

# free flight • vol libre



# PRIORITIES



MY NAME IS JO LANOË. I represent the six clubs of Eastern Canada on the SAC board. I've been a glider pilot since 1966, for the sole fun of being airborne. I am not attracted by contest flights, I will never win a competition. I am the secretary of the board at CVVQ, my beloved gliding club in Quebec City. Being a member is more than flying at an affordable price, it is also the pleasure to belong to a social group of people who share their attraction for aviation for multiple reasons. I like to be involved in numerous activities related to this sport, either at training, aircraft maintenance, towing, or just welcoming visitors. I truly enjoy criss-crossing the field, running after the gliders, or relaxing with my club fellows and their guests. In the late 70s, I flew in Sherbrooke, then I joined the Missisquoi Soaring Association, acted there as an instructor and also was the treasurer for one year.

How did I come to volunteer to take Pierre Pepin's position on the SAC board? Don't you also have the profile for representing your area? Answer "Yes", if you are committed to your sport, and primarily if you subscribe to volunteer principles. In order to stay consistent with my beliefs in volunteering, I realized it was my turn to give some of my time and experience there. The SAC board and committee members are true volunteers who devote some of their leisure time attempting to solve problems that we may have in common with Canadian soaring club presidents from coast to coast.

In most sports, you can pick either a commercial or a club operation. When you opt for the latest, you admit you will participate from time to time in the operations and managerial activities of the club, offering your time, your resources, your talents. Only this will maintain the club spirit. Believe me, there are gratifications and genuine fun to contribute to the smooth running of our club. Indulge yourself, do it. Without volunteers, we would have no choice but to practise it in a commercial operation.

With the new season, show your appreciation to your instructors, mechanics, towpilots, treasurer, field managers, web master, newsletter editor, social activity organizers, committee and board members. They do their best to operate your club with the same rigor a commercial operation would command, but this is not a reason to inflict upon them the kind of relationship a "client" is expected to get from a "vendor". You are in a club, not in a commercial business.

To the seasoned volunteers, I have a word of advice: be a mentor for the new volunteers of your club who do not know where to start. Do not wait until your valuable contribution turns into a chore for you — identify your replacement early on, and show him what you like to do. Otherwise, you will become "indispensable", and gone will be your pleasure. To be a volunteer while practising your preferred sport will double your pleasure. Have a good season — and act safely.

JE M'APPELLE JO LANOË. Je représente les six clubs de l'est du Canada au conseil d'administration de l'ACVV. Je pratique le vol à voile depuis 1966, pour le pur plaisir d'être en l'air. Je n'ai pas l'esprit de compétition, je ne gagnerai jamais un concours. Je suis le secrétaire du Club de Vol à Voile de Québec. Comme vous le savez déjà, être membre d'un club, ce n'est pas juste voler à bon prix, c'est aussi le plaisir de faire partie d'un groupe social dont tous les membres aiment l'aviation pour de multiples raisons. J'aime m'impliquer dans toutes les activités reliées à la pratique de ce sport, que ce soit l'instruction, l'entretien des machines, le remorquage, l'accueil des visiteurs. J'aime surtout le bon temps passé sur le terrain à courir derrière les planeurs ou à relaxer avec les autres membres du club et leurs invités. À la fin des années 70, j'ai aussi volé au club de Sherbrooke, puis j'ai été trésorier et instructeur au Missisquoi Soaring Association.

Mais qu'est-ce qui m'a donc poussé à me porter volontaire pour remplir le poste laissé vacant par Pierre Pepin? Vous qui lisez ceci, n'avez-vous pas aussi le profil adéquat pour cette charge? Répondez oui, si vous êtes un passionné, et surtout si vous adhérez aux concepts du bénévolat. Pour être cohérent avec ma conception du bénévolat, j'ai admis que c'était à mon tour de donner un peu de mon temps et de mon expérience à l'ACVV. Ses administrateurs et les membres de ses nombreux comités sont des bénévoles qui consacrent une partie de leurs loisirs à tenter de régler des problèmes que peuvent avoir en commun les présidents de club de planeurs d'un bout à l'autre du Canada.

Dans la plupart des sports, on a le choix entre une formule commerciale et une formule club. En optant pour la formule club, on admet de s'impliquer de temps à autre dans la gestion et les opérations nécessaires à la pratique de notre sport. Chacun à notre tour, on convient d'offrir un peu de son temps, de ses ressources, de son talent. C'est à cette condition que l'esprit de la formule club sera maintenu. Croyez moi, il y a des gratifications et du plaisir à contribuer à la bonne marche de son club. Essayez là. Sans les bénévoles, on ne pourrait pratiquer notre sport que dans une opération commerciale.

# free flight • vol libre

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© Cover

This spectacular photograph by Steven Liard is the recent winner of two major aviation photo competitions. Details of its conception and creation are on page 14.

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# A man of character

Doug Scott, SOSA

## People in the sport – Chuck Keith

**M**Y FRIEND CHUCK had decided to retire from SOSA and spend more time with his family. So I was called over to help clean out several neatly catalogued and packaged boxes of aviation-related things which will be distributed around the club for the use and enjoyment of others. It is no surprise that this stuff is so well organized, because that's the kind of person Chuck is. He once completed a very detailed report comparing the operating costs and efficiencies of various towplanes, to assist in making purchase decisions, and, as Grounds Director, he had an up-to-date chart for grass cutters to indicate which parts of the field needed their attention.

He has always been eager to help out anywhere around SOSA and also helped build some of the facilities at York Soaring. Chuck was probably the second person I met when I first visited SOSA and he has become one of my best pals, on and off the field. I vividly recall standing on the flight line that first day and being asked to take Chuck's car down to the far end of the field and help him derig. All his gear was in the car, along with a very protective dog. Not only did Chuck and I become friends, but let's say his dog really left a deep impression on me, Chuck was my "shepherd" in my first cross-country clinic, and I have a clear memory of his calm and encouraging voice over 123.4 as I gazed way up at the underside of his airplane, the first SZD-55 in Canada.

Along with his stuff, there's boxes left by his late gliding partner, Gordon Oates. Seems the two of them made copious notes all the time and saved everything. There's lots of memorabilia that illustrates glider flying in Canada since about 1955. It includes an old issue of your magazine from 1958 which details the World Contest in Leszno, Poland. There's an article about modern sailplane design for international contests, prompted by OSTIV, with lots of talk about flaps, and retractable gear, and pictures of Chas. Yeates, who apparently test flew a Breguet 901. I believe he is shown sketching for them an early version of a PW-5 or -6. Mr. Yeates describes using a new celluloid device which, when "laid on a map during flight ... can indicate how much altitude will be consumed flying between two points at a chosen flying speed". High tech, and no batteries, either.

Gordon's log lists launch options such as Motor Car Tow, Catapult and Rocket Assisted. I have been lied to by all the old-timers who say they had to make do with only Tiger Moths. Although, truth be told, there are notations like "14 min. tow to 2000". In addition to the column headed "Place of Launch", there is one titled "Landing Place". That would sure come in handy for me whenever I go to a contest. Gordon makes all kinds of interesting observations about many of the flights in the Remarks column, such as "Schweizer 2-25, 16 min. P2, Paul Schweizer 1st Pilot". I'm holding Gordon's FAI Gliding Certificate showing Gold Badge #7. The entry in his log book for that date, 2 Sept 1957, says "18,000 agl, Brantford airport, cu-nim base 3000, time in cloud 15 mins." So much for "clear of cloud". The log book shows thirty types of power planes and thirty more of gliders.

I am reminded that this story is supposed to be about Chuck by the fact that a movie just came on TV as I'm typing, called *Reach For The Sky*, about Douglas Bader, the WWII RAF pilot. Bader and Chuck coincidentally shared more than a love of flight, as you are aware if you know Chuck. The movie makes me think of Chuck, because he flew in the 1940s with the Fleet Air Arm, until he lost a leg. He then instructed overseas in Link trainers.

You had to pay attention to realize there was a prosthetic leg in there somewhere. I can never remember which side. It never seemed to slow him down and so you would easily forget about it, unless you saw he was wearing different shoes. I spent an eight hour day working beside him in snowy, slippery woods, both of us with chain saws, hopping back and forth over logs, tiring out before him and he had thirty years on me. I maintain that he was able to work faster because he had less need to worry about cutting his leg.

⇒ p15



## The SOARING ASSOCIATION of CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The association is a member of the 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 national aero clubs. The ACC delegates to SAC the supervision of FAI-related soaring activities such as competition sanctions, issuing FAI badges, record attempts, and the selection of Canadian team pilots for world soaring championships.

*free flight* is the official journal of SAC.

Material published in *free flight* is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. The accuracy of the material is the responsibility of the contributor. No payment is offered for submitted material. All individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest. An e-mail in any common word processing format is welcome (preferably as a text file), or send a fax. All material is subject to editing to the space requirements and the quality standards of the magazine.

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 vélovoles 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.

**vol libre** est le journal officiel de l'ACVV.

Les articles publiés dans *vol libre* proviennent d'individus ou de groupes de vélovoles 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.

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## On getting a handle

Mike Meier's article about the constant evaluation of in-flight decisions helps to clarify thinking on this difficult subject. I agree it is essential to review the outcome of flights in relation to whether any errors were made in decisions even when the outcome of the flight was good.

But does he imply that the pilot who makes 100% correct decisions will come to no harm? For example, in the case of his accident during the hilltop landing perhaps it was not the pilots decisions which were at fault — at no stage did he feel insecure in his approach to a familiar landing — but the uncontrollable risks inherent in that landing.

Mike rightly argues that a successful flight may result from bad decisions, ie. decisions that carried more than the least risk of harm. But the question then arises whether an unsuccessful flight, ie. resulting in harm, could follow from 100% good decisions? If I read him right, I think Mike's implied thesis that 100% correct decisions will eliminate accidents is false.

Can we ever fly with no risk at all? The only way to avoid all accidents around aircraft is to stay on the ground. In all human activity we are surrounded by risks most of which can be controlled by careful thought and practice, but some of which are uncontrollable and inherent in the situation.

Yes, we must aim for pre- and post-flight analysis of all flights as Mike asks. Yes, we must reinforce our teaching about pilot decision making where the task is to consider all the risks (harms) that might arise (risk assessment) and choose that course which carries the least risk. The pilot who consistently chooses well is least likely to come to harm. But we must not avoid challenging our limits carefully and systematically. Isn't that what badge flying is all about?

Henry Wyatt, ESC

## Editor, free flight

Sir: I was reading with interest my copy of the April/May edition of the "Jim Carpenter Monthly" when I happened upon the photo on page 18. I believe the glider pictured is an "Ass Steer" which accounts for the unusual pilot seating position. Oh, and by the way, I'd recognize Pat Templeton anywhere. Yes, Regis, that's my final answer. Do I win anything?

Yours truly, **the Bald Eagle**

## Supporting the "remote" pilot

In a Roundtable entry, Hans Berg wrote: "As I live in Windsor the nearest club is a 2-1/2 to 3 hour drive, and SOSA is 3 to 3-1/2 hours. With today's gas prices and being on a fixed income, this is impossible. Now after nearly 50 years of glider flying and training hundreds of students including air, I find myself close to packing it up. My hope is that there is a way that I can pay my SAC fees so that I can go on for another year."

*Hans Baeggli, VSA responded:*

The Vancouver Soaring Association has a Social Membership at \$50/year giving social privileges and the newsletter. Furthermore former full, active members can for the price of the Daily Membership at \$10/day get flying privileges, subject to checkouts, as long as they are insured, eg. are a full SAC member and have a valid licence. This is designed to maintain the previously paid initiation fee and for the occasional user or far away living members. This seems to work well.

However I would like to point out that I agree with the SAC policy or we would see most private owners desert the clubs, in particular in the areas where there are commercial operators, which we have several in the Pacific Northwest. I believe you either belong or you should have no privileges, which means when my time comes, I will fade away from gliding. Cheers.

*Richard Longhurst:*

I just wanted to comment on your posting, Hans. The policy in club membership for pilots is twofold. One you understand is to ensure private pilots continue to support clubs. The second, which is at least if not more important, is safety related. This is to ensure that some body is responsible for overseeing the private pilot's flying habits and making sure that minimum club safety standards apply, eg. spring checkouts, licence validation. Otherwise, if that pilot arrives at a Nationals [for example] there is no assurance that they are not going to compromise the safety of contestants ...

*Hans Baeggli:*

As I said, former active VSA members have that opportunity only as long as they are licensed, full SAC members and subject to flying proficiency as determined by our CFI and his instructors ... We also extend Daily Membership and flying privileges to other SAC/SSA or FAI club members, again subject to flying proficiency.

I believe there is a fine balance here. I have observed that what worked years ago to attract new talent doesn't work any- ➔ **p20**

# Dave and Andrew's excellent adventure

Dave Springford, SOSA

7 AM: FRIDAY, APRIL 13th, Andrew receives Ernst Schneider's long awaited e-mail, the Invermere Soaring Centre has secured insurance as a commercial gliderport, when am I coming out? A quick search at <[www.aircanada.ca](http://www.aircanada.ca)> discovers a web-saver fare to Calgary and return for \$282, taxes in. Further inquiries provide a reasonable expectation of good flying weather and a rental car from Enterprise for four days, at a cost of \$92. 8 am: Andrew calls (and wakes) Dave. "Hey Dave, I've got a stupid idea." Dave says he's in.

We have dinner together that night in Toronto and fly out to Calgary the next morning at 8 am. Arriving at 10 Calgary time, we slide into the rental car, pick up groceries (beer and wine) and get to Invermere at 2 pm. By 3, Dave is in the Duo Discus with Ernst at 10,000 feet, enjoying his check flight and receiving the local lore. Andrew's check flight follows, but encounters unusual conditions during the flight. As we are flying south to Fairmont Hot Springs, Ernst asks if it's all right to turn on

"the heater." Andrew nods agreement, but regrets it soon afterwards as the fumes from Ernst's lunch require a serious venting effort and the resulting heat loss doesn't seem worth Ernst's effort. When on the ground, we hear Ernst boast to both of us that we covered over 150 kilometres in less than an hour and a half during our check flights. Andrew replies, not bad for just farting around." Ernst grimaces, probably because of his lunch.

Invermere Soaring Centre is situated in the Columbia River valley, between the Purcell Mountains to the west and Rocky Mountains to the east. It's only a three hour drive west of Calgary and offers some of the best and most consistent soaring conditions in Canada. The Invermere Soaring Centre is now in its third season and has been expanding rapidly with the addition of a Duo Discus, Lark IS-28, two PW-5's, a Libelle and a Discus on lease back, as well as the club's 2-33, 1-23 and 1-26. Towing is via a Pawnee or a Stinson. A Discus 2 and a Ventus 2 are on order.



Invermere Soaring Centre is located at the Invermere airport, with three hangars and an office. One of the hangars is equipped with a shower and toilet for visiting pilots who camp on site. The paved runway is 3000 feet long by 75 feet wide and is very quiet. In the three days we were there, we saw only two powered aircraft take off each day. With the airport at 2800 feet, the surrounding mountains tower above it, averaging 8-9000 feet along the edge of the valley and rising to 11,000 feet a few miles further into the next range. Normal tows are to 3000 feet agl, releasing a few hundred feet above one of the lower peaks. The next order of business is to climb above the mountain, where lift is easy and consistent. Once up to 9000 you can comfortably cruise north to Golden (about 120 kilometres) or south towards Cranbrook along the spine. There are landable airports and good fields every 20 kilometres or so, providing excellent safety for land outs. Cruising at 9000, with most airports at 2800, you can always glide into the valley and land safely.

After Dave's check flight, he headed out to secure a place to stay for the night. As it turns out, one of his friends who wasn't answering his phone in Calgary is indeed at the family cabin in Invermere. After the initial confusion over wondering what this guy who looks like Dave from Ontario is



The local area around Invermere airport looking north (runway visible under the wingtip).

From the moment we climbed above the peaks after release until landing we only stopped to thermal once and covered a distance of 250 kilometres in two hours. Not bad for the first flight of the season! But really, it had much more to do with the fantastic conditions that Invermere has to offer than anything else.

Monday, April 16, the wind has swung around to the southwest, indicating weaker conditions. Ernst tries to encourage us to grab the Duo and go for a flight, but we decide to go to lunch and wait for the conditions to "improve". You guessed it, by the time we finish lunch and return to the airport, the

conditions have worsened. No flying today. We overnight in Invermere again and leave for Calgary Tuesday morning. The drive through the mountains is spectacular and we get back to Calgary with about an hour to go to flight time. We drop off the car and get a pleasant surprise, the rental fee is only \$83, less than expected — both of us agree this is a first. This is in part due to the CIBC Aeroplan VISA gold card covering the insurance cost for the rental car, but the attendant at the desk also gave us a 10% discount for having to wait for the car on Saturday even though we arrived two hours early!

During the flight back east, we agree that the internet played a large part in the planning of this trip, from the initial e-mail from Ernst to checking the weather, booking the airline tickets, the Duo Discus and making car reservations, everything was done on the computer from home. The trip would not have been possible without it.

doing knocking at the door in BC, two couches are secured for the night. It is always good to travel with sleeping bags in hand! Dave then returns to the airport just as Andrew lands from his check flight. Andrew gets the thumbs up — "we've got a place to stay."

Sunday, April 15, the day looks good, the Duo is prepped for flight and we launch around 1:30, releasing over top of the hang glider launch ramp on Swansea Mountain. Waving to the hikers at the hang glider launch (who wave back up to us with enthusiasm), we start to look for a thermal to get us up above the higher peaks. The thermals are small and broken, and we fall below the top of the peak, each of us giving it our best shot to centre the thermal. Finally, we slope soar around the peak, with the hikers now waving down at us, and we connect with something that lifts us back up to release height, a little more perseverance and we are at 9000 and ready to go.

We head south towards the 6000 foot asphalt runway at Fairmont Hot Springs 20 kilometres away, one more climb gets us back up to 9500 and over top of the higher spine. With less than 1000 feet between the peaks and the clouds, we cruise along enjoying the scenery and looking at all the great bowls that no one has skied in and wonder how we could. The lift is so strong we are no longer turning, just dolphin flying under the clouds. We soon reach Canal Flats, 45 kilometres south of Invermere, and turn around to head north to Golden. The cloud streets are still lined up with the peaks, and have now risen another 1000 feet giving lots of height. We cruise/climb to about 10,500 and once we get to Brisco, 40 kilometres north of Invermere, we can see lots of snow showers hovering over the main ridgeline. We transition to Steamboat Mountain in the middle of the valley and continue north. We can get as far as Parsons, about 80 kilometres to the north. Here the snow showers block further progress so we turn around and head back south for home.

Helpful internet addresses as follows:

Invermere Soaring Center:

<http://www.soartherockies.com/>

Air Canada:

<https://w4.aircanada.ca/aeroplan/mileageE.html>

Enterprise rent a car:

<http://www.pickenterprise.com/index.jhtml>

Invermere Soaring Center e-mail:

[info@soartherockies.com](mailto:info@soartherockies.com)

We are told that the best season to fly the Columbia Valley is July–August. Last year, during this time period, there were only three non-soarable days in the entire two-month period. We will be going back again soon, not only for the flying and the local natural beauty, but also for the terrific western hospitality and openness. Many, many thanks to Ernst Schneider, Trevor Florence, Mike Glatiotis and all those who we met during this magical Easter weekend. We recommend this opportunity not be missed, by anyone, at any skill level. ❖

# Zippity Do Dah!

Charles Petersen, York Soaring

**T**HE SHRIEK OF THE WIND NOISE dropped in volume and pitch. I was straining to see the horizon reappear, leaning my head back as far as I could, when first I heard the singing, “Zippity do-dah, zippity aye, wonderful feelin’, wonderful day!” It was Roy, voicing his contentment and joy at the feeling, as I searched for my cue to ease the back pressure on the stick and float over the top of the loop. This was moments after my first loop, and during the first loop I flew myself, with Roy Couliette, the owner of Turf Soaring in Scottsdale, Arizona, instructing from the back seat.

Aerobatics has always been my favourite part of airshows, and although Pitts and Extras astound with their power and violent defiance of gravity, there is no equal to the grace of a glider’s slow motion ballet. And issue after issue, the back and inside-front covers of *SOARING* carry intriguing ads for aerobatics courses at Turf Soaring and Estrella. I visited the web sites of both, and the offering seemed the same — ten lessons from 5000 agl plus two hours of ground school for US\$950. I consulted with our club *eminences grises*, wrote e-mails, and revisited the web sites. The choice was easily made by my wife. Turf is close to a renowned golf resort, The Boulders, offering superb accommodation and a program of golf lessons for women. My wife won’t fly in a glider and has recently discovered a passion for golf, the equal of mine for gliding. Turf it was.

The connections to Phoenix were non-stop from Toronto on Air Canada. The Captain proffered the requested invitation for “a glider pilot to visit” the flight deck, and I passed one of the four and a half hours hangar flying at 39,000 feet. The First Officer was himself a former glider pilot (Air Cadets), and the Captain, a friend of the Air Canada pilot who owns the strip where Great Lakes Soaring operates, had already planned to give soaring a try.

Shortly after arrival we stowed our bags in the trunk of the Cadillac, a gratuitous upgrade from Avis (but Honey, I don’t drive Cadillacs), and feeling like a character from a Larry McMurtry novel, we drove north forty-five minutes to our hotel. You can see your destination from several miles away; and why it’s called “The Boulders”. Larger than houses, and cubic with corners rounded, they are stacked like a giant’s toy blocks. The accommodation is in free-standing “cassitas”, mock pueblo-style of the southwest, that blend into the desert surrounding the incongruously lush fairways of the two 18 hole golf courses. After settling in, we set off to check out the airfield, a 20 minute drive west on Carefree Highway. I have never been in the desert before, and this was nothing like the sea of sand I have seen in pictures of the Sahara. A flat plain lying between low mountains, it is covered with low bushes and cactus, and surrounded by barb wire fencing to keep the free range cattle off the highway. We pass a gun range (Public Welcome), horse trailers

left empty on the shoulder, and balloon chase trucks collecting their charges after early-morning flights.

Although the highway was “Carefree”, I most certainly was not; in fact, I was as nervous as I was excited. My first concern was my flying ability; I had fewer than 100 hours P1, and I have always regarded aerobatic pilots with a certain awe. I hoped I would not find the coordination and orientation beyond my grasp. Then there is the motion sickness. A friend who flew a Pitts in Miami cheerfully informed me that she was sick as a dog her first two flights. My previous passion was sailing, and veteran

ocean racers say that you’re not really sick when it’s so bad that you’re afraid you’ll die, but when it is so bad that you’re afraid you won’t. I had come prepared with a box of slow release Gravol, and two sick sacks liberated from Air Canada.

on being  
head over heels  
in flight

The field itself was somewhat reassuring. A little seedy, in a well-worn and comfortable way, in the manner of most gliding fields. The staff were the usual collection of eccentrics, and one uniquely so: BeBop — a white macaw with full options — he can flirt with a melodious “Hello”, or screech in fury if left alone. He is usually in the “Pilot’s Lounge”, a room with a couple of desks, a sofa, a desktop flight simulator, and a wealth of memorabilia. A porch runs around two sides, the wider side facing the runways where BeBop’s other perch is located. Here, behind a counter sits the line chief, John, affable and unflappable. He tells me Roy has penciled me in the book for himself, but isn’t back from vacation yet. I’ll meet him tomorrow.

We spend the rest of the afternoon walking around The Boulders, a light lunch by the pool, a great dinner, and off to bed. I take my Gravol and eat a light breakfast, (I’ll never again fly in turbulent conditions on a full stomach, especially not with cherry pie), and I set off for the field. I read and sign the field rules (“never point your glider at anything you don’t want to buy”), and then I meet Roy. He is soft spoken, patient and slight, sporting a grey beard to match his hair. He gives me the manual for the ASK-21 to read while he scans my log book, uses an aerial photo to explain the field, and then we go out to pre-flight the ASK.

Turf has three parallel strips, two and a half of them paved with a thin strip of asphalt down the centre of the gravel, and one perpendicular crosswind. A commercial “Trike” operation, (a flying cloth wing atop a three wheel undercarriage with a small pusher engine) uses the far runway. Turf’s planes are tied down between use at the edge of the field or on the nearer strip, and the middle one is used for landing. The fleet consists of several 2-33s, a 1-26, two Grob 103s and the ASK-21.

It is well used, but nicely maintained. You can see the ravages many landings on the loose gravel have wrought on the undercarriage, but everything aboard is functional and tight. We tow the plane out with one of the golf carts, and Mathew, Roy's helpful and slightly shy son, gives me the cockpit check and assists me with my parachute. I climb in, and Matt straps me in tighter than ever before — the usual five way with the lap belt ends looped under and tied, and then another cross lap belt for security.

On Roy's, "You have control", I do my pre-flight checklist; signal for hook up, close my canopy, check both of the canopies and the spoilers are locked closed, then give the thumbs up and wag the rudder. The towplane, a Pawnee, acknowledges with his rudder and throttles up. I fly the takeoff and tow, where Roy has me box the prop wash, and we release at 5000. We do a couple of stalls, and turning stalls (incipient spins), until, satisfied, Roy gets to the serious business.

It will be my first loop ever<sup>1</sup>. Roy puts the nose down in a 45° dive to accelerate to entry speed of 110 knots and tells me to watch the horizon and the G-meter. He pulls back until we are pulling 4G, and I search for the horizon's re-appearance. He eases back pressure as we coast over the top, and then re-applies it to pull us through the back half of the loop. We cross the horizontal at about 100 knots, again pulling 4G until we are in a 30° climb, slowing to 50 knots only 300 feet or so lower than we began.

As another song says, "Oh, what a feeling, what a rush!" Then it is my turn to try one. I like this, "Zippity Do Dah..."; Roy likes this. I try more and I hoot with exuberant laughter. So he tells me to do a double loop. Next we turn to inverted flight. This feels very strange, hanging from my many straps with my glasses riding up my forehead, and I learn to push the stick to control my speed.

We have run out of altitude, and following Roy's instructions, I head for the IP and enter the circuit. The flight was 27 minutes. Roy debriefs in a quiet, positive manner — inserting a business card under the clip of a pen, he makes a model to illustrate that all maneuvers are combinations of the loop, the roll, the hammerhead, the wingover and inverted flight.

So far, no nausea, nothing over my head. But Roy tells me I'll find the roll a little more interesting. We discover on tow a mutual love of sailing, and swap war stories the rest of the week. Off tow, we do our clearing turns, and Roy demonstrates the roll. *Very interesting!*

We accelerate to 110 knots entry speed, (later I'll learn that we can enter as slow as 80 knots), and then pull up till the nose is slightly above the horizon. Relax the stick. We begin as in a coordinated turn, with initial left rudder, feeding in aileron to full deflection, and holding it there. As we roll through 45°, we neutralize the rudder, (gently, smoothly), and then approaching 90°, we feed in right, or top rudder to control the pitch, and as we roll to inverted, relax the top rudder, but reassert pitch control with forward pressure on the stick, maintained while inverted. Then as we go through 180°, the rudder goes neutral, then back to top rudder (remember, your other rudder is now top rudder, the left one), relaxing the forward pressure on the stick as we leave the inverted attitude. Approaching level flight again,

we (smoothly!) reduce aileron deflection, and adjust pitch attitude either to regain our altitude, or our entry speed for our next maneuver. Oh, and make sure to come out of the roll on the same heading as your entry.

The mechanics come easily, the finesse is elusive, and there's a rush of exultation with every near success. How I like this! I can't stop telling Roy how much fun this is, and I worry that I sound like an idiot. But he can't stop "Zippity Do Dah...". We finish with more loops, attempt a little thermalling, and then cede to the altitude and enter circuit. We decide two lessons is sufficient for day one, but Roy offers me the 1-26 for the afternoon.

I ask him for a lunch recommendation. Roy points over the trailer park to a white structure, tells me it is the *Wild Horse West*, and advises me not to get in a fight. The parking lot features mainly Harleys and pickups. On the door, a sign over a "Budweiser Racing" poster announces "NO GUNS" (later, I ask Roy if the sign is serious, and he tells me that the local protocol requires you to remove the bullets from your gun, pocket them, and surrender the gun to the cashier for the duration of your visit). The decor is a dense collection of animated beer signs, (you know, the kind where the moonlit lake, the fire and the stars behind the cowboys all twinkle), two mangy bison heads, and a 'Home of the Harleys Club' sign. The menu is painted above the bar: Hamburger, Cheese Burger, Swiss Burger (Swiss cheese and fried onions), Hot Dog or Grilled Cheese and Bacon, all with a bag of potato chips. Despite the warm ambience it's not long till I am back at the airfield, pulling into the parking lot just ahead of a bus.

As I reach the porch, someone calls out, "It's Show Time", and the day's crowd of rides, about thirty in number, files up to John. They pay \$75 for a 3000 foot tow in a 2-33, or \$110 for the "Acro Ride", a 4000 foot tow in a Grob or the ASK-21. I get the 1-26 launched before the Show begins, taking a 2000 tow, but can find only weak lift, landing at the 27 minute mark. I watch the low passes that are the culmination of the acro rides for a while, but it is anticlimactic. I call it a day, turn on the oldies station in the Cadillac, and sing all the way back to The Boulders.

Day two: we add Cuban Eights and Reverse Cuban Eights, basically a half loop with a half roll after or before, respectively. I fly three lessons, adding Rolling Turns and Clover Leaf Turns (a loop with half a roll, you turn to the right on the up side of the loop, and exit 90° left of your entry vector). We finish in spectacular fashion as Roy flies a low pass over the crosswind runway at 135 knots, gaining back 450 feet with a rolling climbing turn into pattern nearing the end of downwind. YES! Today the *Wild Horse West* is full with the membership of an equestrian club, and I go with the Swiss Burger on rye, then return to Turf for another round with the 1-26. I find little better than zero sink. They suggest I come back in April to find the 15,000 foot thermals.

Day three: the only new element is the wingover, and we review and practise the loops, rolls, Cuban 8's, Reverse Cuban Eights and Clover Leaf Turns. The emphasis is on smooth execution, (you've got the mechanics, work on doing it smoothly, feeding in full control gradually). Three lessons, lunch, (I stay with the Swiss Burger, and notice that nobody else eats the potato chips either), then 33 minutes in the 1-26. → **p12**

<sup>1</sup> It cannot be stressed enough — aerobatics is not to be self-taught. An error in inverted flight can result in screaming past Vne to destruction.

# Reach for the Sky and your wallet

the **Bald Eagle**

**H**ERE'S A PLAN TO ADDRESS THE ISSUE of efficient student training, without placing undue hardship on other club operations. And, it offers badly needed job opportunities in the exciting world of Aviation. Ladies and gentlemen, let me introduce *The Bald Eagle Academy of Flight Training* (a division of Bald Eagle Enterprises, Inc). All you out-of-work, newly-minted commercial pilots, who don't want to fly floats in bug-infested swamps, here's your ticket to being your own boss! No more hanging around the glider club trying to build up hours by towing for free! How does BEAFT work? Read on.

Frequently, students find their training gets low priority behind other club operations, and they quit at the end of the season because of frustration over slow progress. Occasionally, our club does actually expedite the learning process. We have a tradition where a new solo pilot buys a case of beer for the club. My friend Lynne was sent off on her own with the encouraging words, "You're not really ready for this yet, but we need the beer." But she, if you know her, is always an exception. There has been much recent discussion about the declining membership in clubs across Canada, and what we might do to make it easier for people to join and to learn how to fly. Like any enterprise, a steady supply of new revenue is required for continued existence, let alone expansion or fleet replacement. So, what to do? There is a perception that if you make it easier for someone to come and fly, that they will — sort of a variation upon the "Better Mouse Trap" theory.

This seems to be borne out by stories about trips to full-fledged commercial operations, in Canada and in other countries, where the access to exotic gliders and efficient and courteous instruction are readily available. For a price. People will come and pay well if they are given the attention their money deserves.

Every year I am taunted by postcards from well-heeled pilot friends who flock to the Holy Grails of New Zealand, Nevada, British Columbia, and, of course, The Bald Eagle Ridge. These guys are ecstatically happy to plunk down lots of hard-earned dollars for a unique and rewarding experience. The shrewd operators of these establishments recognize from whence cometh their future revenues. At those airfields, the ab initio student is neither neglected nor relegated to the back of the grid. Most of these places advertise professional flight schools that treat the students with the respect that paying customers deserve. There are lots of benefits that the students get there that are absent in the "free" training available at most clubs. For example, scheduling is done in advance, so there is none of that pesky standing around waiting your turn. There is a very real expectation of

quick and efficient progress from Intro Flight to Licensed Pilot in a short period of time.

One of the Canadian clubs has proposed an innovative solution, as noted on the SAC Roundtable. They plan an operation that borders on a commercial set-up, with expedited access to equipment and launches without all the fuss, bother and long-term expense of having to join the club and SAC. The comments on the Roundtable about the quasi-commercial aspects of this suggest a potential conflict between regular club activities and a fee-for-service plan. Clubs are not prepared to deal with such things as special insurance and liability, and they are not chartered for commercial operations.

So, what is the solution? How can you serve the needs of the students without compromising club principles? I'm glad you asked. The answer lies in outsourcing. Partnering. Sub-contracting. All the big companies do it these days. It makes for the most efficient use of scarce resources, keeps fixed costs and overhead down, and gives you someone else to blame when things don't turn out as expected. Where would you find a reliable partner for outsourcing? Again, I'm glad you asked. Simply enter into an agreement with the *Bald Eagle Academy of Flight Training*, where we will supply our own gliders, certified instructors, and lease your towplanes as required. In return, you will get lots of new, qualified members, without the hassles of running a training program.

The current business plan is to start small by buying a surplus 2-33 and contracting to handle all the training at our club. BEAFT will charge a fixed fee for student training, with guaranteed results, and will supply the club with a steady source of newly licensed pilots, who will be hooked on flying and thus eager to pay various membership and beverage fees, sustaining club revenue well into the Millennium. The Five Year Plan calls for franchising the operation to other clubs in need of Flightline Management Consulting. You too can invest now and get in on the ground floor of our Multi-Level Marketing. Share prices will be higher after we get our own late-night infomercials on TV. To pay instructors, we will aggressively seek outside sponsorships, including selling ad space on the gliders, and possibly towing banners behind the 2-33, as well. The extra drag will keep expensive air time to a minimum, and should help with those short field landings. Then we won't have to backtrack to the launch point. We must always be concerned with operating efficiently, and turnaround time is not productive. Instructors will probably work cheaply in order to build up time to advance their own personal flying. I know that at our club, you require about five years experience in the 2-33 before you are allowed to fly your friends around in the Twin Grob. A fair number can prob-

ably be enticed to work for free to comply with their court orders for so many hours of community service.

As noted above, the key to a successful commercial operation is to provide great customer service so that the customers' needs are satisfied and they are more than happy to pay for the experience. Also critical are the marketing, packaging and presentation of the product. Andy Gough tells the story of an operation in Great Britain where they obviously had not done a "Best Practices" study. The CFI was so poor that he wore a discarded tea cozy for a hat, and the sight of him turned off many potential customers. BEAFT will have smartly dressed "Customer Service Associates" to give personal attention at a very high level, ensuring quick student progress, greater customer satisfaction, and faster turnover, which goes straight to the bottom line.

One of the drawbacks to club training is that a student usually has a different instructor every day. This leads to lots of delays in learning as the student and instructor are required to review earlier lessons to see what has been covered, and they need to get comfortable with each other. In addition, a student is often hampered by different instructors having different methods of teaching something like circuit entry, which can lead to re-doing something already covered. This is a waste of the client's money. And since his money is our money, well, you get the idea. We can eliminate those roadblocks with our Quick Study Plan. A typical day might go as follows:

**Student** Hi. I'm here for Glider Flight Training.

**BEAFT** Welcome to *The Bald Eagle Academy of Flight Training*. How will you be paying for the lessons?

**S** Well, can you tell me a little about the Academy?



**BE** Indeed. We take VISA, MasterCard, Interac, and personal cheques with two pieces of ID.

**S** No, I meant what can I expect in the way of lessons?

**BE** Good question. Will you be choosing the Bronze, Silver, or Gold training package, and how will you be paying for that?

**S** What's the difference?

**BE** The Bronze gets you five rides in the towplane, Silver gives you a Glider Pilot Licence, and Gold includes a silly but effective hat.

**S** I'll take the Silver.

**BE** Good choice. How will you be paying for that? And do you wish the basic option or an upgrade to the one-on-one training that includes a full-time instructor in the back seat?

**S** What is the basic option?

**BE** What we call "Distance Education". You fly by yourself, in a less expensive single seater, and you're in radio contact with instructors at a "help desk" who prioritize the calls and offer assistance as required.

**S** I'll take the upgrade.

**BE** Okay, fine. As part of our market research, may I ask where you heard about the Academy?

**S** I saw your ad in "Swinging Singles" magazine. Why were those girls in the pictures wearing wet T-shirts? And what did the ad mean by "All instruction is done with 'the Twins'?" — are they the twins?

**BE** That's a little ceremony we perform to reward someone who has gone solo. Sort of provides an extra incentive. We used to wet down the customers, but we picked this idea up in one of our Focus Groups, and it gets much higher ratings in the Client Satisfaction Surveys.

Later, after becoming airborne:

**S** Say, this is exciting, but it's bumpier than I expected. Is there a barf bag handy?

**BE** Yeah, sure. Just insert a quarter in the dispenser on your left. The one marked "Eagle Bags — Quick and Easy When You're Feeling Queasy". Now, if you're ready, let us proceed with Lesson One. This is called "The Effects of Controls". Note the water tower straight ahead, beside Ian Oldaker's house. Note how as I pull back on the stick, the nose raises sharply, the speed and outside noise decrease, and finally we are stalled, and the nose drops below the horizon. Now, for a further effect of controls, I will stomp hard on the right rudder, inducing a full spin. Note how the ground is getting closer, objects are increasing in size, and the water tower is whirling all around.

**S** Aaaahh!!!

**BE** Okay, now you have control.

⇒ next page

## Zippity do dah!

from page 9

Day four: We learn the Split S, (a half roll to inverted, hold till the speed drops to 50 knots, and then pull through with a half loop), and I screw up. Just past the halfway point of a roll, I remember it is only supposed to be half a roll, I try to reverse the rotation, and forget to hold the nose up with forward pressure. Roy, calmly and for the first time, takes control. Undeterred, we go to the hammerhead. Dive to entry speed, 120–135 knots, and then pull up until approaching vertical, relax the stick, but as the plane slows, gradually feed in rudder so one wing drags, until it stops climbing, hanging suspended for a surprisingly long moment, and then falls to the side. Improper execution can lead to a tail slide! We review all that went before, picking up thermals today, and then spend the altitude in more practice. Before the next flight, Roy draws my first routine, using the IAC (International Aerobatic Club) symbols. It calls for a loop, a roll, a half Cuban Eight, a roll, a wingover, a roll to inverted, hold inverted, and then roll to upright, and a loop to finish.

Day five: Roy has been busy at the photocopier, reducing the IAC 1998 “Known Compulsory Programs” for the SPORTSMAN 1 GLIDER class, to 3" x 4", suitable for taping to the instrument panel. He modifies it to eliminate the tail slide, which the ASK-21 is not certified for. It calls for: a tight 360° turn, a Split S, roll, wingover, roll, hammerhead, loop, a half Cuban Eight, and a climb to regain altitude. Roy has also introduced the discipline of “The Box”. It is marked out on the ground, the centre a white cross, and the sides parallel to the runways, mentally divided into nine square sectors. The idea is to ensure that we are always aligned with the sides of the box, and to move sectors, never doing two maneuvers in the same sector. Oh, and I must waggle the wings before the first figure, and after the last to signal the judges the start and finish of my program. I do the waggles fine. In between, as a French teacher once wrote in my report card, there is room for improvement. But improve we do, and that’s a good thing, because tomorrow my wife is coming in the capacity of designated audience for an airshow!

Last day! My wife watches me do the DI, Matt helps me tow the plane out, the tug arrives, but Roy is still occupied with his morning constitutional. Matt radios him to say we are on the line and ready. He responds that he will be a while, but I can fly it solo or I can take my wife, or wait 10 or 15 minutes and he will fly with me — my choice. Matt suggests I take my wife. I explain that Riki will not fly in a glider even for a scenic intro. Matt thinks me fortunate, but shares this technique for those who wish to eliminate their wife’s shared interest: “Start with a high speed entry and up into a hammerhead, and when it’s hanging there, just before it falls, say over your shoulder “Oops!” You’ll never need to take her flying again.”

I elect to wait for Roy; I figure I can’t look worse for having a coach in the back, and soon we are off. I start with the IAC program, and then improvise. We fly and fly, everything I have learned (Zippity Do Dah indeed!) until we are getting close to pattern entry height. I ask Roy to show my wife a low pass. He says I can fly it. Accelerate to 135 knots, hold the speed and head for the cross-wind strip. We streak across the field less than ten feet off the ground (“Not bad, no PIO’s, not bad at all!”), a climbing turn into a low and abbreviated circuit, and it is over. It has been the most excitement I have had flying since I soloed. I decline a second flight, because there is no way I could improve on the one I just finished. Roy suggests I should move to Arizona and join the Turf Acrobatic Team. I decline the move idea, but I promise I’ll be back next year. He ensures that I will come back with a tentative offer to fly his Swift (“like the Formula 1 of acro gliders”).

I should warn you; there are grave and hidden dangers in this acro flying. Last fall I purchased a half interest in a Discus CS, but now I feel the need for use of a second glider, one that is acro-certified. Exposure to this type of flying can cause you to surpass E<sub>ne</sub> (Expenditure Never Exceed)! If however, you are willing to take this risk, Turf Soaring can be found at (602) 439-3621, or on the web at <[www.turfsoaring.com](http://www.turfsoaring.com)>

## Reach for the sky

from page 11

**S** Aaaaaiiiieeee!!! I don’t know what to do! HELP!

**BE** Oh, that’s right. You only paid for Lesson One. Didn’t I mention that Lesson Two is the one that teaches spin recovery?

**S** Quick! Quick! Tell me what to do!

**BE** Sure no problem. How will you be paying for that? I’ve got to decide soon if I’m going to get out.

**S** What do you mean?? Aaaaaiieeee!!! And how come you’re wearing a parachute and I’m not?

**BE** You didn’t request the upgrade. If you want to proceed to Lesson Two, just swipe your card in the slot on the right of the instrument panel. (Dial up sounds emanate from the instrument panel.) Sorry for the delay. The cell phone service is poor in this location, and the line to the bank is often very busy on a Saturday. Uh oh, looks like you need another quarter, too. Now, punch in your

PIN number. Okay, good, looks like the transaction was accepted.

**S** Aaaaaiiiieeee!!!

**BE** Okay, so, now, open your eyes again and watch carefully as I apply full opposite rudder, centralize the ailerons, then pause slightly, move the stick forward until the spinning stops, centralize the rudder, pull out of the resulting dive, and gently flare over the runway, hold off, and put it down on the main wheel. Congratulations. Come on into the Hospitality Centre, where you can clean off, and buy me a beer to celebrate getting your Glider Pilot’s Licence.

**S** But I don’t know how to fly.

**BE** No problem. The lineups at most glider clubs are so long that you won’t fly at all in your first season, and you’ll have plenty of time to learn by watching and talking to others. And most clubs won’t let a new member go solo without 20 or 30 checkrides, so you’ll be fine. Now, how will you be paying for that beer?

# Early days in Canada

Terry Beasley, MSC

I AM INDEBTED to an article that appeared in the Soaring Association of Canada Year Book, 1948–1949, written by the late Beverly Shenstone (SAC's first president), under the same title that I have chosen. Much of the following history is taken from this previous article. I have also included information that first appeared in an article I wrote for the Montreal Soaring Council's 50th anniversary issue of their magazine, *Downwind*.

In a country as vast as Canada it is not surprising that the early pioneers of gliding carried out their activities independently of each other and this has made it extremely difficult to compile any sort of complete and accurate history. The various clubs that exist today have all made some effort to trace their own history, but where early activities did not lead to a club that survives today then, sadly, this history has been lost.

The earliest record, unfortunately without any references, dates back to 1907. In that year a Mr. L.J. Lesh flew two Chanute type hang gliders in Dominion Park, towed by a boy on horseback. Later, in the same year, he did something much more exciting. He stood his glider on a pier opposite Pointe aux Trembles on the St. Lawrence River with a towing cable attached to a motorboat. He ran along the pier, towed by the boat, and managed to get airborne before he got to the end of the pier. He flew an incredible seven miles downstream behind the boat. Unfortunately the motorboat driver mistook a signal and turned and stopped. Mr. Lesh was forced to alight on the water, without injury, but destroying the glider. This story seems to confirm that Montreal is the birthplace of gliding in Canada.

The next reference I have found brings us to 1912, but no information is available. The September 1964 issue of the Montreal Soaring Council's magazine included a photograph showing a biplane glider being operated in Montreal's Lafontaine Park in 1912. No reference is given as to where the photograph was found, who the pilot was, or what type of glider it was. Unfortunately at that time I was working in the USA and was not able to follow up. No one now knows who submitted the article.

By 1925 the Montreal Gliding Club already existed; they are known to have operated a primary in Montreal West. The club was dissolved when they could not pay a repair bill to Canadian Vickers! By the end of the thirties there are reports of the Webster Gliding Club, a gliding section of the McGill University Light Aeroplane Club, the Maisonneuve Gliding Company, and the Club Planeur Laurentian.

The late Charles Wingfield gave some interesting history to me after I wrote to him having learned (from an article in *Sailplane & Gliding*) that he was a student at McGill in the thirties. In 1991 he still had his diaries and logbooks from those days and was able to tell us that in 1935 the last day of flying for that year was on December 15 when 14 members made a total of 54 flights in the club's Dagling. Mr. Wingfield also told me an interesting story on how the McGill Club

acquired a Slingsby Falcon glider. As an advertising stunt, the MacDonald Tobacco Company offered to provide an aeroplane, free, to the McGill University Light Aeroplane Club if they collected an astronomical number of cigarette cards, a mere million or so. This number was so great that MacDonalds probably considered the task so formidable that no one would try it. They did not understand the motivation of gliding enthusiasts who could see, at last, the prospect of a decent glider! A vast number of cards was collected, but by this time the Light Aeroplane Club had folded and the McGill Gliding Club declared themselves the legal successors. It appears that the tobacco company accepted this and agreed to buy them a glider. Evidently there was much debate on what glider to buy, but the sober heads realized they were all too inexperienced to get something too exotic so they settled on a Slingsby "Falcon". It is certain that this glider survived the war years and was flown in the immediate postwar years. Unfortunately I have not been able to find out what happened to it.

I will not go on to describe the known early days' activities that occurred in other parts of Canada. Suffice to say that there is recorded history of activity in Three Rivers, Sherbrooke, Ottawa, Toronto, Brandon, Medicine Hat, Saskatoon, Lethbridge, Calgary, and various locations in British Columbia. Some of the early BC activity is described in the book, *Trying Their Wings*, by Lloyd Bungey, published in 1989 and still available from the Vancouver Soaring Association.

Most of the published material on Canadian glider designs is devoted to the work of Mr. W. Czerwinski but there is one other design that is worth mentioning. This was a 40 foot sailplane built by a John Brandlmayr of Saskatoon in 1939. It was, for the day, quite a modern looking glider with an elegant, slightly gulled, tapered wing.

The Soaring Association of Canada Year Book, 1948–49, includes a list of known gliders in Canada at that time. It was acknowledged then that the list may not have been accurate and some of the gliders may not have been active. The list is too long to repeat in full but some data may be of interest. Listed are eleven primaries of various types, one Kirby Kite, six Grunaus, three TG-3, one H-17, one Robin, six Schweizer 1-19, two Brieglieb BG-6, ten Kirby Kadet, one Mü-13, one Eon Olympia, four Pratt-Read, one Schweizer 2-22, one Sparrow, one Wren, and six L-Ks. The Loudon and Harbinger are listed, but at that time I do not believe that the Loudon was complete and the Harbinger, although definitely already under construction, was not completed until many years later.

Of the six Grunaus, at least three were post-war booty from Germany, as was the Mü-13. *Free flight's* recent two part article by the late Barrie Jeffery, "*Grunau Baby Days*," shows how important these Grunaus were to Canadian gliding in the immediate post-war years. At least one Grunau still exists [in Calgary] but it is not airworthy. The Mü-13 certainly is a survivor, I saw it at the Elmira International Vintage Sailplane Meet in July 2000 where it was awarded a well-deserved *Chris Wills' Restoration Prize*. Since its McGill days it has, I believe, seen several rebuilds. It is presently owned by a Florida enthusiast, who collected it from the last Canadian owner in British Columbia. It is now in really excellent condition. ❖

# Hangar flying

## Capturing that elusive image the cover photo – Steven Liard

I have been flying gliders for nearly twenty-five years and I have worked as a photographer for almost the same length of time. But the quest for me is endless to capture that elusive image that conveys the true essence of soaring. In addition, we were planning a new club brochure and needed dramatic soaring photos, as well as my desire to have competitive images for the *Aviation Week & Space Technology* international photo contest.

The photo on this month's cover is the result of several years of effort. It began one cold February day in the hangar at SOSA. I was walking around the club's Single Astir and trying to figure out what view I wanted to convey. I finally found the viewpoint some 4.5 feet forward of the wing leading edge and located just inboard of the spoiler box. I was determined not to have the "barn door" look, so prevalent when taken by a wingtip mounted camera, where the wing appears to taper towards the fuselage.

But now that the viewpoint was located, just how do you hold a camera in that location? The solution was to construct an aluminum boom mount that extended the required distance. As the club would also frown on drilling holes in the gelcoat surface, I also had to figure out how to attach it. I ended up carving a 6 x 6 inch by 4 foot block of high density foam (similar to Styrofoam SM insulation foam) to mirror the concave surface of the underwing. Into this block I then carved a slot to accept the boom. I was using a 1.5 inch square aluminum boom with rounded edges. A one inch thick piece of foam was placed over the top surface to prevent marks as well. The boom was held to this with a small ratchet-type cargo strap that held the boom at the leading and trailing edges. Then it was a matter of ratcheting the strap tight enough to hold the boom, compress the foam, but not damage the wing surface. Thus a full compression fit was the final

solution. The excess foam was then carved into a semblance of an aerodynamic shape and duct taped for smoothness. An additional safety lanyard was also used for redundancy. A hard-wired electric remote control allowed for multiple frames to be shot.

I used a Nikon F90 camera and pre-set the 16mm fisheye Nikon lens to f:5.6 and also set it to the hyperfocal distance for that aperture. I've long ago learned to depend on the superb Nikon matrix metering and let the camera pick the appropriate shutter speed throughout the flight. As lighting conditions would vary, manual pre-setting was not a viable option. Film was my favourite for aviation photography, namely Fujichrome Velvia RVP-50. This 50 ASA transparency film gives extremely fine grain and also produces a very clean white balance and a dark blue sky. Just what the doctor ordered.

I took four flights with the boom attached. The first two in August were test-of-concept flights. After having another club member check over my figures and attachments (he's an engineer) I felt confident that all was in order. These two flights were to 6000 feet agl and allowed me to shoot some great above-the-clouds shots while I just floated along. I also slowly explored a speed range up to 80 knots. There was no vibration or ill handling of any type. The camera just sat there rock steady. Being a club ship, everything was removed from the aircraft and the film was sent for processing and analysis. The next two flights were to 7000 feet in September, so we re-rigged the set-up again and slightly adjusted the camera angle. But what an unusual feeling to tow to 6 or 7 thousand feet, shoot off a roll of 36 in two or three minutes, open spoilers and spiral all the way down again to land and change film, only to repeat the process. SOSA made a fortune in tow charges from this effort, but the towpilots loved it!

I had wanted to be at least 2000 feet above the cloud tops and also late in the day so as to get a lower sun angle. An added benefit



## Coming Events

17-23 June **Western Instructor Course**  
Chipman, AB. If interested, call Terry Southwood, (403) 255-4667.

27 Jun - 6 Jul **National Soaring Contest**  
SOSA. Practice days 25-26 June and the contest runs from 27 June. CD Larry Springford. See details on SAC web site.

28 Jul - 6 Aug **Cowley Summer Camp & Alberta Provincials**  
THE great soaring event & locale. Fun provincials mid-week. Contact: Tony Burton, <free-flt@agt.net> (403) 625-4563.

of towing above the clouds is that the air becomes much clearer once above the convective layer, and the blue ultraviolet becomes much more pronounced in the sky exposure. These were also the flights where I did some wing-overs to produce the dramatic photo. This is also why I had tested the rig up to 80 knots. With the camera on the low wing, the view is as shown on the cover. With the camera on the high wing, the view is reversed and gives the impression of heading straight down. Needless to say the upward vertical was the preferred view. I knew that I absolutely needed a strong vertical image to increase my chances in the *AW&ST* contest. And there is always the possibility of cover photos as well.

And that is the basic story of how this image was produced. But I had lots of help and encouragement from other club members and wish also to thank them for their input into the process. I have been most fortunate to have received some measure of reward for the effort, but for me the real satisfaction is the visibility that our sport has received in the public eye. Now for this year's photo..?

### Calculated risk-taking

from an article by Peter Savage in the  
*4/86 free flight*

Living is risky — the only absolutely safe person is dead. Your progress and safety lies not in denying the existence of risk, but in accepting it and preparing yourself. The principal point of assessing a risk is to establish that one's skill is sufficient to qualify you to take it. In other words, it is not really a risk at all. The message is that to grow, it is necessary to fly to the full limits allowed by one's skills and capabilities, but never beyond them. The limitations of one's experience can be extended by consideration of the correct way to handle imagined situations which, to a great extent, can substitute for risking neck and glider when carrying out the real thing for the first time. ❖



Tony Rywak

**A man of character** from page 4

He was once crewing in a contest for Terry McElligott, who was NORDO (which is somewhat odd because Terry is a professional radio announcer), but anyway, they had this system that Chuck would move a sheet from one spot to another on the field to confirm a good contest start, and to someplace else if it wasn't good. Terry could look down and be advised of his status. Well, Terry was in a 1-26, heading upwind in a gale, and apparently made dozens of tries and never got beyond the end of the runway. I'll wager Chuck was just about as busy as the proverbial wallpaper hanger.

I feel a bond with Chuck. We found out that we had both gone to the same high school, and had both enjoyed canoeing on Lake Temagami in Northern Ontario. Of course, when Chuck was camping there, the local Indians were still hunting bison. Chuck is a very gentle man, and I have frequently benefitted from his counsel to create less stress for myself. He has been very supportive of me in my endeavours, and I am grateful.

His caring nature extends beyond human life, to include the trees and animals around his home. He and his wife lovingly tend ten acres of a mixed woodlot, and have investigated having surplus trees removed by a logger using horses. He says it's kinder to the forest to use horses, I say it's to remind him of the way they got around when he was a kid.

Oh, yes, I meant to speak of all the treasures he had for me. I've never seen such meticulous organization of such a huge pile of things into bins and boxes, all with the proper labels, and saved instructions. A note attached to the glider batteries saying when they were last tested or charged. A reminder to the user of something to watch out for this or that. Detailed descriptions, obscure gadget parts, a place for everything, and everything in its place.

And then we come to the pee bags. Gosh, he had every possible combination of pipe and

tube and hose you could imagine. For a while I thought he had rigged up an ingenious pump to solve the old "uphill" problem, but it was for his inflatable headrest. My favourite stash is a collection of freezer bags where he has even saved the little labels that come in the package. Why would you save the labels? If he has been as meticulous as his old pal Gordon, I expect that in the freezer at home are bags labeled "August 3, 1999, 0.7 litres, 7500 feet over Brantford, exceeded old record".

My good friend, you lived life to the fullest and you inspired the rest of us to do as much as you and to enjoy life as much as you did. I wish your family all the best, and though you won't be at the club in person this year, I know in my heart I will see your spirit and your ever-smiling and cheerful face whenever I look up into the sky. [Chuck died 12 May.] ❖



Keith Ferguson

A bemused Ed Hollestelle looks on as Chuck Keith packs away his outlanding leg at the 1992 Ontario Provincials.

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## Amateurism and the accident rate

*This appeared in Australian Gliding in 1987 — not a word of it is outdated.*

A common factor among gliding organizations world-wide at present is an accident rate which is considered to be worse than it needs to be.

The problem has been discussed at the newly-formed OSTIV Safety and Training Panel and at the well-established Sailplane Development Panel, the latter body also being a long-standing part of OSTIV.

The two bodies have recently started to come together, the first occasion of a joint meeting being at Benalla during the period of the 1987 World Comps. The Safety and Training Panel, as its name implies, tends to concentrate on the operational side of accident prevention, factors such as high quality flying training and adequate safety awareness programs being given high priority in our discussions. The Sailplane Development Panel concentrates more on the aircraft themselves, examples of their work being to establish upper limits of force required to pull the release knob under maximum tow-line tension, and to establish suitable future crash-worthiness standards for glider cockpits. It needs little imagination to see that the work of the panels overlap quite a lot. Future cooperation between the two groups must, if we all do our work properly, result in a better quality of flying training and a better product to do that training in.

However, all the careful work put in by all those involved in organizations such as these two groups is of no avail if any of the gliding organizations do not come to terms with certain facts of life.

These facts are:

- There is a problem — the accident rate is not satisfactory.
- The problem can be solved.
- There are people working on the problem almost continuously. Occasionally, they are bound to stumble across an answer. *It would be nice if people would take some notice when they did.*
- Safety in any form of flying results from a continual effort on the part of everyone involved. No one, regardless of experience or supposed status, can afford to drop his guard.
- Any form of flying ceases to be enjoyable when someone gets hurt or killed.
- There is a danger of becoming injured to a poor accident record. A high number of accidents can easily become regarded as the norm.

That last point is of particular concern, especially in view of a very foolish remark made by a correspondent in a recent issue of this magazine [*Australian Gliding*] that “glider prangs are considered par for the course”. That remark, among others in that letter, have confirmed beyond doubt that some people are quite unable to face the reality of the situation.

The reality is the list (of 37 accidents and incidents reported last season in Australia). There are a few on this list who suffered a bit of bad luck, and probably could be truly considered as an example of “par for the course”. They are very much in the minority. Most of the accidents are the result of poor airmanship, poor judgement, or poor flying discipline, although there may be some air-worthiness input to one or two of them.

Unfortunately it has become fashionable in today's society to diminish the need for any form of discipline in human relations. In some areas, this is probably a good thing, but surely not in aviation, at least not in the actual flying part of it.

Whether aviation is conducted on an amateur or a professional basis does not make any difference. Flying discipline is an essential part of a pilot's upbringing and is ignored at the peril of everyone involved. We, therefore, come to the point of this article: What price Amateurism? Does our amateur status mean we must accept a lack of flying discipline?

Obviously my own view is quite clear. I consider my very survival to have depended on my early instructors who were insistent on a high degree of discipline during my basic instruction. Not an idiotic parade-ground, “one-pause-two” type of discipline, but a recognition of the need to adhere to known safe procedures and the dictates of good air sense.

Let the Air Force have the final word — some 56 years ago they wrote: “There are two danger peaks in a pilot's life. One is when he has flown 100 hours and believes that he knows everything there is to be known about it. The other is when he has reached the 300 hour mark and knows that he knows all about it. It is only later, when he reaches the 2000 hour mark, that he realizes he will never know all there is to be known. It used to be said that if a very old pilot happened to kill himself it was generally due to carelessness, but it is thought and indeed one might almost say hoped that all such careless pilots are by now defunct.”

**Mike Valentine**  
OSTIV Safety and Training Panel

## Comment on X-C Fascination & Fear article by Sergio Colacevich

I would like to address some of the author's conclusions or safety tips in his article in the previous issue of *free flight* based on his cross-country experience. While most of the tips are reasonable in context they can be misleading to new pilots to cross-country flying.

Banking 1000 feet extra for a final glide is reasonable but not normal practice for typical cross-country. Most important is to be within easy gliding distance of landable terrain. This is most critical below 2000 feet agl but does not mean you cannot continue to progress on course below 2000 provided you always select additional landable areas within reach. By 1200 feet these areas should be qualified into two or three usable fields. Still trying to work lift down to 1000 feet near the selected field is the point you should switch from looking for lift to moving into the circuit entry point so that a downwind is established at 800. This is the point that all concentration should go to landing and not thermalling any more. Late attempts to thermal at after this point are where most flights can start to go wrong! This is most critical on windy days. The pilot is not thinking of an OUT. This is where the “SOAR” technique can help.

As far as field selection is concerned, the most important factor is into wind landing on level field 5–600 metres long. Slope will only complicate things. If sloped terrain is all that is available then landing uphill is more important than wind but you are at greater risk of ground looping. Passing underneath wires is highly risky because you must see them, which is almost impossible until too late. They are, of course, usually along the edges of fields leading to a farmhouse, so the pilot must expect to find them there and alter his flight path accordingly. Power poles or electric cow wires can be also found in the middle of a field, so we have to search for the line of poles leading from the farmhouse to see where they are, if they are not apparent along our approach path. You are much better to fly over a pole or line of different coloured grass/crop, which is easier seen, and land beyond the wires.

With respect to being afraid it is good to always be afraid as stated. Fear will keep you from being overconfident which is the state most of our accidents are occurring in. I think most pilots do not experience panic when danger is imminent, but fear results in inaction (ie. freezing) and is more common when we are exposed to unfamiliar situations. It is a normal survival response. I think the author is right about managing fear so that action such as in the [SOAR] mnemonic is always possible. Practising options in training situations is better for allowing action when fear paralyzes our cognitive skills.

We then will fall back on our trained responses. There could be none if we haven't trained for the eventuality.

Maintaining your speed for flight is true for the approach. Energy on impact will be based on your mass and the speed squared. Speed has the most effect on landing which is why it will always be better to do a stalled landing approach into the tree tops than flying into a row of trees. A glider properly stalled into tree tops, if that is the best option, will likely get hung up in the trees by the wings. If it does fall between, it would likely be sideways as one wing would likely yaw the glider when it catches the branches. Cross-country flying can be one of the most rewarding aspects of soaring. With a little respect for our limitations we can safely enjoy our experiences.

**Dan Cook**, SAC Safety Officer

### **"Judge rips skydiving, regulate sport or ban it, inquest report tells Ottawa"**

The above quote appeared as the front page banner headline news in the *Winnipeg Free Press*, Friday, 16 February 2001. This news item dealt with the results of an inquest of a skydiving fatality. As you read on, substitute gliding for skydiving and you will get the message that public (legal and political) concerns about the safety of a sport could have far reaching implications on the way in which we conduct our operations. In comparison with flying sailplanes, skydiving is perceived as the sport with the greater risk. About 2000 skydivers made an estimated 30,000 jumps last year. The Soaring Association of Canada (SAC) has approximately 1200 members who collectively may have made about 20,000 flights. Regrettably, our fatality record is atrocious.

The salient features that follow have been excerpted from the *Free Press* article written by Mike McIntyre:

"The provincial court judge issued a scathing inquest report saying that a skydiver would likely be alive today had some simple guidelines been enforced. The judge said that Transport Canada needs to create and enforce a series of mandatory rules and regulations and punish any violators by revoking their rights and slapping them with penalties. Clubs throw caution to the wind when they treat existing regulations as a nuisance to be ignored. In a sport fraught with danger, steps must be taken by the sport's association and the Government of Canada to minimize that danger. The other alternative is to ban the sport and to limit it to the military. The action and inaction of a companion skydiver leads one to question his competence as an instructor."

One of the judge's eight safety recommendations published in the article stated, "All incident reports must be forwarded to the Federal Minister of Transport for the purpose of conducting an investigation." (This is an item currently being dealt with by SAC.)

At the present time, the ball is hopefully in our court. We have the opportunity to take proactive measures to improve our safety record. The Flight Training and Safety Committee has developed a Safety Audit and continues to encourage all clubs to review virtually all aspects of their operations. The audit is an excellent opportunity to identify potential weaknesses and take constructive measures to mitigate the risks in our flying operations. SAC sponsored Safety Seminars are being held across the country to help us focus on safer operations and develop an increased awareness of the need to maintain and improve our safety culture. The nurturing of a safety culture is a responsibility of all participants. SAC's poster campaign titled, "Safety x 4"; "Sécurité x 4" is a reminder of the ongoing quest to markedly improve the safety of our operations.

**Fred Kisil**, member, Flight Training & Safety

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## SAC news

### SAC 2001 Annual General Meeting Winnipeg, 11 March

Winnipeg greeted its SAC visitors with a weekend of clear skies but chilling 5–10 below temperatures which were carried on brisk winds of 20–30 knots. Our hosts seemed to delight in introducing us to their weather as the hotel, the venues for the AGM, the separate Board meeting and Awards Lunch were all in different locations about ten invigorating minutes walk apart. Getting to some of them gave a whole new meaning to a “downwind dash”, and getting back was another experience altogether.

The venue for the AGM was in a heritage building just a block north of Portage & Main, Winnipeg’s infamous windy corner. The rotunda of the building contained Howard Loewen’s new DG-600 and Mike Maskell’s beautifully kept Jantar. The Winnipeg Flying Club and the Recreational Aircraft Assn also had displays. For pictures of the display hall and the gliders, go to [www.sac.ca](http://www.sac.ca), click on <Roundtable>, and look down the list for “Images of the SAC AGM venue” published 2001/03/10 by Susan Snell. It is worth a look just for the architecture of the building alone.

In recent years, SAC has found a disappointing level of membership attendance at annual general meetings. Even the level of club representation has been far below that required for an AGM to function normally — that is, as a means of achieving direction for the Board through a quorum of club representatives. In most recent meetings, there have been club representatives from just a very few clubs and some local members in attendance. This meeting in Winnipeg was no exception with a total attendance of fifteen.

In anticipation, SAC had planned a minimal AGM agenda that covered only a report on the Association’s finances, a presentation of the 2001 budget and the usual motions. For all but the Board, this was followed by a Transport Canada Flight Safety presentation.

The costs of running SAC have pretty well stabilized under Secretary/Treasurer Jim McCollum’s efficient management. Some cost saving measures have been undertaken to offset the decline in membership. Although income was down by about \$10,000, a modest surplus of \$4722 was achieved. The 2001 budget was presented and approved at just \$500 above that of last year.

President Richard Longhurst, as our Insurance committee chairman, presented the hard cold truth of our situation with regard to insurance in 2001. The rates are up because of an appalling history of accidents and the resultant claims. Only one underwriter has any interest in dealing with us at all. As one of the many measures that SAC is undertaking to demonstrate our determination in dealing with the problem of safety, and thereby minimize rate increases, a Safety Fund has been introduced. This fund is used to finance safety related activities such as SAC’s biennial safety seminars. The Safety Fund income comes from an insurance surcharge that is imposed on any club whose claims, in any of the last three years, exceed 5% of their *total insured hull value*. The surcharge is equal to 5% of the current year’s total premium for each of the last three years in which the penalty threshold has been exceeded. Although insurance premiums and the Safety Fund have sparked heated complaints on the SAC web site, there was very little questioning from those attending the AGM.

As SAC’s Pacific Director, I was pleased to be able to accept three trophies this year on behalf of award winners. Heidi Popp (VSA)

was awarded the Hank Janzen Trophy for her efforts in promoting flight safety. Trevor Florence (VSA & CRSA) again won the BAIC Trophy for his World Record flight in a PW-5 at Invermere last summer. And once again, VSA has won the Roden Trophy for our achievements in badge, solo and licences earned last year.

The Board of Director’s meeting that followed the AGM had a substantial agenda but it was mostly administrative and may be of little interest to the general membership. A list of subjects will be found at the end of this report. Anyone who would like more info on those subjects is requested to call or e-mail their Zone Director.

With the retirement of former President and Atlantic Zone Director, Pierre Pepin, the Board welcomed Jo Lanoë as the new Director. Jo introduces himself to SAC members in this issue of *free flight*.

AGM Venues — Further to the item above regarding AGM attendance, there had been a plan to hold the SAC AGM in conjunction with that of the Soaring Society of America (SSA) in order to take advantage of the attractions and presentations they are able to generate at their AGMs. The first such experiment was to be at SSA 2002 in Ontario, California but it has been found that the SAC bylaws require the meeting in Canada. An amendment to that bylaw may be presented next year in order to open this opportunity for future years. The SAC AGM is tentatively planned for Ottawa next year.

SAC administers four funds for the promotion of soaring in Canada. Two of these are the World Contest Fund and the Wolf Mix Fund, which are used to support Canadian participation at various international competitions. The Pioneer Fund has as its purpose the accumulation of enough principal that the earnings of the fund will cover SAC’s

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annual expenses, thereby enabling the reduction or elimination of SAC membership fees. A fourth fund, known as the Peter Corley Fund, provides a yearly scholarship of \$2300 currently toward secondary education expenses of a youth member. As the primary contributor has taken exception to an administrative change and withdrawn his support, the Peter Corley Fund is now in decline and the principal can only sustain the grants for another three years. SAC is looking for any member or group of members who would be willing to support this fund.

The Air Cadet League of Canada (ACLC) glider training program produced 72 new SAC members out of the 325 who completed their program last summer. ACLC provides scholarships of \$300 toward advanced soaring for approximately 40 of their graduates. In an effort to provide some introduction to SAC flying, the Association sent a copy of *free flight* to all graduates with a promise of a full year's subscription and an A Badge to any who replied to SAC.

For the information of any members who may be flying other than SAC insured gliders, you should be sure that the primary insurance is covered, either by the owner's insurance or insurance of the rental contract. Recently a SAC member, while flying in the USA, declined the insurance offered by the operator, then when a claim ensued he came to SAC for coverage. It was not available under the SAC plan as, in such circumstances, SAC insurance is "secondary". That means it only kicks in when the primary insurance is insufficient to cover the claim. If there is no primary insurance, as in the case above, there is no (SAC) secondary insurance.

Any member considering importation of a glider should ensure it is certifiable in Canada. There are many makes and models of gliders in use around the world that do not have reciprocal airworthiness certification. The DG-600 is one such case. Following much precedent, the owner expected to be able to certify his glider in the Exhibition class, but those regulations have been tightened considerably and that option may no longer be available.

The Canadian Soaring Championships 2001 will again be held at SOSA. Despite much discussion in the Roundtable, a US venue seems quite unlikely in the near future. An Alberta venue is in the works for 2005, the province's centenary.

Additional items discussed were:

- Liability insurance for club directors
- SAC voluntary positions
- Internet administration
- FAI Records
- Historical
- Aero Club of Canada and FAI fees

**Marty Vanstone,**  
Pacific Zone director

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### flight flight now has an index

It has taken some time, but a good start to a comprehensive electronic index of all issues of *free flight* has been made. How much time? — well, go to the *free flight* index page on the SAC web site, type in the word "index" in the keyword search window and press "Search". You will quickly see that the subject was raised in the 1986/1 issue.

At the moment, I have indexed 1985 to present, and will be continuing the work backwards as spare time allows until the first issue (the *1948-49 Yearbook*). The technical work of building the search engine was done by Susan Snell of the Winnipeg Gliding Club. I want to sincerely thank her for the time and effort it took. You can search on any or all of three criteria: year, subject (there are seventeen categories), and your chosen keywords.

Why bother with constructing an index?

- most of the recorded history of SAC (personalities, competition results, etc.) resides in the magazine, and it is hidden.
- important technical, safety, meteorological, soaring technique and medical information resides in the magazine, and it is hidden.

There are answers in past issues to almost any question on soaring that you might ask, but it is either before your time as a soaring pilot, or the issue is long lost. Even if you have a stack, finding an item of interest is time consuming — I know that, when I'm asked a question like, "Can you find the article about that Kasper flying wing that was built and flown at MSC back in 19??"

An index entry contains the year, issue, article type, title, a short description, author, and additional keywords appropriate to the text. Keywords are sparse at the moment (as the entry of relevant and useful keywords requires a quick read of each article) though quite important, since the words of the title and the description may still not match any of your specific search keywords. Remember, when you type in keywords, the shorter the character string, the better the chance of finding something. If you don't get a hit, try an alternate spelling.

As people and gliders are "things" that you might be searching for, I am adding surnames and the last three registration letters of sailplanes as keywords. However, part of the problem of building a useful index is to enter keywords that produce results. So, I want you to test the index — and if you have trouble finding something, let me know so that search parameters can be fine-tuned.

A specific article is electronically available on all issues from 1989 to present as .pdf files on the web site. Note that you can use the "binocular" icon in Acrobat Reader to search anywhere in the .pdf file at hand. If you need to see a copy before 1989, you would have to have your own on the shelf, go to the Roundtable to see if any oldtimers have it, or request a photocopy from either the editor or the SAC office, who have complete (I think) archive sets.

**Tony Burton**

## MZ SUPPLIES

1450 Goth Ave, Gloucester, ON K1T 1E4  
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# SAC Trophy & Award winners in 2000

anymore and we have to come up with different ways to attract members. Today's potential members are to a large extent "part-timers". They very much object to the club raising its rates to be financially viable, but will then turn around and spend a lot more money with a commercial operator because there is no commitment to be made other than money, which they are willing to spend if the service is there. Until we as clubs can capture these people we will continue to struggle to grow.

The answer in my opinion is to have combined club/commercial operations where the commercial operator provides the base training and towing facilities, even if owned by the club and the club provides advanced training, cross-country etc. We here at the VSA are trying to renew our fleet to have more modern "sexy" equipment, which is a big factor in attracting members, which is just one aspect of getting there. Of course all this has to be achieved whilst ensuring that our safety record improves and stays impeccable.

Anyhow, let me assure you that I believe that by and large SAC is doing the right thing, but needs to communicate better and sometimes tell a more compelling story on why things are the way they are.

## Objections to composite photo

With regards to the 2/01 issue of *free flight*, I must take strong exception to the cover photograph of Jim Carpenter "flying" his glider. As a former photojournalist who has spent a great deal of his life involved in journalistic accuracy, I find it very disturbing to see a composite photo representing our sport on the cover of our national magazine. Yes, the computer work is very well done, but what is next? — a flight under the Rainbow Bridge in Niagara Falls? I would much rather have seen a "real" photograph of Jim sitting on the ground instead of this fake slice of imagination.

As a photographer who has worked very hard to capture the magic of our sport in real images, I feel cheated when *free flight* publishes a fake, labelled as such or not. It denigrates the efforts of all photographers who strive to capture a real image despite the obstacles and difficulties of air-to-air glider photography.

I can only urge the editor to reject all submissions that are not real photos depicting an actual flight or event. The FAI goes to huge pains in the Sporting Code and its Annex A competition rules to eliminate flight fakery. Might I suggest that we include the elimination of fake photography as well.

Stephen Liard, photographer

**Trevor Florence** set a world record for World class gliders in his PW-5 while winning the **BAIC Trophy** for the best flight of the year. "June 1 didn't look like a particularly good day when I took off," Trevor said. "I headed to Moberly Pit, more than 90 km north. By the time I turned around and reached Lakit Lookout, virtually due east of Cranbrook, conditions were improving considerably. A cloud street had developed all the way to Golden, and I flew at flank speed there and back to Invermere for a flight totalling 636.4 kilometres in seven hours and 15 minutes. I was more focussed on a dinner date I had than on breaking a world record, and it's possible I could have flown for another 150 kilometres before the lift died."

The winner of the **Canadair Trophy** for the best five flights of the year was **Tony Burton** of Cu Nim, flying his RS-15, Echo Echo. "Each one of those flights but one was actually a failed attempt at greater distances," Tony said. The longest of these flights was 607.6 kilometres on May 6, from Invermere to Nicholson Bridge, Bull River Dam, Parson Bridge and return. The total distance covered on the five flights was 2981.8 kilometres. One additional flight, the second longest, was from Invermere, two were from Black Diamond and one from Cowley.

At Cowley, Alberta, **Orlan Dowdeswell** of the Regina club took the **Stachow Trophy** for the highest absolute altitude of the year. On October 8, Orlan flew a Jantar to 7929 metres asl. Orlan said the initial climb was difficult, but once he was well established in the wave the climb was relatively rapid.

On the same day, **Darwin Roberts** of Cu Nim earned a SAC Certificate of Achievement by earning his Diamond altitude with a height gain of 5530 metres in his HP-16. There was insufficient information available to the committee to determine the absolute altitude attained. **Dave Stokes** of Cu Nim also earned a Certificate of Achievement that day by reaching 26,600 feet (indicated on the altimeter) as a student pilot in a club Blanik, supervised by instructor Mike Glatiotis.

The presentations were made at a luncheon during the SAC annual general meeting in Winnipeg.

David McAsey, trophy chairman

## Other TROPHIES & AWARDS

**Hank Janzen trophy** (club or pilot with best contribution in the year to flight safety).

**Heidi Popp** is the Safety Officer at the Vancouver Soaring Association and developed several innovative ideas and policies to improve flying safety and flying proficiency at her club during the year. She "has been like a breath of spring air since assuming the

role of Safety Officer", the citation reads. Club members were encouraged to write up incident reports, stressing that no one need feel ashamed. She instigated daily briefings to discuss weather and safety issues, and was instrumental in getting the safety audit completed. In the off-season she has continued to work tirelessly for improved safety. She makes a worthy recipient of the trophy.

**Walter Piercy trophy** (instructor of the year).

**Norman Perfect** of York Soaring wins the Walter Piercy Instructor of the Year award. Over several years he has devoted much time to his club and instructing many student pilots during the week and at weekends. "There is nothing that Norman does not do", according to his club. He made over 400 flights in the back seat in 2000 for over 100 hours time; this compares to similarly high numbers over the past few years. The club feels it will lose a tremendous amount when Norm finally "retires". He makes a worthy recipient of the Walter Piercy trophy.

Ian Oldaker, FT&S chairman

**Roden trophy** (club soaring skills development). The trophy for best badge achievement by a club was won by the *Vancouver Soaring Association*. The club, with 84 flying members, awarded five A and B pins, three C badges, one Silver badge and three of the following: Gold badges, Diamond legs or national records.

David McAsey

**Best Author certificate** (for the best article in *free flight* in 2000 by a Canadian writer).

Awarded by the *free flight* editor to **Barrie Jeffery**, late of the Gatineau Gliding Club, for his two part series on the history of the Grunau Baby in Canada. One of the original members of SAC and the first Gold pilot in Canada, he passed away in the summer and will certainly be missed.

Tony Burton, editor

Competition trophies awarded at the Nationals at Gatineau:

- MSC trophy** –  
15m class Champion Ulli Werneburg
- Wolf Mix trophy** –  
Standard class Champion Ed Hollestelle
- CALPA trophy** –  
Club class Champion Heri Pölzl
- Dow trophies** – best assigned task flown  
15m class 182.8 km @ 101.6 km/h  
Ulli Werneburg  
Std class 182.8 km @ 102.5 km/h  
Ed Hollestelle  
Club class 193.8 km @ 85.7 km/h  
Heri Pölzl
- Carling O'Keefe trophy** – Best team  
Pierre-André & Laurence Langlois
- SOSA trophy** – Best novice Ron Walker

## Club news

### Youth Flight Canada and York

Youth Flight Canada, a registered Canadian charity has expanded from its original program of providing rides to disabled and disadvantaged youth to two other programs:

**Flying Bursary** A grant to subsidize the cost of continued flying for young pilots. Begun last year at York Soaring with private funding, two graduates of the YSA Air Cadet Flight Camps were offered memberships for \$50, and flights (tow fee and glider rental) for \$5 each. The Bank of Montreal has recently approved additional funding on a local trial basis for this summer, with possible national extension in future summers. A second trial bursary has been offered to Montreal Soaring Council for this summer. Private donations, directed to this program, continue to grow. Donors receive an official receipt for income tax, and donations may be directed to a designated gliding club, which will administer the funds. Additionally, donations to the United Way may be directed to Youth Flight Canada by citing the above registration number. Funds can be donated directly by sending a check to:

Youth Flight Canada  
10 Courtwood Place  
Toronto, ON M2K 1Z9

The third program offers training from ab initio to licence for students in Aerospace Engineering at Ryerson University. They are members of the newly formed Ryerson Student Soaring Society. Depending on the success of pending fund raising initiatives, as many as sixteen ab initio students will be trained in Flight Camps at York Soaring in May, and additional already licensed Ryerson students (there are nine licensed members of RSSS) will be subsidized in advancing their flying towards instructor endorsements. At a minimum, a single Flight Camp for eight students will be held the third week of May.

Details of YFC can be found on our test web site at: <http://www.execulink.com/~smcilwai/donate.html>

We will shortly have a permanent site generously hosted by Suncor Canada. Details of the Flying Bursary at York can be found at: <http://www.yorksoaring.com/ysahangar.html> under "tour" by clicking on York Soaring Bursary.

Charles Petersen

**If you don't advertise your club to the public, a terrible thing happens:  
NOTHING!**

### PW-6 tour visits MSC

On May 4–6, Montreal Soaring Council members were very pleased to welcome Charles Yeates and Dan Dawson who brought the Polish registered PW-6 demonstrator to Hawkesbury. Eighteen club members took the opportunity to fly it and I believe it is true to say that all of us were very impressed. It truly is a bigger and possibly better PW-5. The handling is superb and those who were lucky enough to soar it found that it is easy to thermal.



The workmanship and finish are first class and the cockpits are comfortable. Visibility is excellent. The factory trailer is also quite impressive and comes with rigging aids that make it unnecessary for anyone to carry the spar root. Charlie finds that it is easy to tow with his Honda Accord. I am sure that it will become a popular trainer.

The photo shows Terry Beasley in the front cockpit, Dan in rear. Terry is 5'-6" and can be seen to have plenty of headroom (a 6'-2" pilot also found the cockpit quite roomy). Thank you, Charlie, for giving us the opportunity to see it and fly it.

Terry Beasley

### Saskatoon 25th anniversary

This season marks the 25th year of operation for the present Saskatoon club. We are trying to track down as many former members as possible, as well as guests who have flown with our club, and invite them to a reunion on the long weekend in July. There may be former members now with other clubs.

Please mention this at your club meetings, etc. and help spread the word. Even if you can't attend, we would love to hear from you. Contact John, [j.toles@home.com](mailto:j.toles@home.com).

John Toles

## \* PW-6 debuts in North America \*

### Quality soaring at an affordable price Canadian and US type approvals in process

A tour covering eastern North America in May – June will give pilots a "Fly Before You Buy" opportunity.

Produced by PZL-Swidnik, the PW-6's responsive flying characteristics and affordable price establish a new standard for two-seater trainers. The ship is built to high quality standards from composites. The canopies open fore and aft for easy entry to both cockpits. The relatively short wing span and effective ailerons make control forces light and roll rates quick while enabling ground handling and storage. Finally, the PW-6 is closely matched with the PW-5 for no-surprise and straightforward transition to solo flying.

<b>Technical data:</b>	<i>certified in Poland to JAR-22U</i>
<i>wing span / AR</i>	16.0m (52.5 ft) / 16.8
<i>load limits</i>	+5.3g/-2.65g
<i>empty weight</i>	750 lbs (340 kg)
<i>max takeoff wt</i>	1210 lbs (550 kg)
<i>min solo pilot wt</i>	121 lbs (55 kg)
<i>V<sub>stall</sub></i>	38 kts (70 km/h)
<i>V<sub>maneuver</sub></i>	88 kts (163 km/h)
<i>V<sub>NE</sub></i>	140 kts (260 km/h)
<i>L/D max</i>	34/1 @ 51 kts (95 km/h)

airspeed, altimeter, compass, TE vario, 2 Tost hooks, antenna

### CM Yeates & Associates

105 Dunbrack St, Apt 110, Halifax, NS B3M 3G7  
ph/fax (902) 443-0094, [yeatesc@ns.sympatico.ca](mailto:yeatesc@ns.sympatico.ca)

# FAI badges

Walter Weir

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

The following badge legs were recorded in the Canadian Soaring Register during the period 3 Dec 2000 to 5 May 2001.

## GOLD BADGE

294	Bruno Begin	Quebec
295	Allan Spurgeon	Canadian Rockies Soaring
296	Robert Carlson	SOSA

## SILVER BADGE

935	David Hocking	Vancouver
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## GOLD ALTITUDE (3000 m gain)

Jean Provencher	Quebec	3900 m	DG-100	Baie St Paul, QC
Richard Noel	Quebec	3100 m	Std Jantar	Baie St Paul, QC
Bruno Begin	Quebec	3200 m	Std Jantar	Baie St Paul, QC
Allan Spurgeon	Cdn. Rockies	3160 m	PW-5	Cowley, AB
Robert Carlson	SOSA	3170 m	Grob G103A	Minden, NV

## SILVER DURATION (5 hour flight)

John Mitchell	Rideau Valley	5:19 h	1-34	Kars, ON
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## SILVER ALTITUDE (1000 m gain)

David Hocking	Vancouver	1300 m	Blanik L33	Hope, BC
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## C BADGE (1 hour flight)

2660	Dennis Pizzardi	Erin	1:05 h	1-26	Erin, ON
2661	David Hocking	Vancouver	1:50 h	Blanik L33	Hope, BC
2662	John Mitchell	Rideau Valley	5:19 h	1-34	Kars, ON
2663	Gregory Sachs	York	1:10 h	2-33	Arthur, ON

*If you are unwilling to admit you have made a mistake, you can't correct it.*

Dittel Radio ad

**Solaire Canada** [solairecanada@sprint.ca](mailto:solairecanada@sprint.ca)

4 Monteith Ave, Thorndale, Ontario N0M 2P0  
ph/fax: (519) 461-1464 or ph: (519) 293-1132

## SAC SUPPLIES FOR CERTIFICATES AND BADGES

1	FAI 'A' badge, silver plate pin	\$ 6.00
2	FAI 'B' badge, silver plate pin	\$ 6.00
3	SAC BRONZE badge pin ( <i>available from your club</i> ) (12 for \$55)	\$ 6.00
4	FAI 'C' badge, cloth, 3" dia.	\$ 6.00
5	FAI SILVER badge, cloth 3" dia.	\$12.00
6	FAI GOLD badge, cloth 3" dia.	\$12.00
7	FAI 'C' badge, silver plate pin	\$ 5.00
8	FAI SILVER badge, pin	\$45.00
9	FAI GOLD badge, gold plate pin	\$45.00
	<i>Items 7-12 ordered through FAI awards chairman - see Committees list</i>	
	<i>Items 10, 11 not stocked - external purchase approval given</i>	
10	FAI GOLD badge 10k or 14k pin	
11	FAI DIAMOND badge, 10k or 14k pin and diamonds	
12	FAI Gliding Certificate (personal record of badge achievements)	\$10.00
	<b>Processing fee</b> for each FAI application form submitted	<b>\$15.00</b>
13	FAI badge application ( <i>download from SAC web site forms page</i> )	n/c
14	Official Observer application ( <i>download from SAC web site forms page</i> )	n/c
15	SAC Flight Trophies application ( <i>download from SAC web site forms page</i> )	n/c
16	FAI Records application ( <i>download from SAC web site forms page</i> )	n/c
17	Flight Declaration ( <i>download from SAC web site forms page</i> )	n/c

Please enclose payment with order; price includes postage. GST not required. Ontario residents, add 8% sales tax. Items 1-6 and 13-17 available from SAC office. Check with your club first if you are looking for forms.

## ARTICLES ACVV POUR CERTIFICATS ET INSIGNES

Insigne FAI 'A', plaqué argent	
Insigne FAI 'B', plaqué argent	
Insigne ACVV BRONZE ( <i>disponible au club</i> )	
Insigne FAI 'C', écusson en tissu, 3" dia.	
Insigne FAI ARGENT, écusson en tissu, 3" dia.	
Insigne FAI OR, écusson en tissu, 3" dia.	
Insigne FAI 'C', plaqué argent	
Insigne FAI ARGENT	
Insigne FAI OR, plaqué or	
<i>Les articles 7-12 sont disponibles au président des prix de la FAI</i>	
<i>Les articles 10, 11 ne sont pas en stock - permis d'achat externe</i>	
Insigne FAI OR, 10k ou 14k	
Insigne FAI DIAMAND, 10k ou 14k et diamands	
Certificat FAI de vol à voile (reçu des insignes)	
<b>Frais de services</b> pour chaque formulaire de demande soumis	
Formulaire de demande pour insignes	
Formulaire de demande pour observateur officiel	
Formulaire de demande pour trophées de vol de l'ACVV	
Formulaire de demande pour records FAI	
Formulaire de déclaration de vol par feuille	

Votre paiement devrait accompagner la commande. La livraison est incluse dans le prix. TPS n'est pas requise. Les résidents de l'Ontario sont priés d'ajouter la taxe de 8%. Les articles 1-6 et 13-17 sont disponibles au bureau de l'ACVV.

# Trading Post

Personal ads are a free service to SAC members (please give me the name of your club). \$10 per insertion for nonmembers.

Send ad to editor, not to SAC office. (Address at bottom of page 5 masthead)

Ad will run 3 times unless you renew. Please tell me if your item has been sold sooner. Maximum ad length is 6 lines and subject to some editing as necessary.

## single seat

**Tern**, CF-BWA, 195h, basic instruments, enclosed trailer. \$5000 obo, Walter Mueller (780) 539-6991 or Karl at <ksoellig@agt.net>

**1-23H-15**, C-FZDN, built in 1960, 1095h, standard instruments, elec vario, radio, encl trailer. \$13,500. Located near Toronto. Call Eugene at (905) 452-0580 <luxy@home.com>.

**1-23H-15**, #68, built in 1964, 2500h, standard panel, open trailer is included. Good shape with a blue & white paint scheme. Asking US\$10,500. Rob Harling, <harnai@pathcom.com>, (416) 923-3080 W, (416) 425-6627 H.

**L-Spatz-55**, C-FFAG, excellent condition, encl trailer. This magnificent climber mixes a solid 29:1 L/D with light wing loading. A real joy to fly. \$11,000. Rich Stehlik (519) 743-4882.

**Phoebus B**, 17m with trailer, ready to fly. Call Kurt Meyer. Cell (416) 804-0204, (416) 482-8558 (H).

**Std Jantar 1a**, C-GXTS, 540h, all ADs done, no damage, basic instruments, ATR 720A transcvr, boom mike, two total energy varios with audio, trailer and ground handling gear, wing & canopy covers, solar charger, turnpoint camera, chute. \$28,000. Al Sunley (780) 464-7948, <alsunley@freenet.edmonton.ab.ca>.

**ASW-15**, C-FKGB, 1971, 1400h. Std instruments, elec vario, radio. Located near Toronto. \$18,000. Call Eugene, <luxy@home.com> (905) 452-0580.

**RS-15**, C-GPUB, 2060h. Honest almost-Cirrus performance, Hollestelle winglets add large climb improvement. Cambridge & Filser varios, O2, chute, encl

trailer, misc RS-15 plans & odds & ends. \$17,000. Tony Burton (403) 625-4563, <free-flt@agt.net>. For fine photo, go to <www.soaridaho.com/Schreder/>.

**Open Cirrus**, C-GORT, 2L, 1560h, audio vario, O2, 640 channel radio, trailer plus extras. \$30,000. Dave Fowlow, (403) 974-7541.

**Kestrel 19**, 1380h, très bonne condition, instruments standard + directeur de vol Cambridge M-NAV, radio, remorque [trailer]. \$40,000. <pdaudin@total.net> (450) 621-2535 à partir de 17:30 h.

**SZD-55-1**, C-FCYF, 433h, completely refinished with Simtec Prestec. It has a light green tinted Mecaplex canopy, custom interior and this glider looks better than new. Asking US\$35,000 plus trailer and instruments. Ed Hollestelle, (519) 461-1464.

**ASW 20**, newly refinished with Simtec Prestec, flip-up instrument panel like a 20B, new water ballast bags, Dittel ATR 720 radio, Filser LX4000 glide computer, Filser LX20 recorder, Komet trailer. \$57,000 firm. Chris Eaves: <mail@xu-aviation.com> or (519) 452-7999 days, (519) 268-8973 evenings.

**ASK-14**, motorglider, 910h, engine 145h, good cond. 28:1, launch for pennies. Gehrlein trailer. US\$14,000. obo. Willi Turpin, (250) 365-8378.

**Mitchell Wing B-10**, Self-launch ultralight glider, open cockpit, 24hp, 18:1, 24 mph stall. Like new, two tone blue, \$5000. Mark Johnston, (250) 754-3121 <rambo@island.net>

## two seat

**2-33**, C-GDXR, good condition, approx. 4000h, basic instruments, basic open trailer, NDH. At SOSA near Toronto. Annual Sept. 2000. US\$8000. Call Doug Scott, <dougmscott@hotmail.com>

**2-33A**, C-FABE, #155, 3150h. Rebuilt fuselage, new interior, recovered in 2000, standard instruments. Located near Toronto. \$18,000. Call Eugene at <luxy@home.com> (905) 452-0580.

**K-7**, C-FKZS, #7255, 727h. Like new condition, fully restored (fuselage 1996, wings 2001), Ceconite fabric. Basic panels front & rear, varios have TE and MacCready rings, front panel compass and a radio with PTT front and rear. Open trailer in good cond. \$15,000. Contact Don at (306) 763-6174 or Keith (306) 249-1859, <k.andrews@sk.sympatico.ca>.

**L-23 Super Blanik**, C-GFCD, 1993, 900h. Excellent condition, current annual, 18m tips (32:1). \$45,000. Located near Toronto. Call Eugene at (905) 452-0580 <luxy@home.com>.

## misc

**LD200**, electronic vario, audio, dual damping, no capacity req'd. \$450. Gilles Séguin, (450) 377-5737 <dgseguin@rocler.qc.ca>.

**One man rigging** system available. Call Larry Springford, <larry\_springford@hotmail.com> or (519) 396-8059.

**A14 regulators**, diluter demand O2 regulator – serviced and pickled. Four avail. \$200 ea. Dave Fowlow, (403) 974-7541.

**PIK-20 wing saddles**, \$50. Tony Burton, (403) 625-4563, <free-flt@agt.net>.

## suppliers

**Canadian Soaring Supplies** Borgelt instruments and soaring software. Svein Hubinette, 343-150 rue Berlioz, Ile des Sœurs, QC H3E 1K3, (514) 765-9951 <svein@videotron.ca>

**MZ Supplies** Dealer for Schleicher sailplanes and parts, Russia sailplanes, Becker radios, most German instruments. Ulli Werneburg, 1450 Goth Ave, Gloucester, ON K1T 1E4 <wernebmz@magma.ca> ph (613) 523-2581, fax (613) 523-9322.

**XU Aviation** Glider repairs in all materials. Chris Eaves <xu-aviation@sympatico.ca>. (519) 452-7999, fax (519) 452-0075.

**Barograph calibration**, most makes and models, Walter Chmela (416) 223-6487.

**Flying High** Parachute sales, repairs, repacking, custom containers. Al MacDonald (403) 687-2225 <www.flyinghigh.net>.

**Invermere Soaring Centre** Schempp-Hirth sailplanes, PW-5. Glider import and brokerage, glider rental, mountain flying instruction. Ernst Schneider / Trevor Florence, Box 2862, Invermere BC, V0A 1K0, ph/fax (250) 342-1688, cell (250) 342-7662, web site: <www.soartherockies.com> e-mail: <info@soartherockies.com>.

## magazines

**SOARING** — the monthly journal of the Soaring Society of America. Subscriptions, US \$43/price includes postage. Credit cards accepted. Box E, Hobbs, NM 88241-2100. <info@ssa.org>. (505) 392-1177, fax (505) 392-8154.

**NEW ZEALAND GLIDING KIWI** — the monthly journal of the New Zealand Gliding Association. US\$33/year (seamail). Private Bag, Tauranga, NZ. <gk@roake.gen.nz>

**SAILPLANE & GLIDING** — the only authoritative British magazine devoted entirely to gliding. Bimonthly. British Gliding Association, Kimberley House, Vaughan Way, Leicester, LE1 4SE, UK. US\$43 per year airmail, US\$33 surface. <beverley@gliding.co.uk>

**AUSTRALIANGLIDING/SKYSAILOR** — monthly journal of the Gliding and the Hang Gliding Federations of Australia. \$A94.80 airmail. Pay by Bankcard, Visa, MC. Gliding Federation of Australia, 130 Wirraway Road, Essendon Airport, Victoria 3041, SA. fax: (03) 9379-5519. <AdminOfficer@gfa.org.au>

**MOTORGLIDING INTERNATIONAL** — bimonthly jointly published by the Soaring Society of America and the British Gliding Association. US\$34 per annum, (505) 392-8154. <info@ssa.org>

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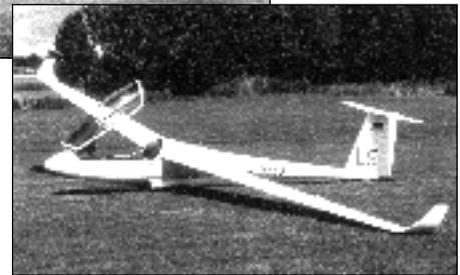
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