

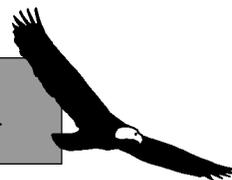
free flight • vol libre



1/07
Feb/Mar

Priorities

John Mulder Alberta Zone director



Happy New Year! The start of another year, and the opportunity to set resolutions and then choose to meet them or let them slip for another year. When I agreed to represent Alberta SAC members on the BOD, I did so with the objective of spending my valuable free time working on projects and ideas that would help all of us in our pursuit of enjoying the time we spend soaring. I was not surprised to find that this was also the objective of the other SAC board members. I think evidence of this can be found in the minutes of the BOD meetings held in November 2006.

In an organization as large, diverse, and geographically wide as ours, it is challenging to communicate effectively with all our members, and it can be difficult to determine the objectives of “the masses.” Also as an organization with bylaws to follow, we must ensure that due process is followed in all actions undertaken by the board and SAC committees. This requires notification be given to clubs through the club executive, then wait for the clubs to distribute the information to their members, get the feedback, and then forward it to SAC. Many say the Roundtable would work for this process, but many members don’t read the Roundtable regularly, if at all. I have also spoken with members in my club who won’t post on the Roundtable for fear of a personal attack. This is the reason why the Roundtable may not be the best form for official communication. However, we have recognized the value of using the Roundtable. To assist in getting the information to the membership effectively, while maintaining the intent of our bylaws, you may have noticed that when official documentation is distributed to the clubs, a notice has also been made on the Roundtable. When you see such post, follow up with your club executive to review the information.

Committees Committees are where most of the work is completed within SAC. I would like to thank the members of all SAC committees for their work this year. The list of committees and their contacts are listed in the SAC website and *free flight*. If you have concerns, need info, or would like to assist with the hard work these committees do on your behalf, send them an e-mail.

Airspace Airspace continues to be a challenge for SAC and soaring pilots in Canada. However, we are not alone as most airspace changes affect almost everyone else involved in general aviation. This usually means we can combine the efforts of our organization with others, to provide all of us a larger, more unified voice when approaching Transport Canada (TC) with our concerns. Most recently was an impending airspace grab around the Toronto area. A little background may be worthwhile in understanding how we interact with TC and NavCanada. Since NavCanada privatized in 1996, they are regulated (and enforced) in the same manner as any other operator in Canada. This means they must adhere to the Canadian Aviation Regulations set out for their operation or face corporate and individual enforcement action. This leaves NavCanada with limited wiggle room when a safety concern is identified. The arrangement has worked both for and against general aviation. In the latest airspace concerns in the Toronto area, the airlines identified and reported a safety concern to TC about IFR and VFR traffic in the Hamilton area. TC informed NavCanada of the concern and requested a response. The NavCanada response was to “grab” large sections of airspace with a floor at 3500 feet. This created another safety concern because all VFR traffic would now operate below this floor, compressing a large amount of traffic. TC has heard this concern and they have gone back to NavCanada, causing NavCanada to re-evaluate the airspace grab. This will be a work in progress as airspace needs are continually evaluated across Canada. We are fortunate to have an Airspace committee willing to represent us at the national level and to negotiate on our behalf.

Safety Management System (SMS) How is your club doing with this important program? I have been involved with SMS and SMS-based programs for close to 10 years in corporate and commercial aviation. These programs have changed the way safety and reporting is used in aviation. The Flight Training & Safety committee, with the support of the SAC Board of Directors, have provided the matrix to allow clubs to adopt their own SMS program. The program allows clubs to identify risks, and mitigate them through procedures and policies, or accept the risk as inherent in the activity we enjoy. The important thing to take from the program is that all risk cannot be avoided, but we need to mitigate the risks to provide us with the safest environment to enjoy our recreation. As we continue to work with this *dynamic* program, we will see the large risks quickly and easily identified as we allow the program to mature. The program will remain dynamic due to changes in our members, regulations, aircraft operated, etc. The SMS program has worked very well in the commercial and corporate environment due to the anonymous reporting and participation of all people at every level in the organization. It is designed for the participation of everyone, and it will benefit us through safer flying, resulting in reduced accidents, thus providing us with better opportunities when negotiating our insurance. The program will take some time to mature, but the advantages and successes have been proven in other aviation activities, so I suggest we need to persevere in the implementation of SMS in our clubs. Start now – you will get there sooner.

I hope to see you at the AGM in Winnipeg.

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1/07 – Feb/Mar

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

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Cover

Wilf Krueger soars K2 over the American side of Niagara Falls on 30 Aug last year at about 5000 feet agl.
photo: Holger Weitzel

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Over-the-counter drugs

how safe for flying are they?

VM Voge

USAF School of Aviation Medicine

"DRUGS" – WHAT DOES THAT WORD MEAN ANYWAY? We all know that amphetamines, cocaine, heroin, marijuana, etc, are all drugs. But do you really know what a "drug" is or what it can do to your abilities?

First of all, a drug, according to Mr. Webster, is "a substance used as a medicine or in making medicine," among other things. Think about that. That means that your Alka-Seltzer, your Cepacol lozenges, your Vicks cough drops, that Bufferin you just popped to take the edge off that nagging headache, the sleeping pill you took last night, the Contac you took for your sinus trouble, and even your daily vitamin pills are all drugs. This is not to mention just about everything else your doctor may prescribe.

To talk about all the possible drugs you could use and what they do to your body would require volumes! The biggest problem in our community is the OTC (over-the-counter) drugs. People tend to think that, since you can buy these at the grocery or drug store without a prescription, they can do no harm. Wrong! OTC drugs can be every bit as dangerous to you as the more sophisticated prescription drugs. Let's look at a few of the very common ones.

Aspirin (ASA or acetylsalicylic acid) Bayer, Bufferin, Alka-Seltzer, etc. We all use good ol' ASA for our headache, our fever, our aching bones, the flu, the "chills," our sore leg or arm or back or head, etc. and it does a good job. In fact, aspirin is probably the best non-narcotic, all-purpose pain reliever we have. But it also has a few nasty little side effects at normal dosages that can make it dangerous for you. It can cause stomach bleeding, even if you've never had an ulcer. It can make your blood clot less easily, cause drowsiness, allergic reactions, runny noses, heartburn, nausea and vomiting. Not so good, you say. You want to try Tylenol instead? Okay, here goes ...

Acetaminophen Tylenol, Temptra, etc. This drug can make you drowsy; just what you need during a long flight. It can also cause allergic reactions, impaired thinking and impaired concentration. We really don't need any pilots suffering from these last two maladies. Not so safe as you thought, is it? You must also remember that most of the side effects we will talk about are insidious; ie, they sneak up on you without your being aware that they are there.

Dextromethorphan Okay what about the nagging cough you have, left over from a cold or from all those "coffin nails" you've been puffing on? Some OTC cough syrup won't hurt, will it? Try again! A lot of cough syrups have dextromethorphan in them: Benylin, Dristan, Formula 44-D, Pertussin, Robitussin, Vicks, etc, and this includes many of the cough drops that a lot of us eat like candy. Probably the most insidious side effect of the drug is drowsiness, but you can also be the proud recipient of such side effects as allergic reactions, dizziness, nausea and indigestion. If you take too much of this "good thing" (ie. it didn't work the first time), you may become euphoric, overactive, or feel as if you're intoxicated.

Another drug that's found in most cough medicines is guaifenesin or glycerol guaiacolate. Like dextromethorphan, it can cause drowsiness, allergic reactions, nausea and indigestion. This makes most cough preparations a double "no-no" for flying.



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, processing FAI badge and record claims, 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). 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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5 January, March
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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 véliplanes 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 véliplanes 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.

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

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Pour signaler un changement d'adresse ou s'abonner, contacter le bureau national à l'adresse à la gauche. Les tarifs au Canada sont de 26\$, 47\$ ou 65\$ pour 1, 2 ou 3 ans, et de 26\$US, 47\$US ou 65\$US à l'extérieur.

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Decongestants "Okay Doc, but I've got this 'chronic sinus' problem. I'm coming down with a cold, but I'm not sick yet – just this runny nose that's driving me nuts! Let's face it, you are not expected to fly with a runny nose. If you feel that lousy, don't fly! *There is no safe decongestant for flying.* One doesn't exist. Period. Drugs such as Allerest, Contact, 4-Way nasal spray, Sinubid, Sinutab, Triaminic, etc, are dangerous to pilots, their primary constituent being phenylpropanolamine. Their expected side effects include nervousness and insomnia, but they may also cause headache, dizziness, nausea, vomiting, and a rapid heart rate. It has been known to cause something as serious as an acute temporary mental derangement (a psychotic episode). Now, that's scary! You thought decongestants were supposed to make you sleepy? You're right, some of them do. These usually contain chemicals such as phenylephrine or chlorpheniramine, as does Dristan, among others.

Caffeine Is caffeine a drug? You bet! Is it bad? You bet! Have you noticed all the soft drink manufacturers advertising no-caffeine everything? We get most caffeine in the form of coffee, tea, chocolate, cola and other soft drinks. Caffeine is a stimulant. That's why many of us can't get up in the morning and face the rising sun until we've had our first "fix" of the day. We all know it's addictive; if you don't, try going "cold turkey" with no coffee for 48 hours! Its effects are nervousness, insomnia, and increased urine output. If you drink a couple of cups before your next flight – it'll clean out the ol' pipes and test your willpower at the same time. Moreover, it can lead to dehydration and all the medical consequences that entails. It can also cause headache, irritability, light-headedness, a feeling of drunkenness, impaired thinking, nausea, heartburn, indigestion and stomach irritation. No, this one's not for you either. No wonder so many people are trying to kick the caffeine habit nowadays. At least, you may not want to indulge during pre-flight – but maybe after landing, though, to "settle your nerves".

Tobacco We won't talk about nicotine. You have heard enough about the dangers of smoking so that we don't have to dwell on this subject. However, recall that a cigarette or two before your next flight can significantly affect your hypoxic threshold as well as your distance and peripheral vision. One interesting piece of trivia – a drop of pure nicotine placed on the skin of a lab rat will kill it.

So, that about covers the most widely abused OTC drugs in our community. All drugs are "unnatural" chemicals in the body. They usually hang around for about four to six hours, sometimes more and sometimes less. Many have "rebound" effects after the effects of the drug wear off. A couple of good examples of this are a super "low" feeling after your last dose of caffeine wears off, or an extra stuffy nose after the effects of the decongestant wears off. These rebound effects may actually be more dangerous than the effect of the drug itself. An equally insidious rebound effect can be caused by an abnormal blood sugar level. A coffee and doughnut breakfast with sugar and jam in or on everything is the worst possible wake-up menu for a rushed pilot, yet a very possible one. Eat decent!!

Is there any "safe" drug – any drug that is safe to fly with? Probably not. Periodically, we will hear from a doctor about a great new drug that you can fly with because it has no side effects. That doctor is probably mistaken in 99.99 per cent of the cases. Sure, some of you may be flying with medication prescribed "legally" by your friendly GP. But, whenever he allows you to fly on any medication, he's taking a calculated risk. He should observe you on the drug for a period of time before letting you fly, and assure himself that, if you are experiencing any side effects, they are minimal. Recall that drugs that may be well tolerated on the ground, may result in side effects at altitude and under the dehydrating and potentially stressful conditions of soaring flight. Drugs are just another stress factor – another straw that hopefully won't break the camel's back. ❖

that York Soaring, Air Sailing thing

Mike Morgulis
Air Sailing

DON'T CLAIM TO KNOW THE EXACT GENESIS of the quiet rivalry between the clubs or how it evolved and who started it, but by the time my brother, Peter, and I got into the air in 1991, we were already aware of the rivalry that existed between Air Sailing and York Soaring.

We stumbled across York Soaring by accident one day while driving to the Hungry Bear Diner in Arthur for breakfast; we stopped for a visit on the way back to ASC. There were lots of people and gliders, including the fleet of 2-33s and 1-26s, one of which we nicknamed "Spalding" because it had red vinyl stitching along a large crack in the canopy. We were informed that we were flying out of "that German club!" amid snickers and taunts.

Once we got to the thermalling portion of our student flying we were shown how to gaggle, which required other gliders; naturally we headed north for 5 kilometres to York. Joining an existing thermal required one to fly in the same direction as the gliders already in the thermal, however the one at the top was going clockwise and the one at the bottom was going counterclockwise. A chuckle came from the back seat, "This is why we don't fly near York!" followed by the little stories, the snide remarks about York and what life must truly be like over there. They were collectively referred to by some of our senior pilots as "The Flying Circus."

Pete and I didn't necessarily subscribe to the rivalry; however our club ASK-13s did look nicer than their 2-33s, even though we only had two and they had many more than that. Our Ka6CR looked much better than all of their 1-26s, and the wait was worth it we figured (and it was, having flown both, I'll take a Ka6 any day!). They had a Grob 103, but ours was the Acro version and naturally much shinier.

One day the inevitable happened; my instructor, Martial, made sure that I would run out of both altitude and options thus requiring a landing at York, secretly paving the way for all my many, many landouts over the following years (my fourth solo flight was my first real landout – a club record which will never be broken). So there we were in our nice ASK-13, being swarmed by all the Yorkies. Walter Chmela made sure we got towed out of there in record time. I thought he was being cordial, but the real reason, so I was told upon my return to our club, was so that nobody would get to see just how nice our K-13s really were and perhaps rethink their membership at York. I thought that was a bit harsh and unwarranted. The rivalry could not possibly be that bad. Mind you, as a student I was instructed to make sure that the underside of the glider was duly washed so that it gave the correct impression to York pilots as we soared above them.

One sunny afternoon I was flying solo in the K-13 when I saw a white single-seater parked in a nearby farm field. Pete had just taken off in the Ka6, so thinking the worst I immediately landed and drove over. It wasn't Pete in the Ka6 but instead a white 1-26 piloted by one of York's senior instructors. I asked him why he didn't land at our field, less than a kilometre east. "Given the choice, I'd take *this* field any day," he sneered. I ran his wing anyway while smugly enjoying the sight of mud clots falling off his wheel during take-off.

A few years later we extended an olive branch to York by crashing their annual club BBQ and inviting ourselves to their spot-landing and flour-bombing contest. We got pretty light-headed but still solidly trounced some of the Yorkies in a game of Trivial Pursuits. We wove our way home in one of our guys' vans, victorious and very vocal. The next day the majority of York's fleet landed out in our field and tied up our towplane with reights.

About a week or two after all of that, two of our younger and more intrepid pilots took the Grob north and performed a 'practice contest finish' over York's 18/36 runway, tossing mini-marshmallows out of the clear vision panel all the way down. They pulled up and coasted onto our 18/36 runway with gigantic smiles. The gulls, which constantly loom nearby, descended *en masse* on York's runway, closing them down briefly. Over breakfast the following week we communally drafted a plan for the Grob involving a plastic envelope, a release string and one live octopus. It never came to fruition though.

A few years later I found myself at the SAC instructors course in Hawkesbury along with three of my Air Sailing chums. Smack in the middle of the volleyball courts were two tents from York and one tent from Gatineau. One midnight after inspecting the runway with my chums I crawled between the York tents, sniffing and scratching the fabric while my cohorts said in a stage whisper, "Hey! There's a skunk near those tents!" The next night we toned it down to create less of a panic. I crawled between the tents and made passionate sounds, surely making one tent dweller ponder about the solo love life of his immediate neighbour. The night before the big test we were shagged, so we just toilet-papered their tents and cars and called it a night.

Ian Oldaker was flying out of York at the time, and that made him a pseudo-target as well. He was lecturing us about thermalling and raised the issue of how we would teach our students to make eye contact with the other pilots in a gaggle. Norm said we should instruct our students to wave at the other pilot.

⇒ p20

thanks, regrets & reflections

Mike Morgulis,
Air Sailing

IT'S BEEN MANY YEARS since I used to thank my instructors after every flight — for many reasons I want to do so more publicly now. They deserve it. In retrospect, I think I got better training than most and there are a few people responsible for that. They are Oscar Boesch, Al and Kerry Kirby, Doug Milne, Martial Gaulin, Christel Juergensen, Gerry Bunder, Alex Schieffele and Steve Newfield. Also thanks to Ian Oldaker and Terry Southwood for helping me make the transition from pilot to instructor. And although he was not an instructor when I was a student, I want to thank Dean Toplis as well. His enthusiasm as a pilot was very infectious and even more so now as a fellow instructor. We seem to have concluded more than our fair share of flights together by saying, "Maybe we shouldn't have done that". We recounted some of those stories for our students when we ran ground schools together in the past, partly for entertainment value but also to make sure that the students would survive us and learn from our stupidity (well, maybe mostly mine).

I hate regrets, and I have one now. There is nothing worse than wishing you could have really thanked someone before they've left, but such is the case with a club member, Doug Milne, who passed away earlier this year. While I'd always made a point of thanking him each day at the field, I was only able to write on his get-well card that I'd miss his spot landings and everything else he brought to the field. Boy, you could practically put an 'x' on the runway and Doug would hit it each and every time. He was intensely private and did not bring his ails to the field. There was never anything forced in his approaches or takeoffs, they merely occurred. He was very understated, quite modest, and very even-keeled, something which you generally don't find in glider pilots.

All of that got me leafing through my logbooks yet again, the same ones some fellow pilots have accused me of reading aloud around the club campfire and showing at family functions. While the average logbook is just a collection of dates, times and single note entries filled in to comply with Transport Canada requirements, mine seem to have novelettes in the "remarks" column in some of the more meaningful spots, and autographs from famous pilots in others.

Starting in my first log book, you can see that my very first flight was with Oscar Boesch, back in May 1991. It was 22 minutes of controlled terror. I recall him giving me the controls, and of course I quickly stalled the plane. Then he loaded me up to 2 or 3g, and I watched the sun swap places with the ground a few times, and finally the landing. He concluded the day by telling me and my brother, Pete, that we both had the right stuff. Following that, I see throughout the logs:

- where and when I was really eager as a student (many 12–20 minute flights),
- when my kids were born (less flying but more quality),
- when I became an instructor (followed immediately by more 12–20 minute flights but this time from the rear seat),
- when I flew in contests (long flights concluded by a landout in some nameless farm field in Ontario), and
- when my first marriage ended (resulting in more flights than any previously recorded year!).



Many students have sat in front of me during the past 11 years, and I try to remember them all by face and name. I really miss some and wonder what happened to them. Others, unfortunately, are a bit of a blur now despite my somewhat annotated and poorly illustrated log book.

There were some special students that I really looked forward to flying with, or had a really neat experience with — and some who made me very proud. This summer I had one such student — Steve Oakley came to us as a mature student, already a holder of a PPL, very enthusiastic and ready to go. Mature students are tough to teach, having been one myself. Everything has to be reasoned out, experiential learning is not the natural way for us older folks anymore. Compared to teenagers (who don't put much thought into consequences), us older folks sometimes ponder too much about going back to work on Monday, having long hung up our "Superman cape" of invincibility. Anyway, we worked hard at it and I clearly remember Steve's epiphany flight when it all clicked for him. A few weeks ago Steve presented me with a book as a thank-you token. I had owned a copy of the book but had loaned it to my childhood friend and former Snowbird pilot, Jeff Hill. When Steve presented me with my replacement copy of "*Spitfires Over Israel*" I was really touched; he had searched high and low for it.

Everything has a life span, clubs are no different; soon Air Sailing will be no more. This is natural, but still saddens me greatly. To Roger Harrop and Steve Szikora who did yeoman's service for the club, and especially to Steve who took a shine to my sons and took them along on the tractor or up in the air, I wanted to say thanks publicly before the tumbleweeds blow across the field.

The final bit of thanks goes to Oscar again. We had a flight together this season, and for the record, I was the one sitting in the back seat checking him out (photo above). We hadn't flown together for some time. Years prior he was the CFI, now the roles were reversed. I have to admit that I felt awkward about the situation, a sure indicator that we'd both aged. Nevertheless, it was a flawless flight and I enjoyed it immensely. And just as he had done years ago, he swapped ends of the K-13 in a perfect wing-over with no sensation of *g*. For me the fifteen years compressed instantly, and all too quickly the flight was over. This time there was no fear, not at all, only the feeling of having shared a special flight with an old friend. ❖

an A-Badge earned



George Eckschmiedt, Vancouver Soaring



The DASSU launch point

ON ALL MY TRIPS TO EUROPE, sometimes annually, sometimes more, I always try to include visits to soaring airports and I always hope to get in the air one way or the other. I visited the Wasserkuppe in Germany on three different trips; it was socked in twice (it has a great museum to visit though). The third time, in the mid '70s, I arrived there late in the afternoon and made arrangements to get up the next day. I stayed overnight in a charming hotel, woke up, and you guessed it, the airport was socked in clouds. Visiting the museum once again, I looked at the vendors of various trinkets and bought myself the German A Badge shown above in this story's title.

About twenty years ago I got into the air for a circuit in an ASK-13 at the Scheibe airport near Dachau with a nervous kid as P1, who when he let me touch the stick, all he could say, *schneller, schneller* (faster, faster). They didn't even want to hear about flying solo with the Canadian licence. The Königsdorf gliderport in Bavaria is beautiful, lots of hangars and lots of sailplanes, but the whole airport set up seemed so stuffy, and people didn't even want to talk to us.

Late in 2005 I had much better luck in Oberschleisheim, just north of Munich. This airport is the oldest functioning airport in Germany. It houses a portion of the aviation exhibit of the Deutsches Museum in a fantastic new building and also has a gliding club. Because of noise restrictions, operation is by winch only, which is exactly what I want, just to keep myself current in that launching method. They had an L-13 and ASK-21 for two-seaters, and several single seaters. I was there on a weekday and they were flying, so I inquired about going up. No problem about going for a ride with their aerobatic instructor rated CFI, but they have a 3000 foot ceiling for 30 kilometres. The ASK-21 was hauled up to about 1300 feet, I thermalled up to 3000, aerobatted

down to "turn to base", caught another thermal to 3000 and repeated this once more. The whole thing cost me 14 Euro. No guarantee that anybody else will fly at the same rate. Friendly people, inexpensive flying, but not a chance for solo flying with just a Canadian licence. I visited them again this April, but the winch was being modified, so I remained grounded and looked through the museum.

It is no secret that I was born in Hungary and every time I go there, I visit my cradle of flying, Farkashegy Gliderport. I was able to get in the air there in 1989, during the International Oldtimer vintage glider meet*. The country was in political turmoil then, but one of the earliest signs of the ease of political tensions was during the Worlds held in Wiener-Neustadt, Austria, the same year, when the organizers asked Hungary to allow the contest task area to extend into Hungary, and this was granted. Some contestants even outlanded in Hungary and they were treated by the Hungarians to a free retrieve aerotow back to the border, where the Wiener-Neustadt airport was just an easy glide away. It was the first crack in the Iron Curtain.

At the Oldtimer meet special considerations were given by the State to all attendees. This was a very special event, flying gliders I had never even dreamed about, like the antique Hungarian gliders and the Russian A-15. Everyone flew everyone else's glider, including the Hungarian ones, and only for some token payment for their courtesy. The only other time I could fly solo there was during the 1996 Oldtimer meet, but it did not have the same atmosphere and excitement of the earlier one. This time they charged the going European rates.

When I go back to Hungary, usually in the spring or fall, I drop in to the airport, announce that I would like to fly, and usually something interesting happens. A group of young men bring out the available two-seater, help you with the parachute and they get you in right away. I asked about this "courtesy" and the answer was simple: visitors get charged more than club members, so the club earns more money. This attitude is quite different from my experience at some other clubs where it is "club members first, passengers as we can accommodate them". Their charges are quite moderate. For a winch-launched circuit that includes up to 5 minutes air time they charge 2600 Forints (Ft) which is about \$14.80 Canadian and each minute soaring after 5 minutes is about 57 cents. Aerotows cost 1000 Ft a minute (\$5.70) as long as the engine runs. So a 2000 foot tow costs about \$35 — small wonder that the winch is popular.

* See "Dancing with the Ladies" in free flight 89/6

Hungarians are generally known to be a hospitable kind of people. All glider pilots are considered as part of the family, but there can be exceptions. This spring (2006) I got paired up with an instructor, which created an interesting situation. This fellow was about half my age, a tall guy who had the style and the bedside manner of a Marine Corps drill sergeant! He expected his passengers and students to behave as if they were his rooky soldiers. He talks; you listen! No questions, no opinions, no matter who you are. Up until 1989 glider training in Hungary followed strict military discipline, which I was accustomed to only until the 1956 Revolution. We didn't pay for training, the State did. So we shut up. But today's prospective student pays, thus would be quickly chased away by this attitude.

I also discovered that they do have some antiquated ideas about signaling during the climb on the winch. Needless to say, I discussed this with the club executives and I referred them to our SAC Training Manual. Regardless, I highly encourage anyone to visit a Hungarian club. A lot of the young people speak good English, and are very accommodating, and there are people around like Mr. Tamas Kecskemeti and Tibor Langer, who are real gentlemen and outstanding hosts. I will visit them again.

I was anxious to exorcise an aerobatic mistake I made a few years ago, and I knew that there was a MDM-1 *Fox* in the country, and I looked it up; I think it was early in 2005. The glider was at the airport, tied down outside. I inquired, and was told, that it belonged to three people. They got into each other's hair and one of them disappeared with the log book, so nobody can now fly it. How typical it was — Hungarians have many sayings, one of them is: one Hungarian — good friend; two Hungarians — three opinions and three political parties ...

But I had much better luck this spring. Inquiring again, I was informed that the *Fox* was now owned by one person. It just went through a major re-fit by the factory and the owner made it available for all members of the Hungarian Aerobatic Team for practice. They also have a *Swift* available. I heard that it is owned by the central Hungarian flying/gliding club and is assigned to the team, but with the current Hungarian economic status in turmoil, one cannot be sure who will own it. It happened that I was just talking to one of the team members and he actually guided me to the airport where they practised, right then.



Winch launch underway at the DASSU airfield.

They used a gorgeous, restored retractable gear *Zlin* for towing. One tow after another; *Fox*, *Swift*, what an airshow!

By now they knew that I wanted to fly, and it took them some anxious moments to tell me that they charged visitors 25,000 Ft for an aerobatic flight, that works out to \$143. I had Euros with me, they happily accepted my 100 Euro bill (worth slightly more than 25K Ft). It was well worth it, and I discovered that I don't like to fly inverted and pull negative 4g — one's neck becomes very stretched! Another thing I remembered was that this airport was once the main commercial airport in Budapest, then a fighter base in WWII, and now it is smack in the middle of a densely populated area and we did the maneuvers over a shopping centre parking lot and the landing approach is over another parking lot. Mind-boggling changes.

I then travelled back to Germany from there. Many years ago once I visited the Deutsche Alpensegelflugschule in Unterwössen (DASSU) in southern Germany. At that particular time the airport was very busy, but I had a quick passenger ride in the back seat of a Blanik. Again, I was hardly allowed to touch the stick then. Passengers fly in the back seat! The airport is not unlike our Hope airport; it's in a valley with a high ridge on one side and a lower one on the other, above which the downwind leg is flown. Later on I learned that they now use an electric winch. I recall reading in a gliding magazine that some visiting pilots went there and were not very welcomed, that they were secretive about the winch details, so I was apprehensive about going there again.

Investigating their website, I sent them an e-mail sometime in the summer asking for verification of the statement about acceptability of the ICAO country issued licences, but did not receive an answer. More anxiety followed but I decided to go anyway.

It was not easy to find the airport, as the roads in the area were under construction and I ended up on the "wrong side" of the operation. My wife Astrid, being German, speaks incomparably better German than I, so I asked her to ask in one of the hangars what was the easiest way to go to the other side. She came back, saying they told her to just drive across! What, I thought, drive over an active airport, with a car? I had to verify this myself. Yeah, just drive over, but wait so there is no aeroplane traffic. This was the first contradiction about the anticipated unfriendly welcome.

I drove over gingerly, and even got a friendly wave. I parked, sent my family to the nice restaurant there, and I went to the operation centre that was on a terrace, with one man handling radio traffic, hard wired telephone communication with the winch, and keeping time. Using my fractured German and his similar English, I asked him about the possibility of flying. He sent me back to the other side of the airport to a building to talk to the "Chief". That meant crossing the airport once again, this time on foot.

You wonder why my concern about crossing the airport — well, if someone wanted to step across the main runway at Hope, s/he better have a good reason and move as fast as possible. It is an active runway you know! On

arriving at the other side, the office was closed. Someone came and told me that the "Chief" just went over to the other side, but is expected to come back soon. I waited a little while, then a fellow showed up with long hair suitable for braiding, tied behind with something. I guessed that was the fellow I had to see. He was. His name is Stefan Brockelt and he is "Schul- und Ausbildungsleiter", who is running the show. I explained what I would like to do, hoping for some duals on the electric winch and if possible, fly solo, at least in the Ka8 that I saw there.

Stefan was a most charming gentleman with very good English. I told him my qualifications, which was acceptable as far as flying time and cross-country goes, also that I flew just last week in Hungary, so I can be reasonable current, but he was a bit apprehensive at first, as he had never seen a Canadian Glider Pilot Licence before. He said, there has not been a Canadian glider pilot wanting to fly there. So, I spread out my licence, and on its back it is clearly stated that it conforms to the standards set forth in Annex 1 to the Convention on International Civil Aviation, etc, etc, signed at Chicago 7 December 1944. I explained our medical criteria, the Class III and Class IV medicals, where we spotted the well-known discrepancy between the medical validity interval between just the licence, and that of the interval for Instructor rating. (I had my medical on 2004/02/02 so the medical is valid for 60 months to 2009 but my instructor rating expires in 2007/01/01. Oh, the wisdom of the Canadian bureaucracy.)

Perhaps because I did not show up with a walker, Stefan could not see any reason for not letting me fly, so he instructed me to go back to the flightline and talk to Rainer the CFI who was just starting to teach a week long aerobatic course. I was to introduce myself, tell him that bureaucratically I am cleared to fly, I should have three check flights in an ASK-13, a rope break exercise and if all goes well, I can fly the Ka8. But before I get in the air I should study the circuit map on the wall of the flight office, as it has specific requirements.

Hooray!, I told myself.

Setting oneself up for a flight is a bit complicated as they assign a customer number to you, and when one gets to the glider, this number has to be identified. The time-keeper/starter is one busy person there, seeming to rule the field. Rainer turned out to be another fine, friendly gentleman with a very good command of English. He was very busy with his acro course just starting, and he verified that I should study the airfield's circuit map, while he did one more flight in the ASK-21. Study I did. They have a strict requirement to arrive at the middle of the left hand downwind at 650 feet, then do a *right hand only* 360 turn there before continuing to the landing. The downwind leg is above a 325 foot high ridge so no exceptions are accepted as the traffic can be heavy with gliders, towplanes and ultralights. I suppose the 360 is a sign for others for the impending landing. Not a bad idea, as what pilot would start thermalling 325 feet above ground?

It was a delight to fly with Rainer. Rainer asked me if I had flown ASK-13's; yes, in the back seat about 20 years ago, but it is a glider, is it not? And a docile one? The electric winch with the Spectra line is something else. Actually, the sensation was no different than with any other winch, except that I was told that the control of the winching

speed is automatic by computer program and I need not be concerned about excess, or not enough speed. In the back of my mind I doubted this, especially as in Hungary speed control signalling is very important. We got about 1300 feet, there was no lift, so I just did a nice sleigh ride.

After the downwind 360, Rainer asked me about the "new British circuit path" (the diagonal track at the base turn). Of course we have been introduced to it by our Flight Training & Safety committee, and I told him that it created significant controversy in our clubs. On some airports it can be used, but in airports with narrow circuits like Unterwössen and Hope, it is highly impractical. And of course, if something works for a hundred years, why fool with it. Rainer happily agreed and just grumbled that he belongs to a British club and when he flies there he has to use it, but anywhere else, forget it. Landing was just fine with a roll-out up to the takeoff position. (At Hope this is frowned on, as one cannot rely on the wheel brakes, but it was routine at Unterwössen.)

On getting out of the glider, Rainer remarked that I don't seem to need the three checkflights, but we should go through the rope break exercise. (I thought with understanding that he would rather fly with his aerobatic students) ... more than fine with me! Got back in the glider, took off, and I waited for the abrupt release. It did not happen, got to 1300 feet again and he carefully pointed out specific landmarks. Meanwhile, his acro student was in the air in the -21, so I aimed the -13 such that we could watch the maneuvers.

I was a bit confused about how the rope break exercise would be done. Rainer asked me to set up a high circuit so I turn to final much higher than usual. I did, and he took over. He proceeded to dive the glider toward the takeoff point, while further pointing out a specific landmark, at well over 160 km/h. Then, when exactly in line with the winch launch, he pulled the nose up, and when the speed declined, he said, "it's your glider". Aha!, I have learned something new — how to have a full circuit and at the same time do a realistic rope break exercise. The idea of doing a 300 foot tow and charging the student for a 1000 feet has bothered me for many years. This is an elegant solution. So, I lowered the nose, did a 180 and a downwind landing, again taxiing up to the takeoff location. By the way, there was very little wind, so I was not concerned about the safety of any of this. "Okay", Rainer said, "take the Ka8 but check it out first."

Thank you sir! ... So, there is this coveted little white bird with blue trim. You better believe I will check it out. I opened the canopy and my heart stopped; I have never seen a parachute container so worn! Wow, I hope the rest is not like it. Well, it definitely was not. The seat was a bit ratty, but everything else in the glider seemed well taken care of. I checked the controls; I remember it well as I rigged it and had many flights in the VSA's Ka8, but then I wanted to do a positive control check and there was no one around, so I called Astrid over to help. Meanwhile, I decided to move the glider closer to the hard surface, and was very much surprised how easy it was. I completely forgot how light this glider is.

As I was instructing Astrid about checking the controls, a lady sprung up from somewhere, and in fractured English started to tell me that I don't have to check the



Unterwössen's massive dual 2-drum electric winches set atop their own hill.



The winch cab puts the driver another six feet higher.

glider as she already did it! It took a while to sort things out. The lady was a student there, she DI'd the glider and put it aside, waiting for the wind to pick up so that she could go soaring. She didn't know what I wanted and was very defensive about "her baby". I explain that all I want is a circuit, but it took some effort to convince her that I will bring it back in good time for her. We did the positive control checks together.

I also forgot what a delight the Ka8 is after flying "metal motherships" and "fibreglass phalluses". The little -8 went up on the cable as sweetly as anything, but then the speed went over 130 km/h and there was no reaction to my signalling, and the needle reached 150, I released at about 1100 feet — so much for automatic speed control on the winch. More on this later. How sweet it was to fly this little glider. You don't have to wrestle with the stick, you just move it and the glider goes whichever way you want it. I took a couple of pictures, and landed. I was delighted. I landed just a few feet longer than the take-off line, (for each winch towline there is a line marked on the takeoff area) and I was able to effortlessly tow the glider back all by myself.

Just as soon as I got it back, the lady appeared again, with an encouraging, "do you want to go again", repeatedly. By now I had a new friend! The wind started to pick up, one glider was already on the slope, I knew that she wanted to soar, so I declined, as my long suffering wife was still sitting at the restaurant with her girlfriend, and I thought I better not stretch my luck with her. I helped the lady to get ready, she took off and stayed up. Oh, the sacrifices we have to make to keep the peace at home!

Now, I inquired about the mechanics of the operation. I was apprehensive about this because of the previous information about them being unfriendly and uncooperative, and this could not have been more wrong! I was offered the grand tour of the facility. Go to the winch(es) in the retrieve car and have a look, take pictures, whatever you want. I was floored. Everyone I met went out of their way to be friendly and informative; we could learn from it.

The launch system is a fascinating design. There are two permanently anchored buildings on a mound, each

housing two winches. Each winch uses a 90 kilowatt, 400V electric motor. The transmission is a wide belt, driving the drum holding the Spectra line. That's it. Of course there is the electronics in a separate cabinet. I did not even ask for it, but the winch operator removed some panels so I could take pictures (all this friendliness and courtesy, am I in Bavaria, I asked myself?). I mentioned to the operator that I thought I had a bit of excess speed on the Ka8 flight, for which he said with a sheepish grin, sorry, the computer is not working today so he is manually controlling the machinery, and he forgot that the -8 is a lighter glider. I watched a few launches and noted how slowly the line drops, and by now there was moderate crosswind, the line was spooled in quickly and the crosswind had little effect about where the line lands. I observed that they keep all three different strength Tost weak links on the end of the rope. It seemed strange, I would not want to see it at home, but who am I to comment about it.

I went back to the control table, Stefan was there and I asked for my bill. Stefan was in a bit of a problem due to my short stay, as they normally assign a customer number for everyone and they use a computer to calculate the charges to that number, but the computer is in the office. After some thinking, he charged me 50 Euro for everything! I felt like somebody gave me a gift. Not only that, now I can legally wear that old German A badge as I have finally soloed in Germany!

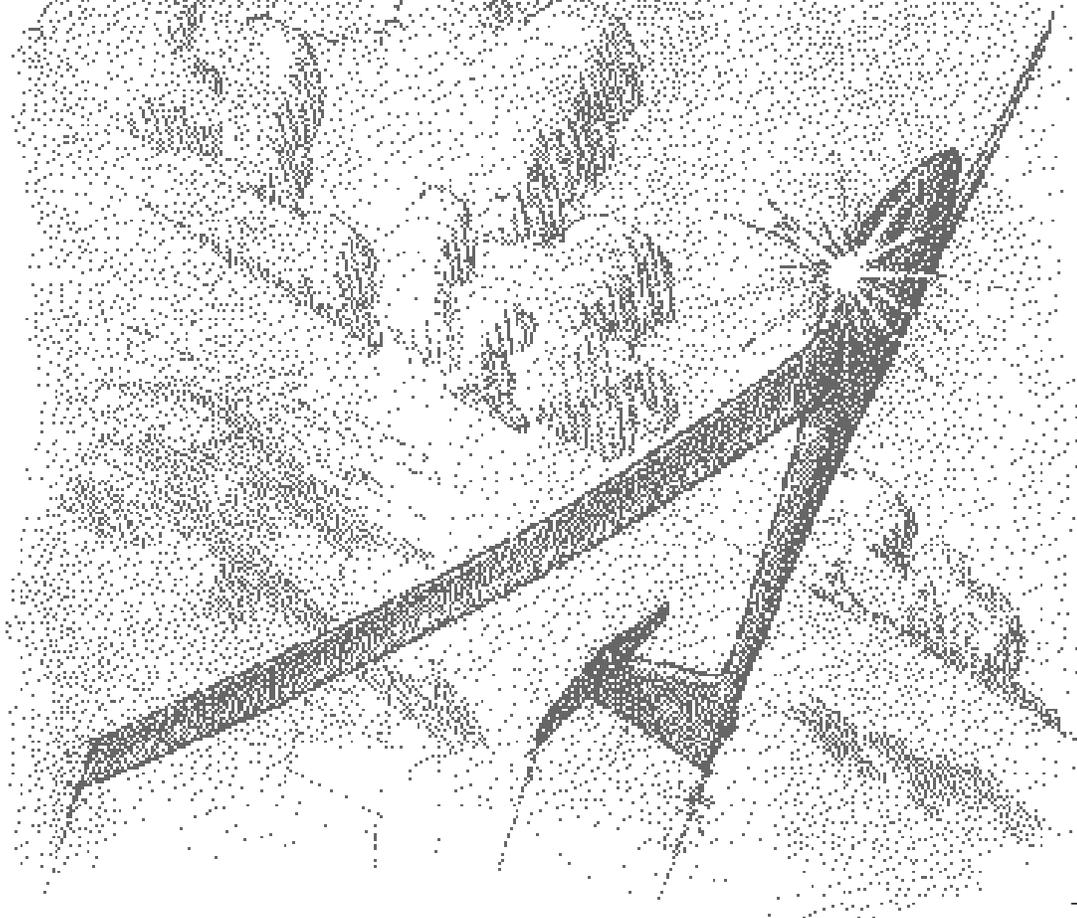
Now that you have struggled through my story, why not just visit the DASSU website <www.dassu.de>. It has an English section for minimal information to get you there. It contains more than one could ask about the operation, programs, schedules, news. For detailed information, pick up a German dictionary, then click on "Wissenswertes", under which "Gebühren" lists prices. Open the "download" page too, here one can find a very detailed technical description of their winch. Then, go there! One caveat though, pilots who fly over flat land should expect, and if not provided, ask for, training in mountain flying. It is money well spent. Pilots familiar with Hope, Invermere or Pemberton should feel right at home, but from the prairies, the lack of horizon takes some getting used to. It does not take much for an experienced pilot, but it takes time. Once above the peaks, it is routine. I'll be back! ❖

Over my shoulder

Gren Seibels

from SOARING, 1983

An aging soaring philosopher ponders a certain diminution of his sky lust. Is he losing it? Not necessarily; less can be more ...



WHY FLY?

THERE WAS A TIME (until they learned better) when non-aviating friends used to ask me why I futzed around with sailplanes when there were gobs of regular flying machines at hand for lifting body and soul from hither to yonder. Had I been blessed with the wit and wisdom of 'Satchmo' Armstrong, I should have answered, "Man, if you gotta ask, you'll never know."

But no; vanity and foolishness prevailed, and I would eagerly undertake to explicate the inexplicable: It's so quiet and peaceful (especially when all the electrics go dead); it's challenging; you work with nature instead of against it (that's the theory, anyway). Of course, I never kindled a spark of comprehension. Why are groundlings so insufferably obtuse?

Those were — and are — the standard clichés of the sport, and like all prepackaged savings, they contain a certain nucleus of reliable truth, but not necessarily the whole truth. In fact, I would vigorously question whether there can be a single master key to unlock the mystery of what attracts us to motorless flight. Certain aspects of the sport

no doubt exert an almost universal appeal — at least, among those of us who love it; but even within this rather select assemblage, we find such a hodge-podge of different characters and personalities, any attempt at generalities becomes pointless. The game may be played, literally and figuratively, at almost any level, from Sunday afternoon puttering around the pattern to heroic assaults on world records for distance, speed, and altitude. In between, there's something for every taste. Thus, the special areas of soaring that intrigue me might bore you clean out of your flying booties, while reducing another pilot to white-eyed panic. "One man's meat, etc."

There are pilots with hundreds of hours — perhaps thousands — who rarely venture much beyond an easy glide back to the home strip, and nurture no envy in their hearts against those who do. And I say, bless 'em! Many of them gravitate toward instruction, transfusing vital new blood into the sport; without their patience and dedication, within a generation the game would be fading memory. Of course, there are others who faithfully instruct whenever they're not busy flying in a contest.

I tried my own hand at alternating dual with solo one season. It was not a wild success. While a mixed bag of students flogged away at stick and rudder, violating the simple pattern and assaulting the grass at Bermuda High Soaring School, near-terminal ennui would descend on the instructor's berth, relieved only by occasional alarm when some neophyte with an experimental bent would try landing on the wingtip instead of the wheel. Also, as at any proper training school, student-thermalling in the Chester pattern was sharply disapproved by the management; whenever we flew through something particularly exuberant, I had to grit my teeth and physically restrain the instinct to climb. My CFI rating soon lapsed.

Looking back over some 15 years of quiet flying, I realize that my most interesting (if not always happiest) hours

have been spent going cross-country — in quest of badge legs, cloud-hopping, and flower-watching with a gaggle of friends, or (best of all) in competition. To this day, when I turn tail-feathers towards home base and scuttle off in search of lift, I always sense that little edge of tension which promises that the next few hours will inflict no boredom. None at all.

ART? SCIENCE? BOTH?

From the cold-eyed “scientific” viewpoint, the definition of a soaring flight (or any other experience) could be reduced to absurdity: “The interplay between a series of external stimuli and internal responses.” Of course, if we left it at that and nobody knew any better, the sailplane market would collapse overnight. Half-baked descriptions like this always leave out the really important stuff like the secret but satisfying rewards of self-discipline, the joy in mastering a skill, the way things look from 7000 feet, and just plain fun.

I will string along with the sorters, classifiers, and tabulators only so far as to concede that our lovely game offers attractions both internal and external. External, as I see it, might embrace the sport’s endless sensory appeal, especially for the eyes: a cobalt West Texas sky flecked with the cumulus streeting at 18,000; riding the wild crest of an Appalachian ridge, like skimming a dinosaur’s back; working a rough-and-tumble thermal up into the eerie smoothness of wave, the transition as sudden and total as when one escapes the blare and glare of a street carnival, stepping into a hushed, serene chapel (the cloud that normally defines our ceiling eventually gleaming thousands of feet below)...

‘Way back yonder, there was a time when being aware that I was sustaining flight through pure solar energy was enough to make a memorable day (and even now, there are times when I yearn for such simple pleasures, as when falling out of the sky in the middle of a longish triangle). But a surcharge on the price of experience is the loss of innocence: “How’re you gonna keep ‘em down on the farm after they’ve seen Paree?” The thrills and chills of cross-country, once tasted, spoil the palate for the elementary gratifications of tracing lazy circles above the airport acreage. If it ain’t good enough to go somewhere, it ain’t good enough to fly!

In this connection, I suspect that when freed of the-show-must-go-on pressure of a contest, we tend to underrate the soarability of marginal days, thereby missing many a worthwhile opportunity to sharpen the skills so vital when they’re keeping score. I recall, with chagrin, too many days when I wouldn’t bother even to assemble my bird, only to hear several hours later that one or more gung-ho types had successfully navigated an ambitious, self-imposed task — very slowly, to be sure; very carefully; and very profitably. And there was I, flat on my back at zero feet, doing nothing — and learning nothing.

A WELL-KEPT SECRET

Here is a very big fact about competition soaring that’s hardly ever mentioned out loud: task flying is generally a lot easier than flying similar courses all by one’s lonesome. Why? Because, willingly or not, every sailplane in the sky spends upwards of half its total time on course serving as a thermal marker, that’s why. The bigger the contest, the more markers among whom you can pick and choose. Unless you blunder

into a relight disaster, and have to restart miles behind the rest of the nobility — or worse, contrive to get lost — you find yourself flying in company most of the time.

One of my favourite images features a convoy of sailplanes, strung out across the sky ahead as they convert altitude into mileage; then, one by one, zooming into a patently fine thermal, each curling into the core with the steep, no-nonsense bank that shouts, “This is it!” Now comes your own turn: the vario begins a chipper tune just as you sense a reassuring surge against your bottom; by the time you can steal a glance at the altimeter, it is already a thousand feet healthier, and you are so brimful of delight you’d like to hug everyone else in the gaggle. No matter how far from home, a climbing sailplane contains a happy pilot.

The system, as you may have guessed, is not absolutely fail-safe, especially if you are playing Tail-end Charlie, a role in which I am frequently cast by a malicious fate. A gaggle, climbing smartly, can be a wonderful boon to the weary and jaded when the timing is right, so that one reaches the thermal while it is yet young and juicy and energetic; but all those pretty sailplanes spiralling toward heaven quickly become a baneful mockery when you manage to reach the basement just as the lower-level lift is decaying into chop and sink. As you flounder about, vainly trying to recover lost altitude and dignity while the happy warriors who were just above you climb serenely out of sight, your feelings for them are unlikely to be affectionate, or even philosophical.

Stirling Moss, one of the more gifted drivers of his day, remarked that while winning races was the ultimate point of the game, he took almost equal pleasure in executing some dicey maneuver absolutely as well as it could be done, then mentally addressing the competition: “All right, you bastards, top that if you can!” For those who seem permanently mired in the middle ranks of soaring competition, and for whom winning is ever the spectator sport, such sweet moments do not exactly crowd the calendar; yet be they so rare, when they do occur, they cancel much of the agony and frustration that is our usual lot.

Alas, this sort of triumph nearly always falls under the heading of internal attraction. It is a wry fact that the most common mistakes in soaring occur before a fascinated audience, whereas any success (short of winning) tends to be relished in complete privacy. The unintentional gear-up landing invariably edifies and amuses fellow competitors, wives, crews, contest staff, and distinguished visitors, while the brilliant and daring save from 400 feet is likely to be witnessed, if at all, only by some blasé buzzard who would much prefer you dead.

AN HERETICAL ASIDE

From the beginning, it has been a prime article of faith amongst the soaring gentry that buzzards — and their kith and kin, the great soaring raptors — are due ⇨ p19

Human factors for soaring

The Flight Training & Safety committee has recently updated the student manual and included a section on Human Factors. More human factors training will be also included in the instructor courses. For those of you who may not get a chance to review the new SOAR manual, the addition has been included here.

Ian Oldaker, chairman FT&S committee
Dan Cook, SAC Safety Officer

HUMAN FACTORS (HF) is a very important part of learning to fly. We know that in almost 80% of accidents, pilots contribute most to the problem. In the remaining 20%, there is usually an HF component. An example would be pressure to fly when the pilot knows it would be unwise to do so. We may be able to think of typical examples around our club. Because of its importance, HF is now a required subject in our ground schools, so we expect questions on the subject for the licence exams. We can all benefit from a review of HF, however.

HF is the study of how humans react to and operate within our environment in all senses of this word. The environment is generally understood to mean the air and space in which we live and work. In aviation we describe it more broadly to include the cockpit environment where heat, cold, light conditions and altitude vary, as well as the human environment of the club, of the flightline operation, and so on. Enlarging on these thoughts we see that HF includes how we respond to operating procedures, to the design of the aircraft (cockpits especially), how the body functions and responds to many different stimuli, and how we interact or communicate with, and are influenced by other humans, and how we make decisions.

Ultimately, the safety of our flights comes down to how we as pilots and operators (winch drivers for example) relate to our equipment, procedures, other people, and the environment. HF is a very broad subject and we need a good basic understanding of it if we are to become successful soaring pilots.

We measure success here through safety and our ability to participate over many years without injury. Soaring is not risk-free, and how we understand our ability to function in this relatively new experience of human flight (only the last 100 years of human evolution) will increase the enjoyment we can draw from the sport.

Accident statistics from many years show that the greatest risks occur when taking off and landing! This is not surprising of course because the cockpit workload is high in both these phases of flight and the ground is hard if we make a mistake. We add a long flight, and the landing phase now demands the most attention from a fatigued pilot. The top three major areas of concern with respect to accidents in gliders

world-wide include judgement or decision-making, the stall/spin, and mid-air collisions. The first two can arise from problems with circuit planning, especially when flying cross-country, and when trying to make a safe landing after an emergency during the launch. Inattention and distraction (perhaps by the newer cockpit electronics), have been implicated in mid-air collisions. How can we avoid these hazards and reduce the risks?

Humans receive many stimuli on which we base our decisions. We receive data, evaluate or process it, make a decision and then act on that decision. Sound familiar does it? The mnemonic *SOAR*, learned earlier in your training, is just that — *S* for *See the Situation*, *O* for what *Options* do we have? *A* for *Act* on the best and safest Option, and *R* for *Repeat* the sequence.

When we *See the Situation* we are using our sight and other receptors to gather information that tells us how the flight is progressing, what the situation is right now.

The data must include physiological inputs:

- Sight – are other gliders in sight nearby and do we understand the eye's limitations?
- Does this control movement feel and sound right?
- What do the aircraft's movements and the G forces tell us?
- Is our food and water intake okay?
- How do we feel: hot, cold?

Psychological influences on our performance are very important too:

- have we just had an argument with a fellow member?
- are we under some form of general emotional stress, perhaps from job, financial, or family problems, or are we in a good positive mood, able to make sound decisions?

And we must ask how is the glider performing — its height, climbing or sinking, and location relative to our goal, and how is the weather changing to affect our flight's conduct and progress? We constantly evaluate all inputs so that we can make the best decisions for a safe continuation of the flight.

HF then, is the understanding of the factors that affect our performance as humans from many different but important aspects. HF includes the pilot's attitude, his or her knowledge, and discipline in making the right decisions. The pilot's attitude plays a pivotal role. ⇨ 20

Better soaring photos and how to take them

free flight is always short of good gliding photos, and many that are offered are unusable or dull.

Tony Burton, editor

MAYBE YOU HAVE HEARD ME complain before about the occasional lack of good photos to use. I think that maybe many people just don't know what makes a good shot. So this article is not just a small primer for you, but also a bit of rational self-interest of an editor hoping that these tips will result in greater pictorial interest of every issue.

Digital photography is now a blessing, mainly because people take a lot more photos with no thought of film processing costs and delays, and they do send them to me so that I have more to select from. Although the tips below will improve the individual photo, professional cameramen will take many shots of an interesting subject because they know that there are often gold nuggets hidden amongst a string of snapshots. Another great plus is that I can often improve digital photos a lot with some PhotoShop manipulation.

Move in as close as you can That helps to define what you are trying to capture in the photo. You are deliberately getting rid of confusing surroundings and homing in on the area that matters. The closer you move in on your subject, the more positive, striking, and detailed the quality will be. If you cannot get near, the zoom lens can come to your aid.

Everything in focus is dull All but the simplest of cameras will allow you to choose your depth of field. That allows you to make the important part of the picture crisp and sharp, and the parts in front or behind made to look fuzzy. This is a setting selection under your control that allows you to draw attention to that which is important.

You control depth of field by changing the lens aperture. The smaller the aperture (the higher the f-stop, f16 for instance) the greater the depth of field and the more everything is in focus. By using a larger aperture (like f2.8) the subject of interest — particularly if it is fairly close — is sharp while the background and foreground progressively fuzz out; the details are there as a recognizable context but don't compete for the viewer's attention. We are talking about the photograph now — what you see through the viewfinder will stay sharp. On a digital camera, you can't use the "easy" setting to do this.

The centre of interest doesn't belong in the middle In the middle is where you expect it, which is precisely why it makes a boring photo. If you divide the space within the viewfinder into thirds, both vertically and horizontally, the four points a third of the way in will give the centre of interest a dominating position. Also, use

one of the two horizontal thirds as the edge of the horizon. That way, either the upper or lower two-thirds of the photo becomes dominant.

Make something dominant in every picture The very fact that you do implies that you've made an editorial/artistic statement of some kind — it shows a point of view. By selecting one element, you show you have something to say, which in turn makes the photo more interesting.

Be aware of the "lines of force" within a composition Horizontal lines, lots of left-to-right elements, give the image a placid quality. Lots of verticals can be interpreted as strong and tough; diagonals or angles convey a feeling of action and motion. By itself, this knowledge may not be useful, but knowing these effects can help you give your photo a planned mood. Concentric or converging lines can help draw the viewer's attention to your centre of interest.

Give moving objects lots of space The composition of the photo can underscore or even imply activity that may not be visible, such as the direction people are looking. Photos showing real motion must take into account its direction and allow ample space in the frame for the motion to "grow" into. Aerial shots of gliders about to hit the edge of the picture is a good example of what *not* to do.

Use the background to explain the character People are interested in people, of course, not only things. If a personality is the subject of interest, the context in which the subject is seen helps the viewer to understand that subject. Choose a background that "explains" the photo: competitor tightly strapped in, towpilot next to the prop — have the "symbols" of the person in the photo in an unobtrusive way.

Use the rectangle format to best advantage Look at your subject to decide if the composition looks better in the 'portrait' or 'landscape' format, and look for arrangements that fit naturally either orientation.

Use foreground interest Looking "through" something to the subject gives an additional 3D quality to a picture which makes the viewer feel he is there. Photographs are illusions of reality, and the more the photo fosters the feeling of participation in the viewer, the better it will be.

Don't let the background become a nasty surprise Be aware of everything seen in the frame. The camera is not selective; it cannot judge. The photographer must do that. That's why *you* must notice the tree growing out of the cockpit and move the camera or the glider. It's probably wise to leave the tree where it is. ➔ p20

CANADIAN RECORDS (as of 15 Jan 2007)

T A record set within Canada – is only shown if "C" record included.
C Indicates a record by a Canadian citizen originating outside the country.
(These are noted only when a greater "T"erritorial" record does not exist.)

RECORD	OPEN	15 METRE	CLUB	FEMININE	MULTI - OPEN	
DISTANCE (km) 3.1.4a Free distance	Marsden / Apps 1093.0	1093.0	Mike Glaticis 480.6	Ursula Wlase 607.0	Chester Zwarzych (R Adam) 495.0	
3.1.4b Free out & return	Tony Burton 372.2 T Tracie Wark 750.2 C Tim Wood 871.9 T Brian Milner 1394.0 C	372.2 T 750.2 C 871.9	Tony Burton 442.9 T Tracie Wark 633.2 C Mike Glaticis 869.3 T Jerry Szemplinski 947.6 C Tony Burton 515.7	Ursula Wlase not claimed Tracie Wark 750.2 C Sue Eaves 508.7 T Tracie Wark 592.6 C	1986 not claimed 2003 1995 2000	
3.1.4c Free 3 TP dist.	Brian Milner 433.4 Tony Burton 433.4 Marsden / Apps 707	433.4	2004 2004	not claimed Antonia Williams 305.0 C	1975	
3.1.4d Free triangle dist.	Jerzy Szemplinski 760.0 C	760.0 C	Jerzy Szemplinski 715.2 C	1984	C Zwarzych (McColeman) 310.0 T	
3.1.4f 3 TP distance	Tony Burton 652.3 T Brian Milner 1128.9 C	652.3 T 1032.1 C	Tony Burton 442.9 T Pat Templeton 525.5 C	1984	Dave Marsden (E Dumas) 421.5	
3.1.4g Out & return dist.	Hal Werneburg 803.7 T Peter Masak 1007.0 C	803.7 T 1007.0 C	Tony Burton 515.7 C Spencer Robinson 655.9 C	1988	John Firth (D Webber) 510.4 T	
3.1.4h Triangle distance	Peter Masak 1007.0 C	1007.0 C	Spencer Robinson 655.9 C	2006	1986	
SPEED, ▲ (km/h) 3.1.4h 100 km	David Mercer 141.5 T Dale Kramer 168.1 C John Firth 110.6 T Charles Yeates 116.3 C Kevin Bennett 113.1 T Peter Masak 148.9 C John Firth 99.0 T	141.5 T 168.1 C 88.1	David Mercer 133.0 Tony Burton 99.0	Tracie Wark 105.0 C Tracie Wark 99.9 C	2003 2002	Dave Marsden (M Jones) 98.1 T P Templeton (D Springfield) 112.7 C Lloyd Bungay (T Burton) 76.0 T D Springfield (P Templeton) 108.5 C A Kawzowicz (J Brennan) 87.1 T Ian Spence (J-R Fall) 128.5 C
3.1.4h 300 km	Kevin Bennett 113.1 T Peter Masak 148.9 C John Firth 99.0 T	113.1	Tony Burton 78.2 T Dave Springfield 108.0 C Tony Burton 103.3 T Rolf Siebert 128.9 C Tracie Wark 97.4 C	Tracie Wark 99.1	2001	John Firth (Danny Webber) 88.8
SAC 400 km	Rolf Siebert 140.1 C Walter Weir 105.7 T Peter Masak 151.2 C Willi Krug 108.8 T Spencer Robinson 118.7 C Peter Masak 106.5 C	77.9 111.8 105.7	2006 2006 2003 2004 2006	Tracie Wark 95.0 C	2002	not claimed
3.1.4h 500 km	Peter Masak 108.8 T Spencer Robinson 118.7 C Peter Masak 106.5 C	108.8	Spencer Robinson 103.6 C	not claimed	2006	not claimed
3.1.4h 750 km	Spencer Robinson 118.7 C Peter Masak 106.5 C	106.5 C	not claimed	not claimed	2003	not claimed
3.1.4h 1000 km	Peter Masak 106.5 C	106.5 C	not claimed	not claimed	2003	not claimed
ALTITUDE (m) 3.1.4i Absolute Altitude	Bruce Hea 10485 T Walter Chmela 12449 C Dave Mercer 8458	10485 T 12449 C 8458	15m record claims must exceed listed starter values	Deirdre Duffy 8986 T A. Cserwenka 9772 C Deirdre Duffy 6575	1991 1969 1991	Bob Shirley (P Campbell) 9083 T W Chmela (Vanhaurk) 10390 C Bob Shirley (P Campbell) 7102
3.1.4i Gain of Height	Walter Chmela 12449 C Dave Mercer 8458	12449 C 8458	15m record claims must exceed listed starter values	Deirdre Duffy 8986 T A. Cserwenka 9772 C Deirdre Duffy 6575	1991 1969 1991	Bob Shirley (P Campbell) 9083 T W Chmela (Vanhaurk) 10390 C Bob Shirley (P Campbell) 7102
SPEED, Q&R (km/h) SAC 300 km	Hal Werneburg 115.2 T Walter Weir 191.3 C Kevin Bennett 126.3 T Walter Weir 150.9 C Walter Weir 145.0 C Brian Milner 147.0 C	115.2 T 191.3 C 126.3 T 150.9 C 145.0 C 142.6 C	Bruce Friesen 113.6 Tracie Wark 86.1 C	Ursula Wlase 59.6 T Tracie Wark 132.3 C Tracie Wark 99.6 C	1984 2000 2002	W Chmela (H Rominger) 65.0 C
3.1.4g 500 km	Hal Werneburg 115.2 T Walter Weir 191.3 C Kevin Bennett 126.3 T Walter Weir 150.9 C Walter Weir 145.0 C Brian Milner 147.0 C	115.2 T 191.3 C 126.3 T 150.9 C 145.0 C 142.6 C	Bruce Friesen 113.6 Tracie Wark 86.1 C	Ursula Wlase 59.6 T Tracie Wark 132.3 C Tracie Wark 99.6 C	1984 2000 2002	W Chmela (H Rominger) 65.0 C
SAC 750 km	Hal Werneburg 115.2 T Walter Weir 191.3 C Kevin Bennett 126.3 T Walter Weir 150.9 C Walter Weir 145.0 C Brian Milner 147.0 C	115.2 T 191.3 C 126.3 T 150.9 C 145.0 C 142.6 C	Bruce Friesen 113.6 Tracie Wark 86.1 C	Ursula Wlase 59.6 T Tracie Wark 132.3 C Tracie Wark 99.6 C	1984 2000 2002	W Chmela (H Rominger) 65.0 C
3.1.4g 1000 km	Hal Werneburg 115.2 T Walter Weir 191.3 C Kevin Bennett 126.3 T Walter Weir 150.9 C Walter Weir 145.0 C Brian Milner 147.0 C	115.2 T 191.3 C 126.3 T 150.9 C 145.0 C 142.6 C	Bruce Friesen 113.6 Tracie Wark 86.1 C	Ursula Wlase 59.6 T Tracie Wark 132.3 C Tracie Wark 99.6 C	1984 2000 2002	W Chmela (H Rominger) 65.0 C
SPEED, GOAL (km/h) SAC 100 km	David Mercer 167.0 T Rolf Siebert 183.7 C Kevin Bennett 125.9 T Walter Weir 143.0 C Wolf Mik 108.6 T Walter Weir 145.9 C Tony Burton 81.5 Dave Marsden 97.1 T Walter Weir 138.4 C	167.0 T 183.7 C 125.9 T 143.0 C 108.6 T 145.9 C 81.5 97.1 T 138.4 C	David Mercer 156.9 T Rolf Siebert 169.0 C Tony Burton 113.2 Dave Springfield 97.5 C	Tracie Wark 106.4 C Tracie Wark 129.1 C	2004 2004 2002 2003	Trevor Florence (N Marsh) 105.1 Trevor Florence (J King) 91.5 Jock Proudfoot (Fitzhugh) 70.2 C
SAC 200 km	David Mercer 167.0 T Rolf Siebert 183.7 C Kevin Bennett 125.9 T Walter Weir 143.0 C Wolf Mik 108.6 T Walter Weir 145.9 C Tony Burton 81.5 Dave Marsden 97.1 T Walter Weir 138.4 C	167.0 T 183.7 C 125.9 T 143.0 C 108.6 T 145.9 C 81.5 97.1 T 138.4 C	David Mercer 156.9 T Rolf Siebert 169.0 C Tony Burton 113.2 Dave Springfield 97.5 C	Tracie Wark 106.4 C Tracie Wark 129.1 C	2004 2004 2002 2003	Trevor Florence (N Marsh) 105.1 Trevor Florence (J King) 91.5 Jock Proudfoot (Fitzhugh) 70.2 C
SAC 300 km	David Mercer 167.0 T Rolf Siebert 183.7 C Kevin Bennett 125.9 T Walter Weir 143.0 C Wolf Mik 108.6 T Walter Weir 145.9 C Tony Burton 81.5 Dave Marsden 97.1 T Walter Weir 138.4 C	167.0 T 183.7 C 125.9 T 143.0 C 108.6 T 145.9 C 81.5 97.1 T 138.4 C	David Mercer 156.9 T Rolf Siebert 169.0 C Tony Burton 113.2 Dave Springfield 97.5 C	Tracie Wark 106.4 C Tracie Wark 129.1 C	2004 2004 2002 2003	Trevor Florence (N Marsh) 105.1 Trevor Florence (J King) 91.5 Jock Proudfoot (Fitzhugh) 70.2 C
SAC 400 km	David Mercer 167.0 T Rolf Siebert 183.7 C Kevin Bennett 125.9 T Walter Weir 143.0 C Wolf Mik 108.6 T Walter Weir 145.9 C Tony Burton 81.5 Dave Marsden 97.1 T Walter Weir 138.4 C	167.0 T 183.7 C 125.9 T 143.0 C 108.6 T 145.9 C 81.5 97.1 T 138.4 C	David Mercer 156.9 T Rolf Siebert 169.0 C Tony Burton 113.2 Dave Springfield 97.5 C	Tracie Wark 106.4 C Tracie Wark 129.1 C	2004 2004 2002 2003	Trevor Florence (N Marsh) 105.1 Trevor Florence (J King) 91.5 Jock Proudfoot (Fitzhugh) 70.2 C
SAC 500 km	David Mercer 167.0 T Rolf Siebert 183.7 C Kevin Bennett 125.9 T Walter Weir 143.0 C Wolf Mik 108.6 T Walter Weir 145.9 C Tony Burton 81.5 Dave Marsden 97.1 T Walter Weir 138.4 C	167.0 T 183.7 C 125.9 T 143.0 C 108.6 T 145.9 C 81.5 97.1 T 138.4 C	David Mercer 156.9 T Rolf Siebert 169.0 C Tony Burton 113.2 Dave Springfield 97.5 C	Tracie Wark 106.4 C Tracie Wark 129.1 C	2004 2004 2002 2003	Trevor Florence (N Marsh) 105.1 Trevor Florence (J King) 91.5 Jock Proudfoot (Fitzhugh) 70.2 C

Miscellany



Strange occurrence at GGC

Strange things happened in Pendleton, Ontario on 7 January. The club airfield is supposed to be piled high with snow at this time of the year but there was actually *nothing* on the ground — except for a small group of people looking at an old German glider circling above the field. When CF-BQN launched on runway 26, Doug Laurie-Lean and Greg Baumeister certainly felt like they had officially opened the soaring season in Canada, thanks to Wolfgang Weichert who graciously offered them a tow.

Terry Colfer and Glenn Rippon took off next (photo above) and made the longest flight of the afternoon, thanks to 2–3 knot *lift* under a *cloudstreet*. While they were in the air, a student Cherokee pilot in the area announced to local traffic that he was about to use Pendleton as a practice for diversion and requested to be informed of any traffic in the area. The field manager immediately replied that he should be watching for a glider at 2500 feet, west of the field. There was a long silence (like a silent: Say what!) and after the field manager repeated his message, the Cherokee pilot reported the glider in sight. After landing, the crew of the Cherokee actually got out of their plane to talk to the small group of GGC members gathered on the field.

The remaining pilots (Daniel Duclos, Andrew Doepner, Bob Dawson, Nick Bonnière, Christine Futter and myself) made memorable flights on that day, thanks to Glenn Rippon who volunteered as a tow-pilot. Although a thin veil of cirrus gradually drifted over top, we all enjoyed being airborne in January. Global warming certainly has its advantages if you are a glider pilot in Canada!

Marc Gagnon

The Alberta Soaring Council created and sustained by vision

The vision 2006 was the 40th year of existence for the Alberta Soaring Council. Given its age, many of today's pilots may not be aware of the vision that brought it to life and the benefits it now brings to Alberta and Canadian pilots.

In 1966 an energetic group of Alberta glider pilots and Air Cadet Officers joined forces to organize, equip and train 2240 Air Cadets. Familiarization flights were to be offered in this new venture to most participants but instruction was also to be provided to the scholarship recipients. Begun by the Edmonton Soaring Club, such a major undertaking required the participation of numerous Alberta clubs and pilots. The need for an umbrella organization was apparent and also a requirement for entering into agreements

with the Department of National Defence and others. The ASC was brought into existence and its primary focus for the first two years was the Air Cadet operation.

By 1967, gliding contests and cross-country events and wave camps had been occurring for some years and it was decided that ASC should take on the responsibility of organizing them in the future. The Innisfail May Meet and the Summer Cowley Camp grew to be the major activity focus for ASC during those early years.

Since 1984, ASC has owned C-GPCK, a Scout towplane. Having a provincial towplane has made holding camps and competitions more practical since club towplanes can remain dedicated to local operations, and it is made available to clubs to ensure they have access to a towplane if their own is unserviceable. Last year, PCK provided towing support for a

soaring camp at Valemount, BC as well as the annual Cowley summer camp and fall wave camp. Unfortunately, plans to have it at the North Battleford, Saskatchewan Western Canada Competition last year were washed away by the June monsoon weather there.

Funding for ASC in the 1970s began with annual \$3000 Alberta government grants. This amount gradually grew as the result of the grantsmanship of Mike Apps and then Tony Burton, our past long-time Executive Director. This year our annual grant of now nearly \$40,000 will fund the support of junior members, safety seminars, instructor training and upgrades, clubs, competitions and wave camps. As the strength of gliding clubs in Alberta fluctuates, ASC has been able to assist them financially to help them through to better times.

Improving Cowley has been a major focus since the early years, and ASC has been the legal operator and maintainer of the airfield since the early 90s. There were extensive negotiations in the 70s with the Alberta government for secure use of the airstrip, and with Transport Canada and now NavCanada for the wave block airspace. As one of the two national soaring sites, Cowley will continue to require special attention from ASC to ensure its incredible soaring conditions are always available for all Canadian pilots.

The future In November of each year Alberta pilots meet and plan provincially for the coming soaring season. A number of exciting objectives have been proposed for 2007. Participation in a program offering soaring flights and instruction to disabled individuals, construction of a flight simulator and the acquisition of a modern winch head the list of proposals which were considered at the recent ASC AGM. Another proposed project that received strong support was to provide clubs with a subsidy to encourage mid-week flying and instruction. Increasing the opportunities for students to have concentrated periods of instruction and for pilots to take advantage of those glorious mid-week skies continues to be a goal of the ASC.

For over 40 years, ASC has been a conduit for pilots with the imagination to see new possibilities for the future. These proposals for new and innovative programs and equipment guarantee ASC will be active and relevant in the future.

Phil Stade, ASC Exec Dir.

Info on cockpit crashworthiness speaker at SAC AGM

I have an agreement from Dr. Tony Segal MBBS, FRAeS, DAvMed, to give a talk at the Winnipeg AGM on safety entitled "*Survivable Loads on the Pilot, and Crashworthiness in Glider Cockpits*." For over 20 years, Dr. Segal has carried out pioneering research on crash resistance of cockpits and he has → **next page**

developed specifications and designs for improving seating including use of energy absorbing foams. Much of this work came out of research for the Royal Aircraft Establishment, Farnborough, UK, to look at injuries to pilots using ejection seats in jet fighter aircraft. I believe it will be an entertaining talk — he is a good speaker who uses humour as appropriate to get his points across. He is a member of the OSTIV Sailplane Development Panel and is the only medical doctor on that panel.

Ian Oldaker

New Canadian 15m record class to begin

A 15m class will be added to the Canadian records table beginning on 1 March 2007. This new class will be governed by all current standards of proof used for the existing FAI record categories/classes/types. The limitations are:

- Maximum wing span – 15m.
- Altitude records will not be recorded.
- “Citizen” records will only be recorded if they exceed the existing 15m “Territorial” record.
- The initial values in the 15m records list will be the current best performance of a 15m glider from the Open class list.

The start-up values for the 15m class are shown on the Records table on page 16. You will see that some of these values have dropped back a lot from those in the current Open class as a result of Open records of recent years being flown by gliders of more than 15m span.

Roger Hildesheim
SAC Records chairman

1000 km within Scotland?!

... At 12,000 ft in the wave we roamed around some 250 km of mountains and lakes and estuaries, venturing out over the North Sea, with a view of St. Andrews golf course from the east. We were very relaxed; it was just top-quality aerial sightseeing ...

If you were the more driven sort you could do great things that day: a 750 km zig-zag flight was completed by Kevin Hook in his DG-400 by 3 pm, seven hours before soaring finished for the day at Portmoak. This entailed twice flying westwards to the Isles and back to eastern Scotland. That of course can only be done in wave, since considerable amounts of salt water have to be crossed. Scotland is much taller north-south than it is wide, but the best wave cross-country opportunities are usually east-west.

Kevin flew his declared task of 753.8 km from a remote start and finish which gave a soaring



Terry Southwood

Your spring wake-up call This sad Blanik just suffered an interrupted launch. More accurately, we should say it suffered from the pilot *failing to anticipate* an interrupted launch.

After strapping in, you should not think, “What will I do if I have a launch failure”, but “What will I do when I *have* the launch failure” — because sooner or later, it *will* happen to you. Worldwide, interrupted launches still account for a large proportion of serious accidents to gliders, when the pilots usually try to return to the launch point without first regaining sufficient speed when low and slow (should be at least 50 kts in a 2-seater) and second, without preplanning their options. Think about your options as the last item in the pre-takeoff CISTRSC-O checklist and discuss them with your instructor or other pilots. See also free flight 2004/3 article, *Anticipate & Visualize* that discusses all about “Options”. Know your plan before you give the “all out”. You won’t have enough time when the tow-pilot has an engine problem at 200 feet and lets you go.

flight total distance of 860 km. Kevin launched at 0615 — self-launching sure helps. The start was Bridge of Cally, first turnpoint was at Bunessan, a stunning one at the southwest end of the island of Mull overlooking Iona, the second was at Kirriemuir, the third was Luchbuie — needing another water crossing to Mull and back, and finishing at Finavon, nearly back at the east coast.

You can fly cross-country from Portmoak any month of the year so long as the ground is firm. Young English gliding enthusiasts should think seriously about studying at a Scottish university and even of working for a Scottish employer afterwards. But, don’t try scrounging too many days off from the canny old boy when the wave is up ... “Wouldn’t that be the third grandmother ye’ve had to lay to rest at very short notice, Mr. Jackson? Ay, and always in the same wind direction, too...”

Flights to the further north are very much in

mind. I’ve put Tongue, on a coastal sea loch not too far from Cape Wrath, in the book as a turnpoint for future attempts — it gives the theoretical opportunity to get a four-leg 1000 kilometre flight in Scotland without tackling the Glasgow/Edinburgh airspace, and also gives the opportunity to have a crack at the UK 500 km out-and-return record. There are existing records long overdue for moving north of the border.

from *Sailplane & Gliding*

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our awe and veneration for their unmatched prowess in the sky. Well, there's no point in denying that buzzards, hawks and the like often out-thermal us by a ratio of two or three to one, seemingly with an air of condescension. I used to wince at these aerial put-downs until I made some rough comparative calculations of wing-loadings, stall speeds, minimum turning radii, and opportunities for practice as between me in my sailplane and a buzzard on the wing, and realized the disparities involved. So nowadays, being out-flown by these feathered pros doesn't bug me any more than being passed by an automobile when I'm biking. I don't reckon the other fellow is driving any better than I'm pedalling; in fact, all we have in common is the roadway. The equipment is utterly different. So damned if I'm going to feel inferior to any buzzard. Six pound buzzards may well outclimb my 800 pound rig, but how would they fare on a 20 mile final glide against the ASW-20, even if they flapped all the way?

However, I'll admit I've long been curious over how the soaring birds have learned to do it so well, without even a pellet vario. We're told they started out as lizards, but I never saw a lizard that could thermal worth a hoot.

AS I WAS SAYING

Snoopy, the introspective beagle, once observed that when you reach a certain stage in life, it seems as though someone has pushed the "Fast Forward" button. For me, the calendar interval between Easter and Thanksgiving grows shorter every year; while I'm puttering about in the greenhouse or the workshop, an entire soaring season can zip by. Not so long ago, a season's flying would fill an entire logbook; I blush to reveal that my current log covers the better part of seven years, and there are empty pages still. Yet even if I'm flying less, I find I'm enjoying it more — on those memorable occasions when I cast off sloth and inertia, rig the lovely beast, and together we return to our preferred element. Hummingbirds might argue the point, but for me, nectar, as a steady diet, would be cloying. If I am going to err, it will be on the side of moderation; I would hate to fly so much that it became humdrum. So, is that honeymoon at long last truly over?

Yes and no. Gone is the demented zeal to be airborne, courting the beloved sky, whenever the sun is above the horizon; or if not gone, at least abated. I'm a lot more choosy about flying weather these days. Midwinter is too damned cold; midsummer is too damned hot. But during spring, when the cold fronts penetrate all the way south, once the wind subsides there occur certain glorious days when promises are made to be broken, contracts to be breached, mundane obligations to be swept aside — in order that flights may be flown in 100-mile visibility under 10,000 foot cu with God-given friends a trusting

wing-span away. To squander days such as these in utilitarian pursuits would be a high offence against Jehovah and Nature.

Again in the fall, when the "Bermuda High" weather pattern tires of sucking the Gulf of Mexico across the southeastern landscape, humidity, visibility and cloudbases all return to viable levels and flying is once more a pleasure instead of a tribulation; my sailplane sings her secret siren song for my ears only.

So although our *ménage à trois* romance no longer burns with quite so hard or gemlike a flame, we have settled into a much more comfortable, friendly, and understanding relationship — the sky, my sailplane and I. Oh sure, we still have our little spats, now and again: lovers' quarrels, I suppose, brought on by some silly act of impatience, carelessness or insensitivity on my part (at least, after the dust settles, it always turns out to be my fault). But the good times outnumber the bad by an acceptable margin; so long as I exhibit proper respect, both the ship and the sky are remarkably tolerant. We three don't spend as much time together as I would wish, true; but the days we do manage to share seem all the sweeter for it.

Moderation does have its rewards, after all. ❖

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Ian was impressed, and said, "And if they wave back what does it mean?" Norm replied with confidence, "Then they've seen you!" Ian then asked, "And if they don't wave back, what does it mean?"

In retrospect I guess I should have heeded my inside voice, but instead I blurted out, "Then they must be from York!" ...

Judging from Ian's reaction you'd think I'd just backed over someone's puppy.

Wind farms now dominate the eastern horizon at Shelburne and promise to cut well into the Luthor/Belwood region. Where there was once a single Darius-type wind generator between the two clubs there will now be many towering wind farms, some possibly located on Air Sailing's field itself. I cannot say how much longer the rivalry will exist. Walter Chmela recently announced his plans to step down from his position at York. Oscar Boesch has reduced his flying and involvement significantly this past year. So, one way or another, the end of an era has arrived. The truth of it is, both clubs were very dedicated to promoting soaring in their own way, and the rivalries seemed to be more bravado and pride than anything else.

Still, I think we had the better club! ❖

Watch out for booby traps We see selectively — our brain edits out from what our eyes record what is unimportant or misleading. The camera has no brain; it's up to you to do the noticing and visual editing. We take no notice of telephone poles or wires when walking down the street, but take a photo of the same view, and the net we live under is immediately apparent. Many good shots on the airfield are ruined for publication because of the dog, the outhouse, a parked car, or even a person's stray shadow. Keep the background 'clean'.

Check the picture edges Look at the edges of the composition in your viewfinder before you shoot, it may prevent chopping off people's heads, having a part of someone else intruding, and other such generally unsatisfactory mayhem.

Look for a fresh angle Even if it is for record purposes requiring a standard set-piece photo of things or winners, try to avoid the cliché situations like the "grin-and-shake". Try to cover the event as freshly and spontaneously as the circumstances will allow: shoot over the presenter's shoulder, crawl on your belly and shoot upwards, anything to introduce a bit of variety. Remember, there are 360 degrees around everything you shoot, don't be satisfied with what you first see in the viewfinder — move around, up, or down and a better composition will appear. ❖

A negative or indifferent attitude will not support good judgement and therefore safety. Self-discipline includes everything from the use of checklists to following rules and safe practices. It also includes avoiding temptation to indulge in risky flying behaviour.

Your judgement is the ability to identify useable options and apply experience gained to various situations in order to make good decisions. What do you need to know about yourself with respect to HF? How does your body and mind react to the environment? Do you have left-brain or right-brain dominance and what are your learning styles. This will have an impact on how well you will learn. How would you classify your performance under low- or high-intensity situations? This can explain our "fright-or-flight" response and our ability to react to unusual high-risk situations.

Knowing how you perform in these situations will determine to what extent you should plan ahead using different options. Experience has shown that some people perform better in emergencies when they have had similar exposures during their training. Others may have difficulty thinking, or have a tendency to freeze in some situations.

The brain is a marvellous organ, able to perform many functions. In flight, we gather

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Web Site

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information continuously. For each decision, we need to assess if the inputs are complete, useful, and correct. We may interpret some input incorrectly which can lead to a poor decision. A study of how the brain works can take a lifetime, but a basic understanding of the brain's capabilities is important to us. We can remember, concentrate, focus on a task, reason, evaluate and solve problems, but also we may relax, be distracted or forget, and we tend to develop expectations that certain things will happen — this latter factor can lead us into trouble. The brain needs a good environment to function at its best, and only we can provide that! Being aware of how we feel and act, and how the brain works to make decisions will go a long way to making you a good and safe pilot.

Human factors is also about risk management. Develop your own comfort zone. This means finding your personal level of satisfaction within the risks in gliding by identifying elements that protect you and make you comfortable. Learn causes of typical accidents, and how to recognize departures from your usual routine by knowing your limits. Develop your personal discipline to include items such as checklists, weather minima, personal routines, etc. You need to discipline yourself to take the actions needed to break an accident sequence (the domino effect) or to correct a missed pattern. This is why your instructors will expose you to checklists such as IM-SAFE, SOAR, CISTRSC-O, and will explain what to do when one may be interrupted. The bottom line is to learn good flying practices, apply consistency, personal discipline, and set and keep high standards in your flying.

Further very good reading on human factors is the Transport Canada publication: *Human Factors for Aviation, Basic Handbook*, TP 12863 (E) (09/2003). ❖

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SAC 2007 AGM

Winnipeg, MB, 24 March

Viscount-Gort Hotel: 1-800-665-1122
<<http://www.viscount-gort.com>>

Room: \$85 plus applicable taxes. When reserving, the Soaring Association meeting should be mentioned in order to receive this rate.

Featured speaker: Dr. Tony Segal, Royal Aeronautical Society
“crash survivability and the design of cockpits”

**Club Official Observer list
must be updated for 2007**

Before ANY badge claims can be processed in 2007, all OOs must be revalidated by inclusion on your club OO list.

Senior OOs — please submit your updated list to Walter Weir <waltweir@ca.inter.net> as soon as possible. The list can be up-dated at any time and is valid for three years — now until 2010.

Walter Weir, SAC Badge chairman



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Annual report for 2006

Walter Mueller Walter was born in 1920 in Fahrnau, Germany, and learned to fly in the spring of 1937 in a primary single seat Zögling 38. He got his Canadian power licence in 1960 and did his Gold distance in a Ka6E in 1983, straight out from Cowley to Maple Creek, Saskatchewan. He was away from soaring for a while but in 2001 he bought an Open Cirrus and is now one of the six members of the Grande Prairie Soaring Society which flies out of Beaverlodge airport on a 5000 foot winch line.

In October, Walter completed his Gold badge with a 3700 metre height gain out of Cowley. He told me, "I was so happy I felt like a little kid!"

Walter writes:

"Since I returned to soaring/gliding again in 1981 at the age of 60, I have accumulated 660 hours. This is really not all that much but I am happy I can still do it and this year was my most successful year with 88 hours. What I like to point out is that I am not an aviation expert or a top-notch soaring pilot nor a WWII flying ace. (During most of the war I was a flight instructor, and in the last few months of the war, a fighter pilot in the Me-109. I was happy that I got out of that mess alive.) I am just an average pilot who was an enthusiastic glider pilot as a teenager and thank goodness I have kept that enthusiasm into my eighties. Now I am looking forward with anticipation to the next flying season."

Walter's story illustrates the value of badge flying — lifetime achievements never forgotten. Get yourself organized for next summer — plan for your own achievement. You won't regret it.

Badge statistics

As you can see from the table of badge statistics below 2006 was not too bad a year compared to 2005 and 2004. Some categories were up and some down. I don't know about the weather in the west, but in the east it seemed to start out well in the spring and then got worse as the summer went on. Let's try to do better next year.

Sporting Code changes

The IGC intends to disallow the use of cameras for badges by 2009. Since I have not seen a single camera claim this year I don't think this change is going to have any major impact. Flight recorders have certainly made badge flying easier and much more accurate. Have a look at page 5 of the claim form now – it's on the SAC web site under "Documents". If an approved flight recorder is used maps, tow certificates and landing certificates are no longer required.

SAC Badge and badge leg statistics, 1997 – 2006

	97	98	99	00	01	02	03	04	05	06	5 yr avg	% of avg
1000 km	0	0	0	1	0	2	0	0	0	0	0.4	-%
750 km	-	-	-	-	-	-	-	-	1	1	1.0	100%
Diamond	1	0	3	2	1	2	1	1	1	0	1.0	-%
Gold	3	2	4	5	5	5	7	2	5	1	4.0	25%
Silver	8	17	17	7	8	19	19	7	7	13	13	100%
C Badges	30	34	33	15	38	57	26	18	33	19	30.6	62%
Badge legs	79	87	79	67	71	111	99	51	47	60	73.6	82%

49 Maitland Street, Box 1351, Richmond, ON K0A 2Z0
(613) 838-4470, <Lucile@istar.ca>

The following record has been approved:

Pilot	Charles Yeates (Kris Yeates)
Date/Place	26 November 2006, Kingaroy, Australia
Record type	Free O&R distance, Multi-place, Citizen
FAI Category	3.1.4b
Sailplane	Duo-Discus, VH-GKC
Speed	313.8 km
Task	Kingaroy, Millmerran, return
Previous Record	Charles Yeates (Kris Yeates), 259.9 km, 1999

The following record claim has been made – approval pending:

Pilot	Charles Yeates (Kris Yeates)
Date/Place	28 December 2006, Temora, Australia
Record type	100 km speed triangle, Multi-place, Citizen
FAI Category	3.1.4h
Sailplane	Janus, VH-UIU
Speed	125.6 km/h
Task	Temora, Stockinbinga, Bribbaree, return
Previous Record	Pat Templeton (Dave Springford), 112.7 km/h, 2002

Annual report for 2006

After a very slow 2005 season with just one record claim, 2006 peaked with 10 (one of which is still pending). Of the record claims received, only one was territorial.

The quality of the submitted claims was variable this year. If everything is in order, it takes about an hour to process a claim. However, if information is missing or inconsistent, the time required for processing goes up exponentially. Please review all of your material with your OO. Remember, I need to be able to verify your file data integrity and your start/finish/turnpoint information using your flight file. To quote Jerry Maguire, "Help me, help you..."

- Last January, **Tracie Wark** returned from Australia with a citizen triangle distance (feminine) and citizen 500 km triangle speed (feminine & club) records.
- A small soap opera was played out internationally in 2006 between two Canadian pilots. It started with **Spencer Robinson** (in Australia) beating **Dave Springford's** citizen 300 km speed triangle record. Not to be outdone, Dave Springford came back from Uvalde with a new record to beat Spencer in July.
- A granddaddy 300 km triangle speed record (Dave Marsden & Ed Dumas in 1975) was retired this year with the multiplace flight of **Anthony Kawzowicz** and **John Brennan** in SOSA's new DG-505. Could this be a sign of things to come using the new SOSA 2-seat *Überflügel*?
- **Charles (& Kris) Yeates** have also shown us that love, marriage, travel and record flying go hand-in-hand with a new multiplace free O&R citizen record and a new (pending paperwork) 100 km multiplace citizen speed triangle set in Australia.
- **Jerzy Szemplinski** boxed the flying season from Mifflin, PA with a 947.6 km citizen free 3 turnpoint distance flight (Club) in May and a 760 km 3 turnpoint distance (Open & Club) in October.

See page 18 regarding the introduction of the new 15m record category.

Trading Post

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

single seat

1-26C, C-FZDF, 1957, 1900h, current annual to May 14/06. Open trailer. Asking US\$10,000. For further info contact Orlan Dowdeswell, (306) 789-3302 or <odowdeswell@accesscomm.ca>. At Regina.

PW-5, C-GLDY, well cared for PW-5 in excellent cond. \$35,000 with good Avionics trailer, \$26,000 obo without trailer. Evelyne, <evcr@telus.net>, (250) 342-9602. Pictures and more info at <http://web.mac.com/ewsflys/iWeb/PW5/PW5_Intro.html>.

Jantar, C-GDPJ, 1978, encl. trailer, 508h, current annual to May 06. Asking US\$20,000. Further info contact Orlan Dowdeswell at (306) 789-3302 or <odowdeswell@accesscomm.ca>. At Regina.

Jantar, C-GVTZ, 2419h, refinished in 1995. Pik encl. trailer. \$16,000. Ray Ochitwa, Vancouver, <nowhere@telus.net>.

ASW-20A, C-GTRM, 1981 Komet trailer. Offers. (604) 657-7241, <horst_pilz@telus.net>.

Pik20D, 1977, 1285h. Factory trailer, water, O2, Terra 760D, chute. This model has both flaps & spoilers. \$25,000. Brian (604) 467-0020 or <pikfly@shaw.ca>.

Nimbus 2B, C-GAJM, 1977, #25, 1120h, 20.3m, 49:1. Flaps, tail chute, 110L water ballast, Filser LXFAL flight computer/GPS/final glide calc, chute, trailer, and all glider covers. An absolutely beautiful flying machine, and proven competitor. Based at York. \$37,500. Peter Luxemburger <iluv2soar@yahoo.ca>.

two-place

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

misc.

Runway mower — SOSA is selling its "Howard Price Hydropower 180" finishing mower. It runs well and has served us well. \$2000 obo. For more info see <<http://www.howardpriceturf.com/products.htm#hydropower180>>. Herrieten Cate, cell (416) 358-2177, home (416) 656-0562.

Parachute, National 360 premium backpack parachute, well maintained, new container, straps, and storage bag, excellent cond. Fully adjustable harness, very comfortable and clean, shows little wear. Navy blue, \$595 plus shipping, no offers. Wayne Eaves, (905) 840-0058, <golden_eagle65@hotmail.com>

magazines

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

GLIDING KIWI — Editor, John Roake. Read world-wide with a great reputation for being first with the news. US\$40. Personal cheques or credit cards accepted. NZ Gliding Kiwi, 79 Fifth Avenue, Tauranga, New Zealand. <gk@johnroake.com>.

SAILPLANE & GLIDING — the only authoritative British magazine devoted entirely to gliding. Bimonthly. US\$45 per year airmail, US\$35 surface. <beverley@gliding.co.uk>.

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

suppliers

Canadian Soaring Supplies Borgelt instruments and soaring software. Svein Hubinette, # 343 - 150 rue Berlioz, Verdun, QC, H3E 1K3, (514) 765-9951 <svain@videotron.ca>.

Solaire Canada LS series of sailplanes, LX glide computers, Dittel radios, Colibri FRs. Ed Hollestelle, <ed@solairecanada.com>, (519) 461-1464.

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