. Up to three entries per nation, with a maximum of 60 gliders, will be accepted. A practice week will be held. Thermal conditions are reported to be excellent, and with prevailing winds from the WNW and SW, flights of over 500 km may be possible (to the Russian border!)

Standard Class of Sailplanes

The specification for a Standard Class of sailplanes for competition in the World Championships has now been finalised. This class will compete for the first time in 1958, and designers and manufacturers have been urged to start work as soon as possible, in order that a good number in this class will compete at Leszno. A design competition has been set up by O.S.T.I.V., the winning design to be chosen by an international jury set up by them.

A. Requirements

- 1) Span- The span shall not exceed 15 metres.
- 2) Aids to flying- The wing shall be as simple as possible. Flaps and other mechanical devices for changing the wing camber are prohibited. Ailerons should be simple and arrangements for drooping them to form a flap are prohibited. Tail parachutes are prohibited.
- 3) There are no restrictions on instrumentation, but radio is prohibited.
- 4) Certificate of Airworthiness- The sailplane must have a C of A which permits cloud flying. The dive brakes must limit the speed to the maximum permitted by the C of A.

B. Recommendations

- 1) The sailplane is intended to be cheap to construct and therefore should use inexpensive materials and simple methods of construction.
- 2) The sailplane is intended to be cheap to operate, and therefore should be easy to repair, quick and easy to assemble, and easy to transport by trailer. An adequate fixed wheel is recommended, and if fitted, a brake is compulsory.
- 3) Two seaters- There shall be no two-seaters in the Standard Class.

* * * * *

NEWS FROM THE CLUBS

Montreal: Stan Brochocki reports on the progress of the BKB-1 Flying Wing sailplane (Free Flight - Feb. 1956) "The progress of the construction has us near to the painting stage. There is still some paper work pending, before submittal to the D.O.T, for an experimental licence. Our schedule calls for flight testing early this summer."

Regina : Two new trophies to be competed for by Saskatchewan pilots in 1957:

Saskatchewan Trophy: To be awarded on the basis of a pilots three best solo flights made during the year. Flights must start or end in Saskatchewan. For protection against Easterners naming Regina as a goal, only those pilots who have resided in Saskatchewan for at least six months may enter the competition!

Bob Cheston Trophy: For flights originating or terminating within a 25 mile radius of Regina Airport. Only Regina club members are eligible, and flights must be made in club machines. Only those who have not applied for a Silver C are eligible.
(Ed. note: Is this a consolation prize?)

Quebec : Brian Newbold reports:

" The 1956 gliding season for the Quebec Soaring Club was one of mixed fortunes. From the flying-point of view, it was the best season in the club's short history, with 199 flights totalling over 63 hours being logged. However the weather was not cooperative, and numerous weekends were ruined by rain, low ceilings, or high winds."

" In spite of Tiger Moth difficulties, and the fact that we were restricted to one LK sailplane for most of the season, five members went solo before the end of the year, namely, Claude Rousseau, Ray Lemieux, Brian Newbold, Laurie Landry, and Keith Park. Of these, the first three qualified for their C's."

"Several flights of over one hour have been made, to the astonishment of the local throttle-benders. Even the control tower at Ancienne Lorette Aeroport have become used to seeing sailplanes in the vicinity, although occasionally our silent monster will cause vast brown fumes to issue from the imposing edifice, giving a sign of the impending panic within!

"The Air 100 was brought into service in 1956, thus doubling our operational machine strength, and leaving the over-burdened LK free for instructional purposes. The club is now busily engaged in training a group of pilots to fly the new sailplane.

"The most remarkable aspect of 1956 was the fact that a fabulous amount of flying was done in the months of September and October- such was the enthusiasm that both our sailplanes were flown until dusk and often landed in the fast approaching gloom. The logic of our members is really unfathomable, for in the spring we had a shortage of enthusiasts, but in the fall there was a surplus! With our group of old and new C's we are now in a position to attempt the elusive Silver C; we can expect some keen rivalry this spring and can only hope that the weather will at last be kind to us."

Calgary : Bill Riddell reports on two flights made at the new site at Pincher Creek Airport, Alberta, in his 1-26.

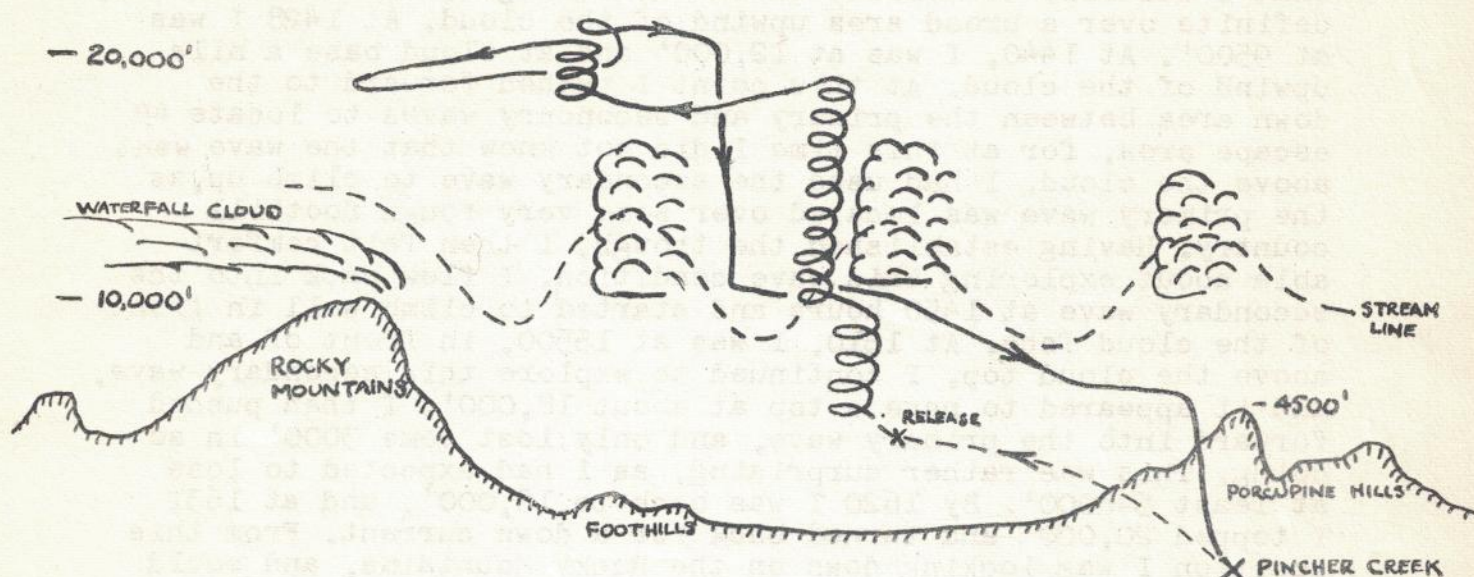
(Ed. note: Bill has recently been promoted to Wing Commander in the RCAF, and posted to Ottawa.)

CLOUD STREETS DOWNWIND

June 25, 1956. The first day of the Pincher Creek Meet had the usual light breezes of only 35 mph. Convection started early and with the wind condition being right, two cloud streets formed. Taking off at 11:18, I released at 6000' indicated 15 minutes later. At 11:40 I passed 10,000' and cloud-base. After looking around a bit, I started cross-country from 10,500. This was the highest point of the flight. One hour later, I arrived over Lethbridge, 50 miles out. I was flying along the edges of the cloud streets and occasionally crossing between them to stay over sunny ground. Twice I had the classic! I was down to 1000', set up a landing pattern and then caught a sky hook! The further I flew from the mountains the more the winds were easing off except at higher levels. I was finally caught under a large cumulus complex when it started to precipitate, and in attempting to fly out to sunny ground, I lost my height and was forced to land at Seven Persons, just outside of Medicine Hat. The distance was 140 miles from Pincher Creek, and the time 4:18 from release.

I placed a phone call to locate my car, which Al Foster was bringing along with the trailer. However, he saw the glider from the road just one hour after I had landed. An excellent retrieve. With the comfort of the 1-26 cockpit I really enjoyed the trip. Such is the stuff of experience!

WAVE FLIGHT



June 26, 1956. The general weather pattern had changed from the previous day when down-wind cloud streets prevailed, to streeted convective cloud which appeared to be embedded in a wave since the clouds had formed across wind, which was 30 to 35 mph. on the ground. The system was parallel to the Livingstone Range of the Rocky Mountains, which put up a primary wave about 5-6 miles downwind, a secondary wave about 5-6 miles further back, and a third over the Porcupine Hills another 5 to 6 miles back. It appeared that other waves may have formed even further back, but were not explored. The system extended north 20-30 miles and south to the Crow's Nest Pass in the morning, but by evening it extended from horizon to horizon, with a different plan form. Early in the day convective cloud only was forming in the up-wave face and dissipating down-wave. Due to the north-south run of the Rocks, the sun was heating the ground just ahead of each wave all afternoon, causing the convective cloud to form the cross-wind streets by rising into the wave. I consider that this requires more study, as it would tend to create a stable local condition and help trigger off waves. This cloud was generally based at 12,000' with tops at 16,000'. The maximum lift appeared to be between one-half to one mile in front of the cloud face. From 1600 hours on, this convective cloud gradually dissipated, leaving a clear sky with extremely smooth wave lift. From 1800 hours on, the first lenticulars formed on the primary wave, and developed until 1900 or 2000 hours, when they continuous from horizon to horizon. I estimated that they were based above 30,000' when they formed, and seemed to deepen to 20,000' by 2000 hours as the wave filled in. This of course was a picture setting for the sun going down behind the Rocks.

The flight itself was quite eventful. Take-off was at 1402 hours from Cook's Airstrip (Pincher Creek) at 3500 ASL. I released at 1419 at 6500' indicated in the wave, in front of the embedded convective cloud. I had made a previous attempt

at 1316 hours, but released under the cloud, which was a mistake that I was able to correct on the next flight. The lift was very definite over a broad area upwind of the cloud. At 1428 I was at 9500'. At 1440, I was at 12,000' and at cloud base a mile upwind of the cloud. At this point I pushed forward to the down area between the primary and secondary waves to locate an escape area, for at this time I did not know that the wave went above the cloud. I had used the secondary wave to climb up, as the primary wave was located over some very rough foothill country. Having established the trough, I then felt comfortable about exploring this wave condition. I flew back into the secondary wave at 1450 hours and started to climb well in front of the cloud face. At 1510, I was at 15500, in front of and above the cloud top. I continued to explore this secondary wave, and it appeared to have a top at about 18,000'. I then pushed forward into the primary wave, and only lost some 3000' in so doing. This was rather surprising, as I had expected to lose at least 5-8000'. By 1620 I was back to 18,000', and at 1631 I topped 20,000' and turned back for a down current. From this position I was looking down on the Rocky Mountains, and could see up the Crow's Nest Pass as far as Natal, where the Pass turns south. I had forgotten my movie camera, but couldn't kick myself with the harness done up!

The usual conditions had prevailed at take-off, and consequently my barograph had not been turned on until I was in flight. I later suspected that it had stopped around 18,000' (confirmed later!), so I needed a low point for Gold 'C' gain. The lift at 20,000' was very good, but I only stayed long enough to see the needle pass the mark, when I turned back to the interwave down area. I spent 25 minutes going down, sampling the lift at intervals to position myself for the climb back. At 1659 hours I was down to 6600' indicated and about 2000' above ground over a ridge. I felt that this was low enough, and started the climb back. I was again in front of the secondary wave, and as I topped the lift at 15,500' at 1715 hours I pushed upwind to the primary wave. Again I only lost some 3500' and arrived at 12,000' at 1724. By 1735 I was back to 16,000', and at 1800 was at 17500'. I found a better part of the wave and at 1805 passed 20,000' for the second time, and turned for home. As I turned, I tapped the altimeter, and it indicated 20,200' before I got into the down area. With full spoiler, 90 ASI, and about 1000 fpm, down, I crossed to where the secondary wave should have been, but it was dying, and no lift was found. I could see the high lenticulars forming, and they were very intriguing, but I was too cold to investigate. Summer clothes are not good enough for wave flying. I have never lost so much altitude in so short a time in a glider, but I had to get down to a reasonable level, for I know the effects of anoxia.

I landed at 1830, and was almost too chilled to stand up. The first thing to do was check the barograph. The trace was good (although it went off the top at 18000') and there was enough climb indicated to give me a good margin for my Gold 'C' height leg. A most successful flight, which has vindicated my faith in the Rocky Mountain Wave.

PROSPECTING IN THE LAND OF MOO

By Chas. and Peggy Yeates

Gold and diamond producing thermals plus \$1.25 fillet mignon suppers were amongst the joys which awaited soaring pilots who flew in the twenty-third Annual American Championships held at Grande Prairie Texas last summer.

With partners Jack Ames and Gordon Oates in France at the International Contest, the 1/23 sail plane was available. In Oklahoma grandmother was eager to baby-sit with Michael and Susan who were too young to crew; holiday time was arranged - the Yeates' decided to seize the opportunity. Peggy, though willing, voiced misgivings about having to crew alone, never having driven a car and trailer combination, and the expected 100°-plus temperatures. But, blinded by enthusiasm, these "minor" obstacles were dismissed and the time-consuming fourteen hundred mile trip to Texas was started.

It was worth the effort. Where else could a pilot earn Gold C and two diamond awards in eleven days of flying?

The first days were spent experiencing hospitality Texas style, competing in bone crushing rushes for demand take-off times, and learning to dive away from thermals after they had weakened to less than 500 FPM. By any standards the weather was unusually favourable. For the duration of the contest it seemed that medium thermals were those in which hawks soared, strong thermals were signalled by swirling dust columns and super currents were recognized by the two-foot snake-like lengths of elephant grass encountered at altitude - a most unnerving sight.

The most memorable sequence of events began on Friday August 3rd, when I elected to attempt a one hundred and ninety-eight goal flight north to Tulakes Airport at Oklahoma City. Peggy drove car and trailer onto the highway and headed away, determined to uphold the family honour. I had taken off at noon, equally determined to reach the goal. One hour later, 3000 ft. high, only twenty miles away from Grande Prairie and 30° off course, I quailed, returned to the airport and flew the contest flight to Mineral Wells and back.

Meanwhile Peggy roared northward. Optimistically she did not telephone her location until almost at the goal. The shock of having me answer the telephone was great, but was overcome by one of the hard-working headquarters staff, Gena Easley, who suggested that Peggy contact Hal Cronkhite, a long-time glider enthusiast. Hal and his family adopted Peggy most generously.

The next morning a letter was thrust into my hands just as take-off time arrived once more at Grande Prairie. It read as

follows: "Please come to Oklahoma City and retrieve crew. Bring sail plane. Signed love **Peggy**."

Surely the ensuing flight was the first attempt by a glider pilot to retrieve his crew.

At noon, from release point Harlan Ross, in his new R-6 and Fritz Compton in an L-K, and I, drifted slowly north-east in weak lift. Tentative forays were made by each of us in turn with two ships darting in under the first man to locate a thermal. As lifted strengthened we separated and played our own hands.

- 1 P.M.: Only twenty-eight miles out but with prospects improving rapidly.
- 2 P.M.: Sixty-eight miles out with the Red River thirty six hundred feet below and no sign of lift. A Nimbus sail plane was much lower and directly ahead running toward the town of Marietta, and a thermal or a landing. Profiting by a competitor's experience I changed course and fortunately found myself returned to a confidence-inspiring altitude shortly thereafter.
- 3 P.M.: One hundred and twenty miles out and in trouble again; Near Ardmore Airfield, eleven hundred feet above ground with a ten mile stretch of razor back rock formation to cross. Then a wisp of smoke from a fire near the town of Springer beckoned two miles off course and fulfilled its promise to speed us on our way again.
- 4 P.M.: One hundred and sixty miles out with Oklahoma City just in sight.
- 4.30 P.M.: Ten miles to goal. All the way from Grande Prairie inviting cumulus clouds had been visible ahead seemingly only two dry thermals away, but they retreated as quickly as we advanced. Now those clouds were within reach and only one more thermal was needed to ensure the goal would be attained.

A dive for the nearest cloud put us into a heavy draught, and Paul Bikles' philosophy came to mind: "Dry thermal days are best for cross country flying" he had said, "because you stay on course and don't chase dead clouds around the sky."

Casting about desperately a large **plowed** field was ultimately crossed at 600 ft. altitude, and this providentially put us into a strong thermal which carried us rapidly to 9700 ft. This was almost 8000 ft. more than needed to reach the goal, but the full measure of relief which that thermal brought had to be enjoyed.

- 5.00 P.M.: Circling over goal. Land or go on? There was an abundance of lift at altitude, and the urge to use the day fully was great. Then in magnificent Texas style it was decided to continue because the diamond goal flight could be made some time the following week. The fact that a struggle at 600 ft. altitude had occurred only minutes before was not even considered.

Meanwhile, Peggy and the whole Cronkhite family had assembled on the airport below after a leisurely luncheon and a visit to the home of the Aero Commander where Hal performs his engineering work. Their early excitement was somewhat flattened when they saw the sail plane overhead suddenly strike northward and fade away.

- 6.00 P.M.: Approximately two hundred and thirty miles from Grande Prairie, cruising easily between 7,000 and 9,000 ft. altitude, the maps had just run out. Large cultivated fields stretched to the horizon, and therefore the flight was continued without question.
- 7.00 P.M.: Climbing slowly under the last cloud visible near what turned out to be Ponca City, Oklahoma, the day's lift was ending.
- 7.15 P.M.: Peak altitude for the day 10,800 ft. was attained. Then while straightening onto course I was startled to see Jack Williams, with passenger, in his rebuilt L-K, soaring far below in the same thermal. Happy that others were enjoying the day also, a down-wind course was set at maximum L/D. Complete relaxation brought aches and pains to focus immediately, and the sun became so annoying that the heading was changed slightly to put a wing tip where it provided comforting shade.

Far to the north lay a line of cold front cumulo nimbus clouds, out of reach but suddenly significant because they would shortly hide the sun and bring dusk rapidly.

- 7.40 P.M.: With approximately 5,000 ft. of altitude left darkness had all but arrived. If ground speed had been maintained since leaving Oklahoma City then miles were precious since diamond distance lay within grasp.

The tenseness was momentarily relieved by the removal of sun glasses.

- 7.50 P.M.: Indicated altitude 3,000 ft., light all but gone, ground elevation unknown. Muscles were tightening

apprehensively as lights came on in two cities simultaneously, one in front and one behind our position. Faintly ahead could be seen the rolling ground of a creek, or river drainage system, and so I turned back toward the last noted large flat field area and began a rapid let-down.

Suddenly directly below there appeared the glorious and unexpected sight of a revolving airport beacon, and the last moments were spent circling moth-like around that beacon. A landing was made on the concrete mat of Strother airfield between Winfield and Arkansas cities in Kansas, three hundred and twelve and one half miles from release point at 7.57 P.M. I was ready to celebrate.

Meanwhile - Peggy, the Cronkhites, Peter Stickland, and Ted Pieffer, plus crews, were eating Hal's barbaqued steaks and otherwise celebrating their successful diamond goal flights back in Oklahoma City.

The next week was not an anti-climax, because it brought the opportunity to complete Canadian gold C number 3, and a diamond goal flight, along with enjoyable evenings with new-found friends.

Some day the Canadian National Soaring championships should be held at a point equidistant from eastern and western soaring enthusiasts, i.e. Texas.

COMING EVENTS

June 27- July 4 - INFORMAL WESTERN MEET - PINCHER CREEK, ALTA.

Sponsored by the Cu-Nim Club of Calgary.
For information, write Box 204, Calgary.

July 2 - July 11 - U.S. NATIONALS - ELMIRA, NEW YORK

Sponsored by the Soaring Society of America.
For information, write Box 71, Elmira, N.Y.

July 20- July 27 - CANADIAN NATIONAL SOARING MEET - BRANTFORD

August 3-10

Sponsored by the Southern Ontario Soaring Assn. (Toronto Gliding Club) and the Brant-Norfolk Aero Club, and sanctioned by the S.A.C.
For information, write: Soaring Contest Committee, B.N.A.C.,
Box 175, Brantford, Ontario.

REPORTS FROM THE CLUBS

1956 STATISTICS
(Partial List)

CLUB	GLIDERS	REG. NO.	FLIGHTS	HOURS	MEMBERS	RATING
QUEBEC	L.K. AIR 100	CF-ZBI CF-ZCV	176 21	54:00 9:00	11	152.8
MONTREAL	1-26 2-22 1-23 P.R.	 CF-ZAV CF-ZBY CF-ZBJ	378 499 91 95	151:30 128:00 68:00 39:47	60	324
BUCKINGHAM	2-22 1-20 1-19	CF-ZBL CF-ZCE CF-ZBE	257 119 68	68:30 53:30 6:00	14	268.3
GATINEAU	OLYMPIA GRUNAU GRUNAU L.K. P.R. FAUVEL	CF-ZAZ CF-ZBD CF-ZBH CF-ZBF **** CF-HRF	133 61 153 84 297 23	109:19 24:35 62:20 32:49 96:51 18:16	40	254
QUEEN'S	L.K. L.K. GRUNAU	CF-ZAJ CF-ZAK CF-ZCP	258 - 7	61:56 - 1:27	15	275.7
TORONTO	2-22 LOUDON T.G. 2 L.K. L.K. 1-26 L.K. 1-23 T.G. 3 1-19 1-23 1-23 BOWLUS 1-19 L.K.	CF-ZCG CF-ZBN CF-ZCU CF-ZBA CF-ZAS CF-ZCO CF-ZCH CF-ZBR CF-ZBU CF-ZCI CF-ZCJ CF-ZCN CF-ZCS **** CF-ZCK	139 103 41 660 62 163 384 43 15 30 45 24 15 36 20	38:53 37:54 15:36 214:49 70:15 82:38 128:03 45:16 4:26 25:45 93:46 65:30 19:10 17:21 6:28	75	383
REGINA	CINEMA GRUNAU	CF-ZCF CF-ZBT	350 161	60:18 47:12	29	254.1
CALGARY	1-19 T.G. 3 1-19	CF-ZBV CF-ZAY CF-ZBS	18 6 -	2:23 5:30 -	18	18.4
HARMONIE (TORONTO)	DOPPELRAAB BERGEFALKE	CF-ZCL CF-ZCM	344 58	38:24 5:36	29	

REPORTS FROM THE CLUBS

HATING

MEMBERS

HOURS

REPORTS

FROM THE CLUBS

GLIDERS

CLUB

QUEBEC

MONTREAL

HUCKINGHAM

GATINEAU

LOTT

REGINA

CALGARY

HARMONIE
(TORONTO)

FIRST

DAY

THE

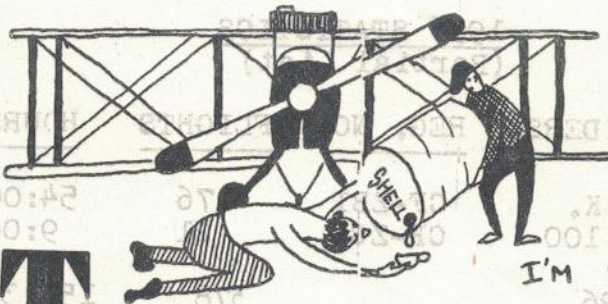
SEASON

I'M SURE WE ORDERED SOME

CHECK-OUT? WHO ME?

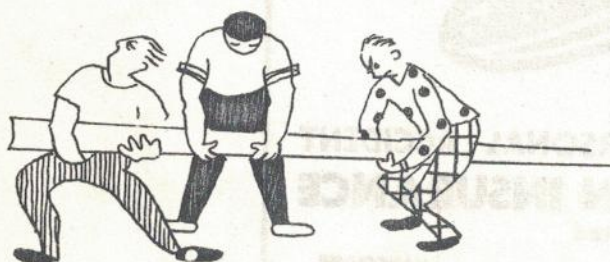
.... AND GLIDERS ARE SO LIGHT AND FRAGILE

HELP!!





PRE FLIGHT CHECK

-MAYA-
-56-

..... JUST WHERE WE LEFT IT!

as Maya sees it...

(REPEATED BY POPULAR REQUEST)

Soaring

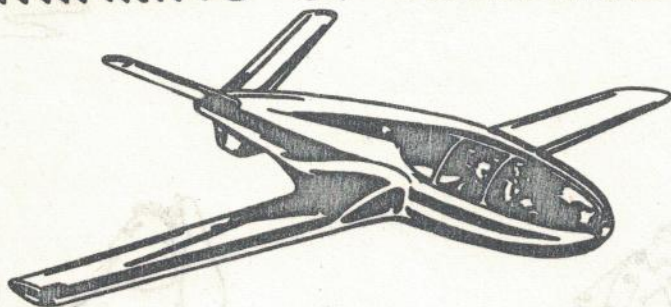
ROBERT C. FORBES, Editor

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UNOFFICIAL LIST OF CANADIAN SOARING RECORDS

SINGLE PLACE SAILPLANES

Distance	313 miles	Yeates	1-23	1956	Grand Prairie, Texas to Strother Kansas.
Distance to Goal	208 miles	Brame	Geier II	1956	St. Yan to Metz, France.
Distance: Goal & Ret.	160 miles	Yeates	1-23	1956	Grand Prairie to Waco, Texas and return.
Speed on 100 km. triangle.	36.1 mph.	Yeates	1-23	1956	Grand Prairie, Texas.
Altitude gain	12615 ft.	Brame	TG 1A	1955	El Mirage California.
Absolute Alt.*	17570 ft.	Riddell	1-26	1956	Pincher Creek, Alta.
Duration**	8:04 hr.	Dure	Grunau	1949	Kingsmere, Quebec.

MULTIPLACE SAILPLANES

Distance	77 mi.	Jeffery & Woodward	Kranich II	1952	Cuatro Vientos to Torresavignon, Spain.
Distance to Goal	77 mi.	As above.			
Distance: Goal & Ret.	94 mi.	Ames & Bernardis	LK 10A	1954	Waterloo-Wellington to London, Ont., and return.
Speed on 100 km. triangle		None Listed.			
Altitude gain	11111 Ft.	Brame & Harper	TG 1A	1955	El Mirage, California.
Absolute Alt.***	14970 Ft.	As Above.			
Duration		None Listed.			

NOTE

* Altitude observed was 20200 ft. (outside barograph range)

** Duration records are not now listed by F.A.I.

*** Altitude observed was 17500 ft. (outside barograph range)

GLIDE-AIR OF CANADA

NORTH AMERICAN REPRESENTATIVE OF EUROPEAN GLIDERS

Single Place	Glide Ratio	Two Place	Glide Ratio
ZUGVOGEL	34	KRANICH III	31
GEIER I	32	BERGFALKE II	29
RHONSEGLER	31	RHONSWALBE 2b	28
Lo 150	30	RHONLERCHE II	20
L SPATZ 55	29	SPECHT	19
WEIHE	29		

INSTRUMENTS

4 Volt Turn and Bank: Altimeter: Variometer: Speed Indicator: Barograph Ink or Foil, and Accessories.

297 EGERTON STREET, LONDON, ONTARIO, CANADA

APPLICATION FOR MEMBERSHIP

I hereby apply for membership in the Soaring Association of Canada. I enclose my cheque (money order) for \$..... being my first annual dues, and if accepted, I understand that I will have full voting power, right of entrance to all sanctioned Soaring Meets, and will receive the magazine FREE FLIGHT, official publication of the SAC. I agree to be bound by the constitution, by-laws, and rules of the Association, and to continue my membership from year to year unless it is formally terminated by my resignation, or by action of the membership.

Date..... Signature.....

Name (please print).....

Address

Make all cheques payable to the Soaring Association of Canada, and mail to:

The Secretary, Soaring Ass'n. of Canada, c/o RCFCA, Commonwealth Bldg., 77 Metcalfe St., Ottawa 4, Ontario.

Name of Gliding Club.....

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