

free flight • vol libre

1/84 Jan-Feb



MUSINGS

Bonne Année. Happy New Year. Time does march on. I hope that high on your list of New Year's resolutions was some soaring goal that will contribute to you being a better, happier, safer pilot in 1984.

It is with pleasure that I can advise that on 15 Nov 1983 we extended a warm welcome to Jean Matheson, our new Executive Director. Jean comes to us from the Canadian Canoe Association where she was Executive Director for 7-1/2 years. Linda is continuing her role of National Secretary. I certainly appreciate the extra effort Linda extended over the past four months. I know the Directors do; I'm sure you do too. Well done and thanks, Linda.

We've fussed a lot over past months about the impact on our government funding our National Team participation at Hobbs may have. Well, Sport Canada finally said, formally, what we've seen for six months: no more money. This happened just a few days before I sat down to write. We are objecting formally and we'll do whatever we can to receive the funds we feel are due. Regardless, all is not bleak, because we have a very strong invitation to apply for funds for 1984/85. So we are doing that. November/December have been busy as we prepare the necessary applications. Gordon Bruce, Jean Matheson, the Sporting and Instructor committees will all be involved because all elements are important. Regardless, don't despair, we will survive.

You know, I believe that the root of much of our frustrations and the complaints and concerns, expressed or not, is related to the funds needed to run the organization and their use; the proper concern of, "am I getting value for my money?" (I am perplexed at times, because complaints that "the SAC" does nothing for his/her club and why, therefore, do we really need "the SAC" anyway, are often followed in the next breath with a tirade at the Board for not getting enough government money to keep "the SAC" going). I won't lecture on what "SAC does for you", because Dave Hennigar hit the high points in the last issue of **free flight**. Well, I'd like to offer a solution; something that everyone should enjoy, that shouldn't cost you a cent more than you would spend anyway, and will also solve a lot of problems. It's also easy, so read on. Do the following in 1984 as a personal commitment:

1. Get a new member for your club
2. Set a goal of "N" flights/hours in 1984 (You pick "N"; it should be at least 10% greater than what you did in 1983) and a badge achievement or leg (A, B, C, Silver, Gold, Diamonds, or the Diploma).
3. Fly cross-country at least once – with your CFI's approval, of course.
4. Fly in at least one of a local, regional or national contest.
5. Do at least one worthwhile physical chore for your club.
6. Get an ad for **free flight**.
7. Starve the crocodiles, do it all safely!

Since I'm supposed to practise what I preach – here I go:

1. I have a promise from one person to join a club in 1984, medical permitting. I'm working on another for my club.
2. I have 35 flights so far in 1983; I'll try for 50 in 1984 and at least one leg for my Gold.
3. I'll try for the 300 km Goal.
4. The SOSA Mud Bowl or equivalent.
5. I'll continue to help manage Rockton airport.
6. The DuPont ad, so far as I know, will be back in 1984.
7. Right!

If we gain 400 new members in 1984 over our 1400-odd this year, we will have more new money than we have ever received on average from Sport Canada. That's the reward — all you will have to do is, I hope, have fun. So,

Let's do more in 1984. OK?

A final note of gratitude. George Graham has sat on the Board for several years representing the Maritime Zone. A few years ago, Faith Graham won a scholarship to improve her Public Nursing skills. A condition of that award was to work a post-graduate year at a North West Territories nursing station. George and Faith are now in Resolute. Of necessity, George resigned as a director. Join me please, in wishing George and Faith an enjoyable, safe, rewarding time in the high Arctic. Bon chance. And to George many thanks.

Fly safely, well and often.



PS The BC, Alberta and Prairie Zone directors and a director-at-large position on your Board will be open for election at the 1984 AGM in Ottawa. Think long and hard about who you wish to represent your interests and advise your club on delegates accordingly. The strength and value of our Association is directly related to your interest and involvement as a voter or candidate.

free flight • vol libre

Trademark pending • Marque de commerce en instance

1/84 **Jan-Feb**

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Le Journal de l'Association Canadienne de Vol à Voile

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Cover:

The Bulkley Valley Soaring Club's Pilatus soars near the 'house' wave-maker, Hudson Bay Mountain. Photo by Bruce Nicmans.

It's supposed to be fun, remember?



The SOARING ASSOCIATION OF CANADA

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

free flight is the Association's official journal.

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

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

All material is subject to editing to the space requirements and the quality standards of the magazine.

The contents of free flight may be reprinted; however, SAC requests that both free flight and the author be given acknowledgement on any such reprints.

For change of address and subscriptions to non-SAC members (\$18.00 per year) please contact the National Office.

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E. Feather

Soaring is a sport that really caught my imagination, a few years ago now, because primarily it allowed me to get away from my earthly everyday problems. There is nothing to compare with clawing my way up under a growing cloud, to seeing the horizon coming up beyond the mountains and the valley slipping away below — I thrill to the steady lift and the response of the glider — now I have to prevent going up into the cloud as it gets cool in the shade and maybe I have to take off my sunglasses to see more clearly. Yes, this didn't happen overnight as my first efforts at soaring only produced damp palms and an over-squeezed stick! Gradually though, my confidence increased and encouraged by others in the club, I branched out more. I can remember smoking the barograph one day behind the hangar using damp grass (which hardly burned), and then landing again ten minutes after take-off amid all the conviviality and joking of the others who (secretly) were now glad to get the ship to have a go themselves!

Then one day a Silver C distance – fantastic – but it took me many years to scrape together a five hour flight, this being done on (what seemed to me) an impossibly long contest task. All the time my friends encouraged me, and my wife was a constant source of encouragement even while she sweated it out trying to figure where I had landed. I still fly of course, and thoroughly enjoy meeting fellow glider pilots.

Early days in gliding passed from the carefree (I don't have to worry about replacing club gliders) to the more involved (I think we need to do this or that). This was fun too, as I recall we always seemed to be building, to be attracting new members whose financial input would help keep the club floating. There was the personal input too, building a trailer or helping with the winch or hangar; all great fun as it helped to pass the winters. The great hangar flying sessions and tales of past flights whetted the appetite for the new season. This is what being a member of a gliding club was to me – a great family in which we all shared this one joy, the joy of being free to fly, to be close to nature, to learn about the weather and how to use our skills to analyze it and to attempt to stay up...

Now darker clouds approach, stormy times are with us. Unfortunately this recession seems to have hit us in several areas at once – higher costs for land, gas and aircraft, exorbitant interest rates (luckily reducing now) which have resulted in fewer people coming out to fly. And concurrently I read that DoT have published draft licencing regulations that, if implemented as is, would surely put a damper on the enthusiasm of many of our members – particularly instructors.

Under such conditions little wonder that we have begun to look inward and to create unrest; clubs are not always the happy places they should be. We look for scapegoats to fault.

Wait a minute, guys! Apart from our National Office staff, our officers are all volunteers who do their jobs for the fun of it (I think). They could very easily quit – some have already – and leave you and I to flub around and try to pick up the pieces. I am not sure where I could help except perhaps to put a coat of paint or two on the clubhouse next year and to vow to try and personally introduce at least three people to the sport in hopes that one might join us; I'll do that at least!

It's time to look outwards again, to broaden my view, to look at the huge sky, the great sunsets, and imagine again the joy of climbing with friends in the same thermal, to improve my cross country performance. I am going to encourage my fellow club members too, as I was encouraged in the past. Positive efforts are so much more fun, and we tend to keep friendships also.

Let us vow in the forthcoming season to do things straight, with truth, and to work hard for...

The joy of soaring!

5 Deadlines for contributions
5th day of each even month

L'ASSOCIATION CANADIENNE DE VOL À VOILE

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

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

vol libre est le journal officiel de l'ASSOCIATION.

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

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

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

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

Les textes et les photos seront soumis à la rédaction et, dépendant de leur intérêt, seront insérés dans la revue.

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

Pour changements d'adresse et abonnements aux non membres de l'ACVV (\$18.00 par an) veuillez contacter le bureau national.

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5

OPINIONS

SAC-GOVT UPDATE

In the ongoing discussions between SAC and Sport Canada, SAC was asked what our long term policy was regarding competition flying where South Africa was present.

Remember that: the nature of our organization being what it is, we have had hardly any long term policy on any subject; we have been receiving our federal government grants from a body which is interested in the sporting and competitive aspects of our association not the recreational (and is asking us to define our roles much more clearly).

The three letters that follow will bring you up to date with the current state of our negotiations: the first is an informal note to Michel Pellerin (our Sport Canada consultant) from Bob Carlson responding to the request for what our long term competitive policy is regarding South Africa, the second is the Sport Canada answer to the SAC '83 funding request, and the third is our Executive Director's appeal to Sport Canada's position. Editor.

November 7, 1983

Dear Michel,

...the comments that follow are a response synthesized from comments that I received from a number of our directors. Please recognize that no meeting was held or resolution passed. Our general feeling was that we could only answer in a hypothetical vein.

As historical background and influence let me note:

1. World Championship financing was not granted for Argentina or Hobbs.

2. There was much discussion in the press and the rumour mills that Sport Canada was soon to confine all of its activities to "major muscle groups and/or Olympic sports exclusively".

3. SAC had been denied resident status for I think the third time. The cause was unknown. I suspect, in retrospect, that our lack of a clear competitive program and goals may have been a significant factor. Your comment will be of interest.

Our biggest and continuing problem, as far as international competition is concerned, is that there is but one international event – the World Championships held every two years. The rules of the FAI and its constituent committees ... do not allow discrimina-

tion so long as a member nation has paid its dues. Consequently, we are frustrated because we have no alternative. We also face the paradox that we cannot demonstrate competitive achievement unless we compete, and if South Africa appears, we run the risk of incurring the wrath and displeasure of Sport Canada if we do compete. Since I and many others believe that competition is the soul of our sport, you will appreciate, I hope, our frustration. This is especially so when we see teams from countries such as the United Kingdom, New Zealand, and Australia, all signatories to the Gleneagles Agreement, competing actively. They appear to have reached an accommodation with their governments, and so far as I know, all receive significant direct and indirect financial help from their Sport Councils, and other forms of assistance from other agencies. I should note too that Australia will host the World Championship in 1987. Finally, let me note that when we have competed, we have handled contact with South Africans discreetly, to the extent that it was necessary, whether or not we were receiving funding from Sport Canada. I should note too, that the provinces in which our pilots are resident, have provided funding for international competition...

There are other factors, all hypothetical, I acknowledge, that could have a bearing on future decisions. For example:

- If SAC were a resident sport and had a funded National Coach as well as an Executive Director and secretary;
- If there were support for manuals development, in the CAC format, to the higher levels;
- If there was support for, at least, a Nationals competition each year;
- If there was a high profile alternative such as a "Can-Am" or "Pan-Am" western hemisphere competition in the alternate years to the World Championships...
- If we had assured federal/provincial support for attendance at those World Championships where South Africa would or could not attend, eg. Australia in 1987;
- If Sport Canada and External Affairs worked actively and visibly to find an equitable way in which the FAI would sanction participation in World Championships so that the South African problem disappeared. (We, of course, would not stay idle and would help if we can).
- If there was harmony (consistency) in External Affairs/Federal Government policy with respect to South Africa in the areas of sporting and diplomatic, military, tourist and commercial activities (why must sport continually be the sacrificial lamb on the altar of political self righteousness?)

continued on next page

OPINIONS

Then, given that these elements existed in our hypothetical case, and all of the directors now serving the society were active in 1985, a decision to forgo known competition with South Africans in the third country might occur. However, if the directors and members feel then as they did this year, that competition at the highest international level was vital to the continued growth of the sport not only in numbers of pilots, but also through the introduction of modern equipment and techniques, then sanctioning of competition, regardless might occur.

Michel, the more I evaluate and re-evaluate our circumstances I keep coming back to the point that, if Sport Canada would treat and fund us as those who compete from the UK, NZ, Australia are assisted (ie. support for domestic structural and competitive activities and those international events that are "clean"), we would be content. The alternative of developing a North American "off year" competition is potentially very interesting – it would take much further discussion within SAC and with our American colleagues in the SSA, as well, of course, within Sport Canada.

These comments have been made in the belief that we both wish to develop, on a mutually satisfactory basis, the competitive aspect of soaring flight and the structures that support and nurture competition. I look on my thoughts as a basis for constructive discussion and debate. We respect your position – we hope to be able to find a way in which we can each achieve our goals.

Finally allow me please to emphasize that this summary, as informal as it is, is also unofficial.

Bob Carlson

November 17, 1983

Mr. Bob Carlson,
President Soaring Association of Canada

...this letter is to reiterate Sport Canada's position vis-à-vis the Soaring Association and to submit an invitation to request financial support from Sport Canada for the fiscal year 1984-85.

First let me thank you for the constructive letter you wrote on your perspective of the federal government policy on South Africa, underlining some relevant implications from a practical point of view.

In the meantime, I have to reiterate that the federal government has not changed its policy on South Africa. Sport Canada will continue to apply the policy of discouraging sport contacts with South Africa.

Based on the actual fact that the Soaring Association of Canada ignored the South Africa policy last May 1983, Sport Canada has no justification for changing its decision of withholding all program funds for the Soaring Association for the fiscal year

1983-84. It is a painful consequence that your association will have to bear for the remainder of this fiscal year 1983-84.

Regarding future funding and services, the Soaring Association of Canada may be reinstated to its prior status for the fiscal year 1984-85 on the condition that the association will abide by the South Africa policy and will try to pursue, in its own best interests, the suspension of South Africa from the World Championships through the Fédération Aéronautique Internationale (FAI). We believe our request is reasonable and legitimate and we hope that the Soaring Association will understand our well-intended consideration.

On behalf of your association, I hope you will accept these conditions and will inform us of your intention in the near future...

Sincerely yours,

Michel Pellerin
Sport Consultant
Sport Canada

9 Dec 83

Mr. Michel Pellerin
Government of Canada
Fitness and Amateur Sport
365 Laurier Ave, West
Ottawa, Ontario K1P 0X6

Dear Michel,

The Soaring Association of Canada regrets the decision of Sport Canada to withhold financial support to the Association for the 1983-84 fiscal year. At the same time, the Association is pleased that submissions for funding of activities in the 1984-85 fiscal year will be considered.

This letter is by way of an appeal for reversal of your decision for the 1983-84 fiscal year financial assistance. While it is admitted that soaring competitors participated in the 1983 Internationals held in Hobbs, New Mexico, where South Africa athletes were also competing, the Canadian athletes had no alternative international competition. In the interest of development of the sport in Canada, it is essential that athletes participate at the international level. Sport Canada, dedicated to excellence in sport, understands this we are sure. The international soaring federation does not provide for boycott of athletes from South Africa. Rather its objectives are to develop understanding and friendship between pilots and sportsmen of different nations who share a common interest and ideal: the promotion of aeronautics as a means of bringing the people of the world closer together.

This appeal is based on the Policy as stated in the Sport Canada "Contribution Program 1984-85". In this instance:

1. Sport Canada funds were not provided for any aspect of the program or project leading to participation.
2. Sport Canada may withhold future general financial assistance or benefits.

The SAC athletes and clubs provided substantial personal funds to participate in the 1983 International Competition. No government funds were provided for training or competition.

The only financial assistance received from Sport Canada in 1983 was \$3283.75 which represented a portion of the Block Administration, some of which we understand came from the 1981-82 free balance.

The International Federation will be meeting in Paris, March 29th, 1984, which occurs during the current federal fiscal year. The Soaring Association considers representation at this meeting a matter of prime importance, as it will provide an opportunity to present to the members the problem Canadian athletes face in attending a World or International Competition when South Africans are competing. Financial assistance toward travel of the Canadian delegate would be greatly appreciated.

We are also requesting that further consideration be given to releasing to the Soaring Association the additional Block Administration funds in the amount of \$3476.25 as well as funds for travel for the Board of Directors' meeting to be held in Ottawa Jan. 7th and 8th, 1984.

As the January 7th and 8th Board meeting is being held in Ottawa, we take this opportunity to extend to you an invitation to attend our sessions and speak to the Board members on the South African Policy.

We would like to have the opportunity of meeting with the members of Sport Canada, who will be reviewing our appeal in order to provide any additional information that may be required.

Yours sincerely,

Jean M. Matheson
Executive Director

TOM BELL RESIGNS

Many pilots will have been through the ropes by Tom Bell at the Eastern Instructors courses over the last few years and will know why I am reluctant to see him resign from the Flight Training and Safety committee. However, Tom has explained that continued commitments in Europe has meant great difficulty in scheduling his time to come here to run courses and to attend committee meetings, and he has found it necessary to resign.

Tom is a very enthusiastic and forthright man who ran a pretty tight ship at our courses. His input to the work of the committee bore the stamp of his great experience and was much appreciated. We shall miss his input and wish him a continued pleasant stay in Europe. A big thank you from all of us, Tom.

Ian Oldaker
Chairman, Flight Training &
Safety Committee

Dear Mr. Burton,

...I think that perhaps the reason that the 'what does the SAC do for me' question keeps cropping up is, that it is a very valid question which deserves a better answer than it gets. I sincerely think that the SAC is essentially unaware (or uncaring) about some of the real problems experienced out here in the real world.

I have been a member of the Saskatoon Soaring Club from the very early days. This club has had a long and hard struggle to keep afloat and is really too small to be very viable – this despite some natural advantages (terrific soaring conditions) or the location. What has the SAC done for us?

In the early 60s the club was formed and raised enough money to buy a glider and, through the diligence of some of the members, discovered that we could avoid the Federal Sales Tax since we could be regarded as an 'educational' institution. The amount of paperwork needed to get this exemption was tremendous, but we did it (us, not the SAC) and succeeded. A letter was written to **free flight** at the time and I daresay that every Canadian club has benefited from it since.

At that time, insurance was very expensive and there was no SAC plan. One of our members contacted the British Gliding Association and through them, an English insurer. We were able to buy very low cost insurance through them. A letter was written to **free flight** again and we all benefited.

I didn't recount this brief history to ask for sympathy or even credit. I just wanted to point out that, when something needed to be done, we had to do it ourselves...

The only thing that I can recall that the SAC has initiated on our behalf has been the transfer of the club from the 'Alberta' zone to the 'Prairie' zone. This was done against our wishes. What it has meant is that we are no longer in the zone where we have our natural connections (it's about 350 miles to central Alberta and about 600 miles to Winnipeg) and which was 'active' (the Alberta clubs have always had meetings and events such as the Victoria day meeting at Innisfail and the wave 'camps').

The present day problems faced by the smaller clubs like ourselves are ones of life and death. The present insurer's restrictions on towplane usage will eventually mean that we have to give up our towplane. We simply cannot afford to only fly it for towing as that barely amounts to 100 hours a year... It has never been easy to survive as a small club. It is going to become impossible soon.

I am sorry to be so pessimistic but I think that the SAC has tended to concentrate on problems and things which are relevant only to the large clubs. I think that they have ignored the rest of us. This is obviously some sort of judgement arrived at from [my] past experience and hence coloured by it.

But, so far the SAC has sure not helped us – its only 'action' has been harmful.

I know that the SAC has done some useful and necessary things over the years and I do recognize and appreciate some SAC sponsored activities. I also know that many people have spent a lot of time and worked hard on our behalf, and I greatly admire their efforts. I just wish that I felt the same admiration for the organization as a whole.

Is there a cure for SAC? I don't even know of the source of the problem. Usually, in society, one admires the aims of organizations but is distressed by the excesses and the actions of individual members of them. In this case, it is the reverse. My personal opinion is that the SAC has lost touch with the 'grass-roots' of soaring in this country.

Jim Koehler

Jim Koehler's letter demands comment. First, it is clear that members of his club have, in the past, shown the sort of problem solving and hard work that is always required in any club, and illustrates beyond a doubt that SAC is largely a 'bottom-up' not a 'top-down' organization. SAC is run by its members, not by some brain trust in a far-away place.

Next, the practical results of work and decisions made by SAC members has always answered the 'perennial weed' question of "What has SAC done for me?" The article in free flight 1/82 is a recent and good response.

Lastly, and most important, the letter illustrates a fundamental problem of communication we have that may never completely vanish due to human nature and to our size, both in membership and geography. It is right to expect to get answers from SAC. But when is the last time any club really used its zone director? When is the last time you gave careful (any) consideration to whom you would have represent your interests on the Board? When is the last time you and your club responded – in time and without reminders – to SAC requests for info, stats, anything? Very often, the 'grass-root' club have allowed themselves to lose touch, not the other way around. You are grown adults; if you have problems, stand up on the table and demand to be heard. If only large clubs seem to have control, it's just because they have more 'loud-mouths' in them!

Small clubs are vital to SAC; every encouragement must be given to your health. See that you get it. The national body is the 'medicare plan' for you, to be used appropriately; but each club's individual fitness is up to itself. Be enthusiastic and active in the sport (Grande Prairie and Bulkley Valley come immediately to mind) and work for five more members. Don't rest the activities of your club in the hands of two persons, they'll burn out for sure. There really is no such thing as a SAC, there is only you – working to make your personal soaring more rewarding, and indirectly improving it for everyone. Ask questions, and be heard. Tony.

Where is the sport of gliding going to in this country? How are we preparing to deal with declining memberships, escalating costs, and an unstable economy? It's as if we have been cruising down a sink street for quite a while now, and the altimeter is reading a thousand!

Sure we could quite easily point the finger at the twin demons of inflation and recession. Inflation has certainly driven up the cost of equipment, while the recession has reduced the means to purchase it. Yet, many clubs actually have a surplus of equipment on the field. The problem I think is membership!

With job security being what it is, many do not know if they will have a job from one month to the next. Little wonder that so few would invest so much in a sport at a time of such financial insecurity. However, the worst of these times seems to be over, and people are starting to spend again.

Does your club have a plan to recruit new members? It will not be as easy as the seventies. There is a lot more competition out there that directly appeals to 'the new adventurers'. Skydiving, windsurfing, sailing, and ultralights are just a few of the vogue sports that have come on the scene in the last few years. All of these seem to get a lot more publicity than our sport. Every winter and spring you see numerous displays in malls and sporting shows throughout the country.

This problem affects every one of us. If you belong to a large club, till now the effects may have been minor. In the case of the smaller clubs, there is a very real danger that the raising of fees could further reduce the membership base. At some point it becomes impossible for a small club to cope.

To assure a continuing growth in our own clubs, and the sport in general, we must rededicate ourselves to promoting the sport. That means getting involved with mall displays, and local media. Is there an "Open House" at your field in the spring? Often the local TV station or newspaper can be encouraged to send out a reporter to do a feature article in the "lifestyle" section. Are you listed in the Yellow Pages? At Kawartha Soaring, we distribute 5000 copies of our club brochure annually.

The alternative of the growing membership base is a declining one. With fewer people to pay the bills, the fee structure invariably must change. Ouch!! Now is the time to start making arrangements for the coming season.

I hope that my article [in this issue. Ed.] will be of assistance to other clubs finding themselves facing the problem of a declining membership base. In my opinion this is a far more pressing problem than any other facing the national executive!

Al Kirby,
President
Kawartha Soaring Club

ANGER

IN THE HANGAR

Tony Burton

adapted from a tale by Max Ruff in the
"Southern Cross Journal"

Sprite:

I love this moment on a Sunday evening
when everything's quiet again.

2-33:

Yeh, it's great when they've shut her
down. Doesn't take them long to dump
us back in the hangar and blast off to the
pub.

K-13:

Ja, das ist true. Too much of a hurry they
are in. I still haff my electric vario on.

2-33:

Hard luck, friend – mine's U/S anyway.
Jeez, what a weekend, my back's nearly
broke! Right here it gets me, near the
wing roots. Gawd, I feel lousy.

K-13:

You are right, I too am aching. Twenty
launches today I had, and more yester-
day. I am drooping, and my brother in
the corner sleeps already.

Ka-6:

We worked hard alright.

2-33:

We? Whaddaya mean, we? You spent
all your !%&(a# time thermalling with
hot-shot pilots. The 13s and me were
up and down all day like bloody yo-yos,
with ham-handed students doing their
best to bend us.

Ka-6:

Watch your mouth in front of a lady! My
wing loading is higher than yours, and
the strain...

Sprite:

Hey, let's not quarrel. Why can't we
have some peace this evening?

2-33:

That's it, shorty, stand up for your fancy
friend. You single-seaters stick together
like flies on a dead cat. Conceited, that's
your trouble.

Sprite:

Could it possibly be that you are a little
jealous?

2-33:

Listen, son, you're the wrong shape to
be jealous of. And you've hardly had a



hard landing in your short life. I got
dropped in from ten feet again today
– if it happened to you, you'd break in
half.

K-13:

And I had the vorst tow of mein career.
Swinging madly, ve were, and making
great loops in the rope that nearly pulled
off mein nose. 2-33 ist right, you solo
machines haff an easy life.

2-33:

Right on! Especially that stuck-up cow
over there. You listenin', Cirrus?

Cirrus:

I am, but do not choose to enter this
discussion.

2-33:

Oh, aren't you the hoity-toity one. I would
expect that from you, you only cost thirty-
thousand bucks, and don't do nuthin'
for it...

Cirrus:

That's a lie! At the last camp, I worked
hard. And you are not the only one to
suffer – I was ground-looped repeatedly.

2-33:

Aw, you poor thing. Wait until you get put
thru a fence then we'll see how good
bloody fibreglass is. I see you've got
covers on – sure you're not too cold,
dear?

Piper Cub:

Listen, you guys, how about clamming
up and letting me and my buddy get
some sleep?

2-33:

Look, turkey, don't you stick your two
bits in, you make enough noise during
the day. I suppose you got a hard-time
story, too.

Piper Cub:

Towing you around the sky is no picnic,
feller. It's like dragging Vancouver Is-
land.

2-33:

Thanks friend. Give me a winch, any-
time.

Citabria:

We'd like to – right in your C of G.

2-33:

It'd take more than you two greasy gas-
guzzlers to...

Blanik:

Please, please, let us be friends!

2-33:

Friends? This place is like the United-
bloody-Nations. A man's surrounded
by foreigners. What this club needs is
more homebuilts. □

GLIDING

'ROUND AGAIN

the tale of a re-cycled glider pilot

The novelty of the new glider wore off quite quickly. I'm not sure whether it was on its first flight or very soon thereafter, but one of the senior instructors demonstrated how not to make a landing by spinning into one of the tarmac dispersal pads on the airfield perimeter. Fortunately the instructor was not badly damaged, but the same cannot be said of the nicely rounded Cadet, which suddenly acquired unique new geometry.

The pride of the stable was undoubtedly the Grunau Baby. Once again, from the students' point of view it was for looking at and ground handling only. The instructors were privileged to fly it when the cadets had hauled it into line with the winch for them. Hauling the "Baby" was not quite as easy as the Kadet. In common with its stablemates it had no wheel of course, but its 375 pound deadweight seemed a lot more than 80 pounds greater than the Kadet. But we pushed and dragged and met the demands of the occasion: a small price to pay for the exhilaration of otherwise free flying.

The real physical test came in maneuvering a Falcon III about the airfield. That was one heavy beastie. Fortunately it did not leave its hangar very often. Being the only two-seater we had, it was used when the Officer Commanding the Wing came down to give the instructors their periodic chewing out for sinful flying habits. This was a procedure that all present on the field could enjoy as, in common with all other gliders on the station, the Falcon had open cockpits. The conversation between the occupants had to be loud enough to overcome the airstream noise, by virtue of which it could usually be heard over a large part of the airfield. With a perversity exceeded only by their ungodliness, the cadets absorbed the critical comments with great inward satisfaction. But there was no mileage to be gained from it. Mindful of the precariousness of their positions in the great world of aviation, the students were content to smile to themselves and just say "Yessir" loudly and clearly in all the right places.

As Walter Chmela of York Soaring has said, in the days when he and I learned to glide, your first flight was a solo. In Walter's part of the world they seem to have concentrated on relatively barbaric methods of launching, such as being catapulted off with a mess of rubber bands, or by pushing one another over the edges of cliffs. At Charmey Down we were much more civilized and used a tired old ex-barrage balloon winch for cable launches, where it probably worked harder than it had ever done before.

The gliding school had a curious assortment of equipment. Introduction to the art of flying was by way of a Dagling. Lengths of board were attached to its inboard leading edges to ensure that, however fast it was towed, there was no way that an overkeen student could ever get it into the air. This poor old machine was dragged over the ground to give the pupil the feel of the controls. It also gave him a profound feel of the ground through the unsprung skid and the plank that rejoiced in the title of "seat". The intent was for the trainee to keep the glider going straight and level, and after a while most of us did.

Having conquered straight and level on the ground, we then graduated to the single seat Kirby Kadet to learn up and down. Our Kadet was probably one of the 22 built prior to the war as, like the Dagling, it had a skid only and no wheel. Fortunately we had use of a worn-out Jeep and a temperamental old Wolseley to haul the hardware around the field, so the lack of wheels did not tax our youthful physiques to an unbearable degree. The Wolseley, incidentally, was built in the "classical" style with even more square corners than the Kirby Kadet. It had lost most of its original magnificence together with a large proportion of its parts, but the crowning indignity occurred when we painted it bright yellow all over. That was before the days of "International Orange" of course.

Toward the end of the course the school proudly took delivery of a gussied up version of the Cadet TX Mk. 1. This had been sponsored by the Bristol Aeroplane Company (as it was then known) and boasted rounded tips to the wings and tail surfaces. The other cadets (human type small "c") were allowed to view the new arrival providing they didn't approach too closely, unless it was to participate in supervised ground handling, which wasn't too bad as this 'plane had a wheel!

Albert Seaman

In retrospect I suppose 1945 was not the best time to start gliding. The war was dragging to a close. The outcome had been anticipated for almost a year before VE day, and the earlier enthusiasm of the cause had changed to a grim determination to get the thing over with as painlessly as possible. Consequently the cadet flying training program had become more systemized than inspired, although the dedication and competence of the instructors left nothing to be desired. When the opportunity to participate at weekends finally came, I grabbed it with both hands.

My course was run at Charmey Down, about three miles north of the old city of Bath in the county of Somerset. Charmey Down's almost tranquil atmosphere in 1945 was something of a contrast to that of the earlier war years. It was a Royal Air Force satellite of Colerne and as such, a very active fighter base between 1940 and 1943. When I arrived there in '45 there was little evidence of the hectic few years before. Cadets were given a corner of the field in which to play, on condition that they kept out of the way of the real aeroplanes.

continued on next page

The winch consisted of the usual sort of cable drum, without a traversing lay-on mechanism, and powered by a Ford V8 truck engine through the normal 3-speed gearbox. The whole assembly was mounted on a flat-bed Ford V8 truck and a rudimentary rearward facing seat and some controls were provided for the operator.

The winch drum contained about 1200 feet of steel cable which was capable of giving a launch height of 600-800 feet, a humble start, although some of the instructors sometimes managed to stagger across an adjacent valley to a small ridge where a nominal amount of lift could sometimes be found. But more often than not it was a case of straight up and straight back down again.

The cable was fed onto its drum via two pairs of guide rollers located at the back of the truck bed. The rollers were quite heavily grooved and at times displayed a remarkable reluctance to rotate. Nevertheless they served well enough in guiding the cable, although without a traverse mechanism, there was no way to prevent the wire from bunching up on the drum, which it did, requiring the operator to play tunes with the throttle to keep the cable speed anything like constant. On one occasion the operator actually changed gear half-way through a launch. The pilot is reported to have said some very naughty things when he got back to terra firma.

Despite its antiquity, our winch performed faithfully all the time I was on the course. The engine needed an overhaul in the worst possible way and as a result it coughed, wheezed and hiccupped its way through launches. Fortunately it was graceful enough not to have an uncontrollable spasm at the wrong time. It did however, show some disinclination to run at all at low speeds, as a result of which taking up cable slack and starting a launch was accomplished as much by slipping the clutch as by operating the throttle. Thus we frequently sailed forth into the wild blue yonder to the accompaniment of unpleasant odours from the protesting clutch.

Due to the type of cable hooks with which our gliders were equipped, there was an ever present risk of disaster if the cable release in the cockpit failed. In order to counter this, a cadet was detailed to be "hatchet man" at the winch rollers, to stand with axe poised and ready to strike when the glider reached the zenith of its launch. At the command of the winch operator we were supposed to hack away furiously to sever the cable against the roller. We were warned that a severed, or worse still, a partly severed cable could be a very dangerous thing and it was therefore imperative that it be dispatched with the utmost haste if we were to avoid being flailed to death or at best, lacerated beyond recognition by the deranged strands. Fortunately during my course at Charmey Down we never had a cable release failure.

The most charitable thing that can be said about the cockpits of our 1945 gliders is that they were spartan. The Dagling of course wasn't even blessed with a cockpit. Apart from the necessary stick, rudder pedals and seat harness, the only adornment was the yellow cable release ball. Airspeed was judged by the feel of the wind on the front of the face. Side slip was judged by the differential feel of the wind by the sides of the face, if the latter wasn't already numbed by the cold. No wind at all on the face meant either that you weren't airborne, or you had a severe problem.

Most cadets on the course had already enjoyed some power instruction plus whatever time could be scrounged on Link trainers. Being transported from a fully instrumented environment to one with such fundamental equipment was exhilarating if not downright frightening, but we were dedicated to learn flying from first principles, and that was what we did.

Having been strapped onto the seat, the pre-flight check consisted on verifying that the yellow knob was still there and listened to words of wisdom from our ground-bound instructor. The short lecture usually consisted of a re-emphasis of all the dire consequences of not doing exactly what we were supposed to

do on any particular launch. On what we knew fondly as low hops and high hops (in effect anything less than a 200 foot launch with an in-line landing), the usual admonishment was to reinforce the fact that on no account whatsoever were we to use any rudder when on tow!

The course eventually came to a close quietly and without any real ceremony. In exchange for passport-size pictures of ourselves, the Royal Aero Club provided us with properly endorsed mementos of the event. In addition to the announcement therein that the holder had qualified for the "A" certificate, the booklet requested in six languages that various authorities render aid and assistance. I never had cause to invoke the spirit of the request, although I often wonder what sort of reaction it would have got had I done so.

Within a very narrow range of the definition I was a glider pilot, destined for conquest of the air and who knows what else. But the timing was all wrong. The war was over bar the shooting and governments were becoming embarrassed by the vast numbers of military personnel who were no longer cost effective. The British forces couldn't get rid of their pilots fast enough and only the rich or privileged could afford civilian flying at that time. And so, like many of my contemporaries, I drifted away from the flying scene...

Many years later, far away in another country, my older son arrived home one afternoon wearing a smile broad enough to separate the top of his head from the bottom. "Guess what I've been doing" he asked. Now, I've been caught in these "guess what" situations with the kids before and usually it has ended up costing me money. In the long run, this time proved to be no exception. But, casting caution to the wind, I dutifully enquired "What?". "I've been gliding", he said...

And that was it!

With the kids old enough to look after themselves, and an income sufficient to support the habit within reason, going back to the old sport didn't seem such a bad idea.

The following weekend I was up at Arthur East with number one son in the lead and number two in tow. Number two had a wing-over on his intro and decided that flying gliders was not for him. Well, I suppose that one of them is entitled to take after his mother. Number one decided after a while that he feels safer with at least one of those fan things up front. And that left the old fellow to get re-cycled all on his own.

Looking back over the time since that happened, it is interesting to contemplate some aspects of going 'round again. The thirty-five years that had elapsed between the first and second cycles saw many changes. The most obvious were in the equipment itself and presented no real problem. The less obvious, by virtue of their subtlety, were more difficult to overcome.



'Hatchet Man' – circa 1945

Although it was not apparent in the beginning, the most significant factor in re-qualifying became the need to unlearn some of the things that I thought I remembered about flying. Without being too specific about details, suffice to say that when I did what I thought I used to do so long ago, the results could vary from mediocre to disastrous. "How can you be so bad?" the instructors would ask with kindly but deliberate intonation. "It's just like riding a bicycle", they would say, "You can't forget how". "Ah but", I would reply, "the bicycle is different." An excuse, but true.

Aerotows were the worst problem to begin with. There is no arguing their advantage over winch launches, but the latter are at least of shorter duration and ostensibly in one straight line. But chasing a wayward Piper Cub all over the sky became a challenge. It was some while before it dawned on me that I was trying to apply the old technique of not using rudder on tow. Unforgivable. "How", one may ask, "can you possibly fly tow without using rudder?" Well I can tell you; it wasn't easy. Or successful. But doctrines drilled in by military methods don't expire too easily and that one took a bit of work to resolve.

Another thing was to moderate the dogma of keeping the nose down. In '45, without an ASI, we were for obvious reasons constantly cautioned to keep the nose down. Keep the nose down. On landing as well. Keep the nose down. Push the stick full forward as soon as the skid touches the ground. Rub off the speed on the nose skid. It worked well enough on the Kadet but not so well later on the Schweizer 2-33. The most notable effect then was the noise from the rear seat. The initial attempts with a Schweizer, to keep down both the nose and the noise from the rear seat, resulted in an undulating prelude to touch-down, the grace of which simply had to be seen to be believed. But it was so totally unappreciated by everyone else at the airfield that I gave it up.

Getting everything co-ordinated again was really a whole pile of fun. Dutch rolls were supposed to help, and perhaps they did. Progressively less time was spent crabbing sideways across the sky with one wing down until eventually it no longer became necessary to starch the yaw string to keep it pointing straight back. The noise from the back diminished and then, except for irregular outbursts, subsided almost entirely. As may be expected, the whole procedure was punctuated by moments of mirth, frustration and near panic. All contributed to the broad spectrum of the total experience and variously provided sheer enjoyment or lessons learned and never to be forgotten. In the latter category may be included the incident when the cockpit canopy flew open on take-off. I thought that I had performed the "C" of CISTR-C properly but obviously had not, and the point was suddenly brought to my notice just as we left the ground. **FLY THE PLANE** demanded the voice of experience in the rear, and I obliged. Fortunately I was able to catch the canopy as it lifted and managed to re-fasten it without further difficulty.

Another lesson learned was the ease with which some harnesses can come undone. Twice I have caught a sleeve or something in the locking lever, only to discover at a critical point that my presence in the cockpit was completely unrestrained. It happened once in a 2-32, just as I was about to enter a spin test. Fortunately, the routine application of the CALL check determined that there was indeed something loose in the cockpit. Me!

When the time came for a flight check without instruments, the dials in the 2-33 were ceremoniously covered to the instructor's satisfaction, after which he climbed in behind me. As we prepared for take-off, I did a CISTR-C and, remembering the barren cockpit of the old Kadet, smiled a quiet smile.

Came the time when things had fallen into some sort of order and my instructor, having checked the club's insurance, sent me off solo. Free again, after all those years.

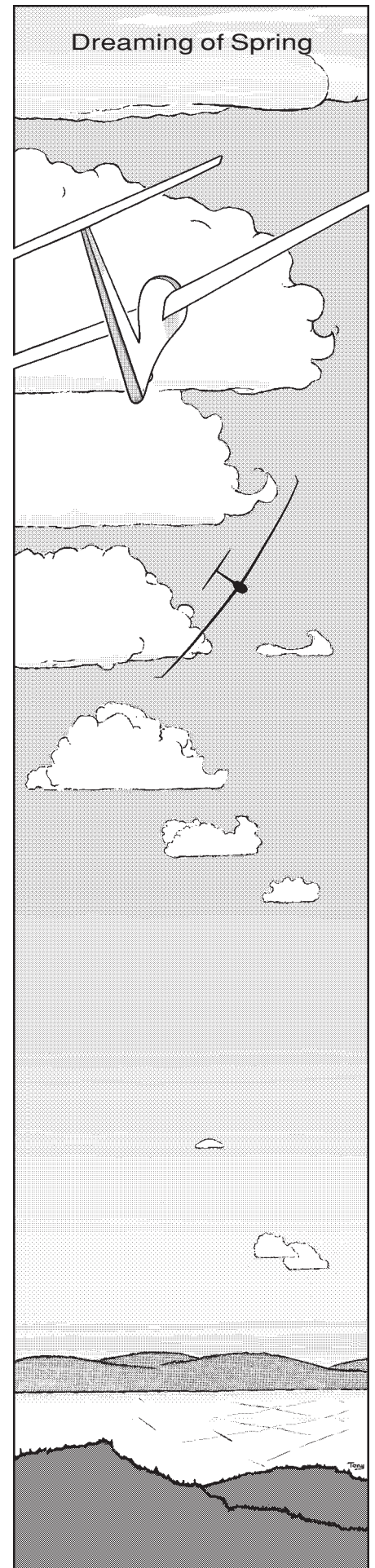
For some unaccountable reason it was lonely without my friend in the back. Nobody cared any more whether I slipped or skidded or crabbed or did any of the other bad things at which I was so adept. I had to remember to keep an eye on the airfield, having discovered on several previous occasions that it had a remarkable aptitude for disappearing, usually right underneath the 'plane.

The sensitivity of the 2-33 to air currents when only one driver is aboard came as quite a surprise. In fact, its wing loading under such conditions is lower than a 1-26, which it can consequently outclimb. But there was no lift about on that day which meant a quick return to the field and the little knot the people around the line chief's van. When I got back down, pleasantries were exchanged of course, and on the following weekend, the traditional case of beer was put to good use after we had put away the toys.

From there on the pattern of events was fairly routine. Horizons have been constantly expanding. There is always another badge to pursue, another target to aim for. There are always other newcomers to be helped in the way that I have been helped.

Although there is as much enjoyment to be gained from the camaraderie of our sport as from the actual flying, the most unforgettable moments usually occur aloft: the sudden appreciation of the vividness of the colours in a red-tailed hawk seen from above – the pure grace and symmetry of the high-performance sail-plane floating below or alongside – the sudden exhilaration of finding lift of 800 feet a minute and more – the tranquillity of a patchwork landscape bathed in pastel colours. These are the memories that will always be with us.

Going 'round again can only be valued as profit for the soul. I hope that the instructors that I wore out in the process are as forgiving as they have been generous. □



PERSONNEL LICENSING

The current state of Transport Canada's proposed changes and the response from SAC.

Ian Oldaker

Chairman, Flight Training
& Safety Committee

Some of you will remember that two years ago Transport Canada (TC) contacted us regarding our current thinking on instructor standards; they wished to discuss a system that they would administer. At a meeting in January 1982 we discussed with them an administratively complicated system which would have involved three classes of instructor, instructor records, the need for more administration at the club level etc. This was reviewed at the 1982 AGM.

Since then we have met with TC officials on a number of occasions and have largely convinced them that we can save them a lot of expense (they do have budget restrictions!) by using our own expertise. We can do this by continuing to run our own courses, keep control of how we issue and upgrade instructors in the three class system, and run our clubs competently with the CFI system. By doing this we should be able to avoid the imposition of a parallel system by TC, but this will require us to operate (and be seen to operate) in a thoroughly competent and safe manner. I'm referring here to lowering our accident rate, as TC are well aware of, and discuss, our accidents and their likely causes with us.

A single licence is now proposed for an instructor in place of the current endorsement on the glider pilot licence. A point of contention remains in the proposed name – it is "Commercial Pilot Licence, Glider Category", however, TC point out that this name does not in itself authorize a pilot to fly commercially, the club would have to obtain an operating certificate as well as meet the Air Carrier Regulations relating to Transport Committee licensing of commercial operations. The name is not cast in stone and is still under consideration.

In the early summer of 1983 we received copies of the proposed new regulations, and we had 90 days to reply. Copies of the pertinent sections were sent to all members of the Flight Training & Safety committee and some directors. A philosophical reply was sent by Bob Carlson, our President, which discussed the new regulations and expressed the desire for our Association to administer our own affairs to meet the standards of the ministry. He mentioned the established precedents and practices in countries such as England, New Zealand and Australia and suggested we can also provide a self-governing capability within the framework of the various regulations. He hoped that we could continue to work with TC to agree on the standards and to let us, SAC, be "maître chez nous."

A comprehensive reply was also sent in August, which incorporated feedback from committee and other SAC members, and which supplemented previous detailed letters and meetings with TC personnel. A recent discussion with TC's Tom Kirkwood confirms that he is in the process of evaluating and discussing our points with his superiors. He particularly made the point that our detailed replies lend weight to our case, for example our objections to the commercial licence name. Pertinent proposals which are new to us, or are proposed changes, are discussed below; our position and answers to TC are also given.

Aircraft type ratings Individual type rating for each type of powered glider has been proposed. We argued that this should not be needed for gliders up to 1000 kg as they don't differ enough to warrant the expense and inconvenience of a type rating.

Log books The proposed requirement is that these be mandatory. TC want these as proof of experience for issue of future licences. Since we are proposing log book certification, for example, in place of licence endorsements for aircraft types, proficiency, etc. we agreed to this.

Admittance to written examinations A proposal that 50% of flight time or 10 hours must be flown before writing the glider pilot exam. We argued strongly that we should retain the current system where many clubs run winter courses, and members write the exam immediately after. This would follow the normal course/exam practice. (I expect a strong reaction from the Air Cadets whose selection process is based on the exam being written before the cadets go to the flying camps).

Designated examiners TC's proposed regulations contain a system by which each club would have "designated examiners" appointed each year. These examiners would administer the flight tests for glider pilot licences and for the new "instructor" licences, and could well be different pilots. They would also be required to attend revalidation workshops. We have argued that our current system by which a CFI (minimum class II) or other class I instructors in a club act as the current examiners, is working well. In addition, the SAC instructor classifications define the privileges of each level so that we already have a parallel system in the Association. We have therefore proposed to TC that we retain the current system, and that the new regulations be tied in with our class II and I ratings for the two levels of examiner. There is obviously a great advantage to TC as well as to SAC members if "designated" examiners were to be "appointed" by virtue of an instructor classification rather than by

a formal designation by TC. We will strive to achieve this, but some changes to our current way of doing things may occur.

Proficiency check flights TC propose mandatory check flights for any glider pilots not flying 5 hours in the previous 12 months (this compares to the proposal for power pilots for whom the requirement is 50). This could cause us hardship in the case of towpilots who would in many cases have to go to the local commercial operator and get a proficiency check that does not relate to towing! This would degrade safety. We have proposed a proficiency check for glider pilots who fly less than 10 hours and proficiency checks for glider towpilots within their own clubs by the chief towpilot, as now.

Private Pilot Licence, Glider Category No changes to: age 16, medical fitness category 1 or 3, and medicals valid for 60 months.

For knowledge, the requirement is to pass the written exam with a 70% mark. Also a ground school for 20 hours duration is required. We have objected to the raising of the pass mark from 60% (Note that the Flight Training & Safety committee is producing a syllabus/manual for the ground school which will enable a competent instructor to offer this as a "standardized" SAC course).

For the experience requirement, our Association had recommended an increase to 8 hours (6 solo) and removal of the 360° turn requirement, following our 1982 AGM discussion and vote. TC's latest proposals contain the 360° turns and 6 hours (minimum 2 solos). We do not believe these are consistent with other countries' requirements and have re-proposed our 1982 recommendation. A TC flight test syllabus is written and follows past work we have done to produce a SAC glider pilot licence standard. We have suggested some corrections to this syllabus.

The proposed regulations will recognize glider pilot licences from other countries, and we have stated we welcome this and we would like to assist in obtaining mutual recognition of skill and knowledge requirements (a short exam on Canadian Air Regs, etc. would have to be written in any case).

Commercial Pilot Licence, Glider Category This "official" name has already been discussed. The proposed regulations now define this one licence which will be required for one to instruct. To obtain this licence, the following are required:

- either attendance at a SAC course, or

- 15 hours ground school, 3 hours dual flight instruction in a minimum of 10 flights to a set syllabus for both the ground school and flying exercises,
- 15 hours pilot-in-command, and
- 125 flights pilot-in-command.

We have recommended a reduction to 100 flights for holders of a commercial power licence valid for instructor privileges, and the 15 hours flight time as P1 to be 8 hours for winch/auto launched flights. Now spelled out are requirements that a pilot must demonstrate use of lesson plans, student evaluation, etc. etc. and demonstrate at least two air exercises during at least two flights, during which the pilot has also to show a level of skill, knowledge and competency "appropriate to the licence". The SAC instructors course curriculum has been the basis for this new licence by TC.

Aerobatic Instructor Rating, Gliders

This new proposal contains a two class system for aerobatic instructors which defines the skill, knowledge and training required. This rating would allow a pilot to teach aerobatics before he becomes a regular instructor if he so chooses. (These proposals are more complicated because we had not previously worked with TC to develop the details for this rating).

Because the committee believes that an aerobatic instructor should first be a regular instructor, we have now proposed this to TC. We have also proposed a single rating (or licence) by TC, and a parallel two class SAC system. The single TC rating

would have a minimum of 50 hours P1 time which would include 25 hours instructing (ie. equivalent to our class II instructor) and 3 hours of solo aerobatic time (credit at two minutes per 1000 feet).

Over the past three years our committee has been developing an aerobatic training program which includes requirements for initial training, for training of instructors, knowledge and skill, etc. The concepts have been very carefully thought out and have drawn on experienced pilots outside the committee. The essential points and proposals made to TC for their consideration came from this work.

There are some smaller items such as:

- *recommendations for licence flight test* (TC propose a written letter). We have countered with a suggestion that "where appropriate" be added to the regulations so that clubs could make a verbal recommendation;
- *authorized persons*. We have asked that the system be reviewed with a view to streamlining the authorization process, etc;
- *log books*. While we have agreed in general that they will serve a useful purpose (will contain certification for proficiency and instructions on given types, etc.) we suggest they be destroyable within a specified time;
- *safety pilot time*. We suggest it should be loggable as pilot-in-command time;
- *registration letters*. We have requested "CF" registrations be retainable for antiques.

Those of us who have instructor endorsements on our licences will not have to pay the new licence fee when the new "instructor" licence is first introduced. Any instructor who does not now have a SAC classification will probably have difficulty obtaining the new licence, even if he or she has an endorsement on their glider pilot licence; recognition that the pilot has met the current SAC standards will be necessary.

As mentioned before we hope to persuade Transport Canada that our members are responsible people who are interested in safe flying and in improving standards. At the present time a good working relationship exists between SAC and the TC personnel responsible for implementing the findings of the national inquiry. We hope many of the new proposed administrative details can be handled in a simplified way by our own system (many are done already), and indications from TC are that this may well be the future outcome. TC point out however that they will always be the legal authority that issues licences and keeps a watch to ensure that standards are maintained appropriate to our shared use of airspace with the other branches of aviation. This probably means that we will be able to continue to develop our own training materials and develop our own standards, but that we will have to do so with more formality than in the past. Gone are the carefree days of "just going gliding" off a mountain, unless of course you care to strap on a hang glider! We are committed to keeping SAC's system simple, and to working with TC to agree on mutually acceptable standards and a minimum regulatory system. □

BAIE ST-PAUL 1983

Gilles Boily

Baie St-Paul, 100 km east of Quebec City, offered its picturesque environment to us again at our eleventh consecutive wave camp. For CVVQ, the set up of the camp has become a routine operation now. The time of the camp is usually the same: every weekend from Labour Day until the beginning of November. Also, the camp operates for a full week beginning on the Thanksgiving weekend, and that's when pilots from other clubs come to join us.

Despite the great amount of work that needs to be done to transfer a lot of equipment such as gas, oil, pump, oxygen, wind-sock, lawn mower, camping trailer, etc, this part of the operation works without major problems thanks to the cooperation of the many enthusiastic members.

Fifteen sailplanes, including three club gliders (two Blaniks, one Pilatus B4), and six visiting pilots and their ships participated in this year's camp. We had a total of 323 flights on 20 flying days during the 24 days of the camp. That means that the weather

this time was on our side. Actually, this fall (like most of the summer) the weather had been above normal with very little precipitation. Because of large successive high pressure systems that stayed stationary over Quebec for several days, favourable conditions for wave formation was quite rare.

Nevertheless, three wave days granted some pilots the privilege to climb above 10,000 feet (the airfield elevation is 20 feet asl): Walter Pille in his Kestrel succeeded in getting the highest flight – 17,500 feet; Denis Pepin (ASW-19) 13,500; Maurice Laviolette (Cirrus) 12,000, and Gilles Boily (Jantar) 11,000. All these pilots already had their Gold badges. On some of these flights, wave could be contacted from 400 feet! Also, on some days with a SW wind made most spectacular ridge soaring possible with a splendid view over the Baie St-Paul valley, the St. Lawrence river, and the mountains with their autumn colours (and that is mostly flaming reds of maple leaves – something to experience, Cowley fans). On three weekends we had neither thermals, ridge lift or wave. Only warm temperatures, which hatched a third genera-

tion of mosquitoes at the end of September, to our grief.

Fortunately, there was some action when CBC visited us for three days making a great film for the program "Science-Réalité". It was on the air nationally on 6 November and was excellent publicity for soaring.

Several visiting pilots arrived again this year at Baie St-Paul; three pilots from Erin Soaring; two 'old timers' Harry Thomson and Dale Gouling, and Hermann Kurley. Unfortunately, the wave didn't work for them while they were here. Tom Foote and Doug Girard, both from Bluenose Soaring, had more luck. Although they didn't quite reach their Gold climbs, they seemed very happy for having tasted the wave for the first time. This also happened to some other pilots of our club: Yvon Saucier, Jean-Yves Germain, Robert Thibeault.

In short, despite the modest exploits of this year, all participants will agree with me when I say that everyone appreciated their stay at Baie St-Paul, and I am sure they will return next year. □

Bumble and the Gremlins

Eric Newsome

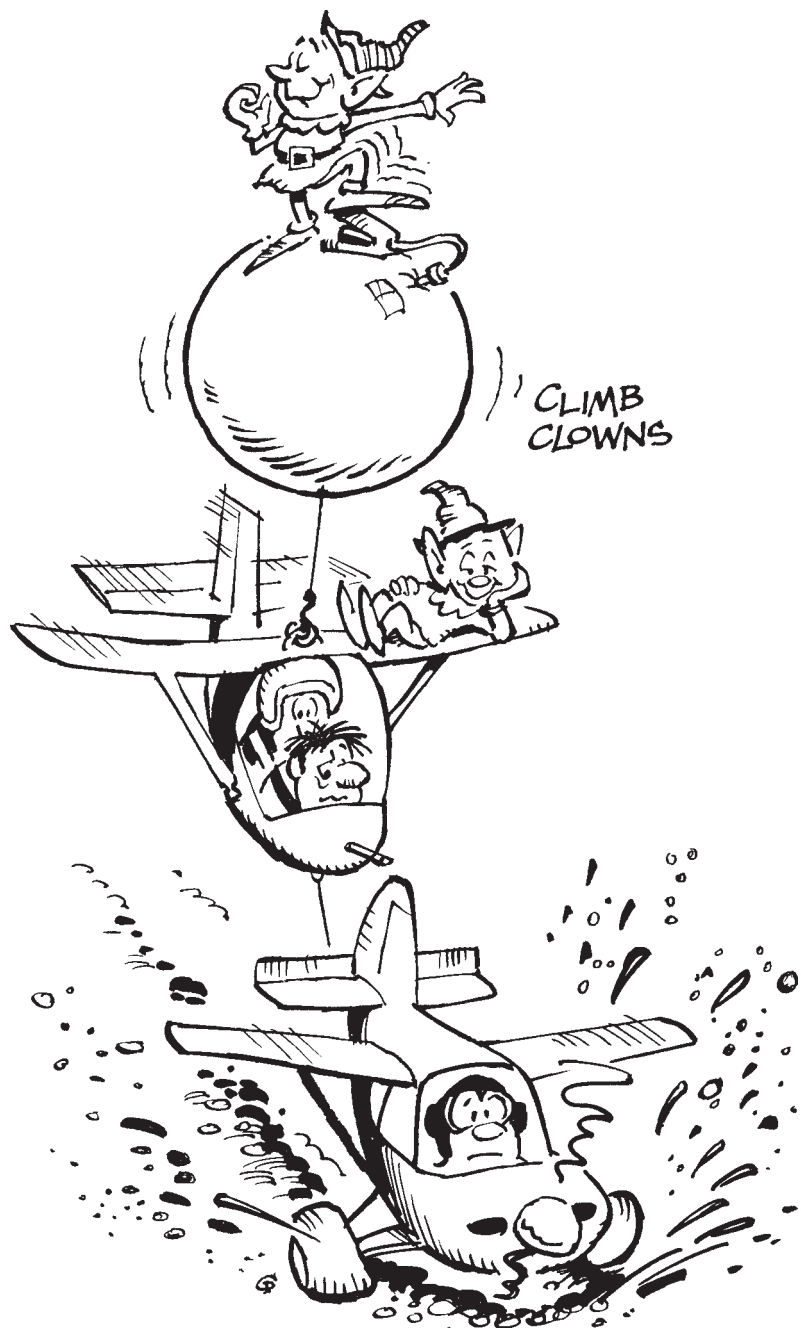
Part 2 The Case of the Hairy Take-off

Being a quick learner, Bumble had discovered early in his training that, before you can fly, you must first get off the ground. This he found to be a strange and uncomfortable procedure in which the reluctant glider must first be forcibly made to stand upright and then led by the nose over a bumpy field as it perches on its ridiculous single wheel. During this time nothing seems to work very well and the towplane dodges from one side to the other of the glider's nose, and even the earth slowly tilts from side to side.

Bumble is critical of instructors who refuse to tell him exactly what to do on take-off, but, being venerable and most wise in gremlin lore, instructors know that the moment they say, 'As the rope tightens and the glider moves smoothly forward, ease back on the stick to raise the skid from the ground', the *Rope Snatchers* will leap in, the tail will bang down with an almighty thump and the stick will have to be rammed forward, so making them liars. And so they simply say, "Just do whatever you have to, Bumble."

Once the glider staggers into the air, the funny men of the gremlin breed, the *Climb Clowns*, get into the act and however hard Bumble pushes forward on the stick, the glider climbs higher and higher. This has quite interesting side effects on the aerodynamics of the towplane for as the tail is pulled up by Bumble's antics it can be reasonably argued that with a negative angle of attack the take-off run will be a trifle long. In extreme instances the towplane propeller will cut interesting and original furrows in the ground – this is not recommended because it is an inefficient method of farming.

The *Down Drafters* usually save the day by suddenly making the elevator effective again, and as the glider homes for the daisies the towplane staggers off. At this point the instructor, who has sworn a solemn oath never to touch the controls unless in dire peril, nervously twitches back on the stick and restores a temporary equilibrium. Bumble, now sweating slightly, is given control again and the tow continues... □



The Mall Display

A lesson for clubs,
wherein a means of raising

👉 PUBLIC AWARENESS 👈

of the sport of soaring can bring peace of mind,
instant gains of membership, and financial survival
in troubled times. Act now! Some winter planning
may well assure YOU of Summer Success.

• • • • •

Al Kirby
Kawartha Soaring Club

There is a great need to raise the public awareness of the sport of 'soaring'. Not only is it necessary for good public relations amongst the community, but also for discovering potential new members. Most of our major urban population areas in Canada are located near major bodies of water. Our gliding sites, on the other hand, are located as far away from that water as is practical. In fact, most people in these metropolises have never even seen a real glider.

Sometimes, this mystique about soaring can be a benefit. Many of the newer malls that have been built recently have spacious lobbies for public attractions. At the Oshawa Centre, where Kawartha exhibits, the same lobby area normally rents out for \$1800. The local weekly Oshawa newspaper gave us a full front page of their 'lifestyle' section including a full colour photograph. Also, we ran a half hour program on the local cable TV station using air to air footage that was shot using their equipment. There is a lot of free publicity out there for the asking. Publicity worth thousands!

Your first step towards the Mall Display is to survey the facilities that are available. In order to have a display with one glider, you will need an area of approximately 60 by 30. If you want to have two gliders on display, then you will need 90 by 30. Some type of portable fencing must be provided. The simple rope type will not do. The main reason for the fence is to keep the toddlers from using the lower wing as a ramp. One time, while I was busy talking to a prospective new member, I turned to see this little tyke half way up the wing. I tried to ask the mother if she would kindly restrain her child from damaging this very expensive

piece. Her reply was, "He can, if he wants to!" While this was an isolated incident, the potential does exist! For peace of mind, insist on a good fence.

The next step is to approach the mall management to make the booking. This first contact can either be done by phone, or in person. Invariably, they will ask you to send a letter of request addressed to the attention of the person that makes the bookings. The letter should be on the club's stationery. Start off by describing the nature of your club and the sport which you represent. It's imperative that the person reading the letter understand that this is a non-profit, volunteer organization promoting the sport of soaring. If you have a pretty good idea where in the mall your display would be best suited, indicate your preference. A sketch would be helpful. Suggest several possible dates for the display, but bear in mind good malls are usually booked 5 or 6 months in advance. Book the mall from Sunday to Sunday. That allows the Sunday afternoons to rig or derig undisturbed by shoppers. In the letter you should include your phone numbers so that they can get back to you. Kawartha likes to book the mall display as close as possible to our projected start up date. That way we can get the prospective new members up in the air as soon as it is feasible.

The big day arrives. Spring is in the air, the cu are in the sky, and the whole club is anxious to get together after a winter of non-flying. Usually there is at least one set of oversized entrance doors to the mall to permit entry of exhibits. Of course arrangements will have to be made in advance with security to have these doors open. With any luck, and a few willing hands, you can now manually wheel the

glider trailer down to the display area and rig on the spot.

Staffing the display can be a problem if you do not have a person who is 'between engagements', or a shift worker, to look after the display during the daytime hours. A duty schedule can be most helpful. Usually most members are anxious to get together at this time of year to renew acquaintances.

Elements of a good display should include a continuous slide projector with screen, one or more display towers with pictures and copy about the club scene. Most important is the table. This is where we keep a few copies of the recommended books on soaring, our brochures which describe both the sport, and our club, including a map showing how to get there. Last, but not least, we keep a mailing list. Here, we invite those that have shown more than a casual interest, to clearly print their name, address and phone number so that we can inform them of the coming events such as "open house".

It may take time for the mall display to bear fruit, but it is certainly worthwhile. The brochures that are handed out are like little time bombs. I've seen many of them brought to the field two and three years after the display in which they were issued. Another benefit of the display is that it brings the club together just when the season is about to begin.

Good Luck!!



For more information on how to make a little advertising go a long way, refer to the article, "How to use your local paper", in free flight 2/82. Editor.

HANGAR FLYING

BOEING 767 GLIDER PILOTS HONOURED

McGUIRE AFB, N.J. Captain Robert Pearson and First Officer Maurice Quintal, glider pilots extraordinaire, were allowed to remove their Air Canada goat horns long enough late last month to be honoured here by their pilot peers. In an informal ceremony they were cited for having achieved "one of the outstanding and extraordinary events in aviation today" by carrying out a dead-stick landing of their Boeing 767 at the former RCAF Gimli air base.

USAF Colonel Donald Livingston, of the 732nd Military Airlift Squadron, presented the pair with special commendations, saying that what they had done defied all statistical probabilities and compared their achievement with landing the space shuttle blindfolded. The two pilots got a standing ovation from the 400 who were in attendance at the USAF awards dinner held at the McGuire Air Force Base.

Air Canada held Pearson and Quintal, along with three ground personnel, responsible for the incident, which resulted from a

metric conversion foul-up that led to the aircraft taking off with only half the fuel required for its planned flight. A non-functioning electronic fuel situation gauge was also a factor.

From the "Canadian Aircraft Operator"
Nov 83

CROCODILE CORNER

No accidents reported during this wave flying season. Congrats to all!



THE HP-21

The following description of Dick Schreder's newest design is a summary of a presentation given at the SHA 1983 Workshop at Tehachapi, California.

reprinted from "S.H.A.p Talk",
the SSA Homebuilders Association
newsletter

The HP-21 will be a kit-built self-launching, 15 metre sailplane. It will have a partially retracting engine and its extremely high aspect ratio wing will have a unique fowler-type flap.

The ship will have a V-tail to avoid the extra 40 lbs that a T-tail would require. The construction will be entirely different from the HP-18, however. The fins will consist of just two metal ribs with a fibre-foam sandwich spanning them. They will have a tubular spar, but the chord position of each will be different to allow them to line up evenly when mounted. They will be retained by a simple locking pin system that is reliable but quickly mounted or disassembled. Fixed blocks on the fuselage position the fin by fitting into recesses in the inner rib. A driver for the control surface also fits automatically.

The fuselage consists of a fibreglass pod and an aluminum tail boom. The pod is formed around a very strong steel tube frame. The canopy will extend back to allow a better rear view and better access to the wing attach area. The tail boom is a standard 6-inch 6061-T6, 12-foot tube with .080" wall thickness.

The aspect ratio will be 32 to 1 (a mere 22 to 1 with flaps extended). The wing is rectangular with an 18-inch cord and is 3 inches thick. It will have ribs only at

each end and the cover will be a carbon fibre/foam sandwich formed in a female mold. A forward tubular spar will be bonded into the leading edge in place of the foam. The rear spar will consist of two 3/16" graphite caps with a wooden shear web, all molded into the cover. The wing root and carry-through areas are designed to not only take the rated wing loadings but to also take fore and aft loading of 500 lbs. at the tips. None of the Schreder ships has ever had a wing come loose from ground-looping. This hollow wing could hold up to 200 lbs. of water, or fuel, or whatever.

The most unusual feature is the wing flap. It is a triangular piece of Dacron sailcloth which unreels from a tube mounted in the trailing edge of the wing. A strong Kevlar cord in a pocket in the trailing edge of the flap is drawn aftwards by a yoke and pivot assembly in a curved track on the fuselage to draw the cloth off the reel. Fully extended, the flap is 24" wide at the root tapering to nothing at the inboard end of aileron. A chain drive operated by hand cranks deploy and retract the flaps. If excessive ballooning occurs strakes may be mounted on the wings. Four foot sections have been ground tested up to 75 mph and no flutter problems have developed.

The engine is mounted on a mast assembly which tilts upright just aft of the canopy. The pivot mount assembly provides a rubber-faced stop for the mast. The mount also serves as a flipover protector for the pilot. A hydraulic shock strut controls the

rate of movement of the mast. The engine may be electrically started in the horizontal position. As the prop develops thrust the engine rises and comes to a stop in the forward position. It may be locked in that position from the cockpit. If not, it will automatically retract back into the horizontal position again when the engine is stopped.

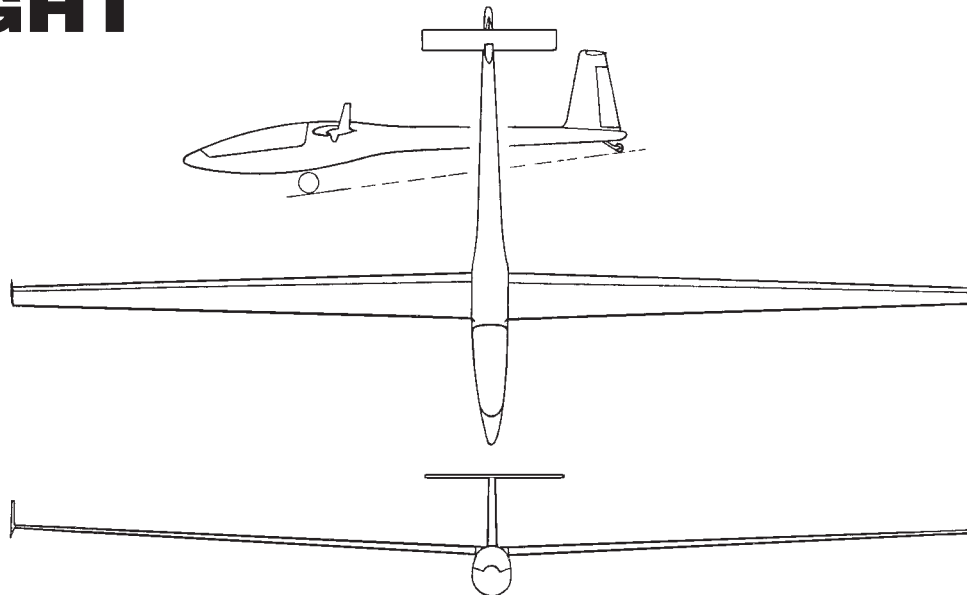
The engine now being considered is the KFM 107E (the same one used by Rutan in the Solitaire) and is rated at 25 hp. Static thrust should be about 100 lbs. The total installed weight will be about 75 lbs.

The landing gear and steerable tail wheel are retractable and both shock-mounted. A hydraulic disk brake is operated with a handle mounted on top of the control stick. The stick itself is the master cylinder. The device automatically bleeds air out of the system.

Because of concerns about weight shift and center of lift pressure changes, a ten foot tube will be installed in the tail boom. A 13-lb weight may be moved (manually and/or automatically) to trim pitch.

The HP-21 will have 92 sq.ft. less wetted area than the ASW-20 although no performance comparisons are made yet. The ship will only weigh 360 to 380 lbs. empty. Its max. gross will be 1060 lbs. The price of the kit will be high but will depend upon the price of carbon-fibre at the time of manufacture. Construction time, however, should be about half that for the HP-18 (about 1000 hours). If there are problems with the 51% rule on home building, owners may spend five days in the factory helping to build their own wing panels and fuselage pod. □

FIRST FLIGHT



Dave Marsden

The SPECTRE is finally unveiled.

A new 15 metre variable geometry sailplane, built at the University of Alberta, was "rolled out" at Chipman gliderport for its maiden flight on November 5. This aircraft is a development of the Gemini and Sigma series of variable geometry sailplanes, and again features a full span slotted flap combined with high aspect ratio and high wing loading. Extension of the flap doubles the effective wing chord reducing the apparent wing loading from 10 psf to 5 psf. Water ballast will allow the wing loading to be increased to 13 psf.

The main structural elements of this experimental prototype aircraft are metal. The wing has a metal spar within a fibreglass envelope resulting in a reasonably stiff wing even though the aspect ratio is 30:1, and it has a smooth non-buckling skin typical of fibreglass construction.

The aircraft was towed to 6000 feet on the flight in order to have time to try out all the systems and get a feeling for handling characteristics. Retraction of the flap had much the same effect as with Gemini and Sigma, a mild nose down pitch with smooth acceleration to cruising speed. The aircraft was well coordinated in turns with minimal pilot effort on the rudder indicating a good balance between directional and lateral characteristics. Handling with flap extended was very docile, as is typical of the slotted flap configuration.

The approach and landing proved to be very easy, with a rumble from the retractable tail wheel just before the main wheel touched down for a straight landing roll and no bounces.

No performance measurements were attempted, but the aircraft had the typical eager-to-go feel of a high wing loading sailplane. Observers on the ground reported that there were no whistling or howling noises with flap extended that were characteristic of Gemini and Sigma. Climb rate on tow behind the Edmonton Soaring Club Supercub was 700 feet/minute indicating low drag in the flap-extended configuration.

While there is some work to be done to make this sailplane fully operational, it will be ready for performance flight tests by early spring. □

Some other details of this sailplane were given in free flight 2/82. Editor

MID-AIR INQUEST REPORT

A coroner's jury looking into a mid-air collision that killed the pilots of two gliders recommended Friday that all gliders be equipped with two-way radios to avert such accidents.

The jury made the recommendation at the suggestion of Transport Canada investigator Roy Goodbrand, who said most gliders aren't equipped with two-way radios and hence cannot communicate with each other. Goodbrand agreed with glider pilot and instructor Martin Jurgiet of Toronto that the collision was "very rare". "I can't think of any sport as safe as flying gliders", he said.

Montreal student pilots Samantha Hiscox, 18 and Lilian Stamboulieh, 29, members of the Montreal Soaring Council which uses an airfield just west of Hawkesbury, were killed in the July 17 collision in Hawkesbury.

The collision occurred at about noon and both pilots died of fractured skulls and multiple injuries, regional pathologist Dr. John MacCauley told the inquest. Goodbrand said the accident was only the third fatal glider crash in Canada in 25 years.

After inspecting the remains of the two gliders, Goodbrand said it appears the gliders were going in the same direction when one "stalled" and crashed into the other.

The jury also recommended:

- That glider airbases have facilities to communicate with the pilots at all times;
- That the current minimum of three flight hours with instructors be increased before permitting solo flights;
- And that parachute jumps be considered part of the training program for student pilots.

Local newspaper report. 19 Nov.

FAI RECORDS

Russ Flint

Records processed to end December

Speed 300 km Goal and Return (Citizen)
171.6 km/h 10 May 1983
Peter Masak, ASW-20
Kettle Reservoir, Pennsylvania, to an island TP on the Susquehanna River and return.

Gain of Altitude (Territorial)
8153 m, 8 October 1983
Jay Beattie, 1-23, C-FZDN, Cowley.

CLUB NEWS

WGC LAST YEAR

The WGC had another busy and interesting season this year. The big news is, of course, the sale of our home for the past 15 years at Pigeon Lake and our purchase of a new field about 30 km south which will eventually become the "Starbuck Glider Port". Most of the flying ended in mid-October to allow us to concentrate on the massive job of moving everything to the new location, as we had to be out of Pigeon Lake by the end of the month. You can imagine the shock when we showed up on the last weekend of October to find that the new owner had already plowed the field with two towplanes and one glider still in the hangar! Luckily the dog-leg part of the field was left useable and although it was a bit tight, the stiff south wind allowed us to get out.

Well, at any rate, we're not quite settled yet but we are all moved in (there goes the neighbourhood). The biggest concern was to complete the new hangar to the point that it would protect the aircraft over the winter. It was gratifying to see the number of people that volunteered to help. And we made it – walls, doors, and roof were completed one day before the snow hit. There's still lots to do in the spring and already talk of building a clubhouse next!

It would be difficult to mention everyone involved in the move, but special thanks should be extended to: Ken Schkulski, overall site planning; Dick Metcalfe, planning and seeding runways; Dave Tustin, negotiating new agreement with ATC Winnipeg; Jon Vermeulen, planning electrical service; Paul Krauss, hangar design; Jim Oke and Gary McIntyre, directing construction; and Larry Morrow, who spent so much time at the field that his orange Beetle has become a permanent fixture.

Here's this year's funny story. As Pigeon Lake was located within Winnipeg TRSA, we had an arrangement with ATC that allowed us to "borrow" airspace as soaring conditions improved. We used to use smoke flares to recall NORDO gliders if ATC decided it wanted this airspace back, but this system hadn't been used for years. Some enterprising members decided to see if it would still work. At 35°C no one wanted to climb up to the hangar's tin roof where the flares were supposed to be ignited, so they used the campfire pit instead. Well it worked just fine; within minutes one 2-33 was back on the ground with both pilots running like mad to save their trailers because they thought the campground was on fire! The episode seems to have jinxed both men. Several weeks later one of them actually did set the campground on fire while burning brush (the local fire department came to the rescue); and soon after the other fellow managed to destroy an old storage shed while burning garbage at the new field. Both were suitably honoured at the annual awards banquet.

Other memorable events from this year include: two special general meetings to discuss the purchase of the new field and a new fee structure, the western SAC Instructors Course, the washed-out Manitoba Soaring Championships followed by the longest hot, dry spell in recent memory which finally ended in an all-day downpour on the very day of our annual corn roast, introduction of a fixed, pre-paid flying fee to encourage members to fly more regularly, and finally the sale of our old faithful Stinson towplane, STC.

The saddest memory, however, is the death of Vern Keats early in the year. He was a respected, hard working, and well liked member of WGC for many years. It pains all of us to remember that, as the club moved into a new era in its development, we had to leave a good friend behind. He will be missed.

Bruce Wilkin

Winnipeg has completed the basic structure of their new hangar at "Starbuck International". It is a pole and truss design that is relatively cheap, easy to erect, infinitely expandable, and accommodates each aircraft in its own bay for quick access and no hangar rash. If your club is considering new shelter for your equipment, perhaps you can get some ideas from WGC. Editor.

1983 AT GGC

Christmas 1982 and New Year came and went without snow on the ground, so just to put a mark on the calendar, we decided to go flying on January 2, 1983. We logged 19 flights using the 1-26, 2-33, Blanik and Skylark – it was just like any other flying day. However, the official season did not start again until April 1.

The early start enabled us to hone our skills in time for May 17, which was probably the best day of the season, but unfortunately it was mid-week. Those of us who could easily take off from work did exactly that: 2 Diamond goals, a Silver duration & altitude, and a 500 km triangle were flown on that day in addition to some other long but undeclared tasks. A barograph malfunction invalidated the 500 km flight of Doug Tetu, but this does not lessen the achievement. Well done Doug! I know you can do it again. Alex Fulton, who was one of the pilots completing the Diamond goal flight, also completed the Gold badge with this flight. At 72 years of age he may well be the oldest pilot to complete a Gold badge. Well done, Alex, we are proud of you.

No other outstanding flights were completed during the year until our very successful wave flying weekend at Warren airport, Vermont, on the weekend after Thanksgiving. Three Gold altitudes and a Silver altitude were achieved during two days of wave flying and one day of ther-

mals. During the weekend, 12 members had first-time experience of wave flight, up to heights of 17,000 feet. Throughout the year, our approximately 60 active pilots completed 1700 flights.

Our achievements were 4 first solo, 6 TC licences, 3 Silver durations, 3 Silver altitudes, 1 Silver distance, 3 Diamond altitude, 2 Diamond goals, 1 Silver and 1 Gold badge completed. Of the 6 TC licences, 3 were issued to women pilots who first soloed all on the same weekend during the previous year.

It was a rewarding and satisfying season.

Wolfgang Weichert
Gatineau Gliding Club

BLUENOSE SOARING CLUB 1983

Most notable event this year – Tom Foote completed a 300 km Diamond goal flight after several years of trying, a first in the Maritimes. Our weather does provide some excellent days, but some sinky areas in challenging locations and the generally small and infrequent fields add spice to the enterprise. We have a saying, "if the Cirrus has no pavement under her wheels, she ain't coming down."

Our hard-working CFI George Graham and his wife Faith have left us for the far north for a year; two cheerful faces we will miss.

We did 2108 flights this year; a few down on last year, but we still put lots of hours on the club gliders. We soloed Jack Davison, Dan McDonald, Alex Diakiw, to whom our congratulations. Our valued pilot Shirley Mercer returned from British Columbia; a much improved pilot after those close brushes with mountain sides. Doesn't scare a bit! Our field operation has been streamlined and we can do continuous turnarounds at 5-1/2 minutes until there is nothing on the ground to launch except the picnic table. Several Silver C badge legs were won, and one or two were completed. Finally, we were able to keep our aircraft out of the woods, and our activities were much better managed than in the past. The field manual and some notes helped to get our procedures organized.

What did we learn this year? If the club makes known to its members in clear terms what is expected and what is unacceptable, they will conform without the slightest problem. We have small fines for various misdemeanours, and the problems which they set out to cure have almost disappeared (for the present, at least). Also, the field manager is a great help in avoiding hassles. The few problems we had this year were almost all caused by changing our way of doing things, or using equipment differently from our standard practice. Our manual changes a little year by year, but those changes are argued and worried over the weeks before they become official practice. With our winch operations we are involving more people to make it work. A well thought out procedure is invaluable.

Dick Vine

NOW YOU'VE GOT TIME

Well gang, winter is upon us, snow is here, the long days have turned into long nights and whole gaggles of gliders have gone into suspended animation. But don't despair for the snow clouds do indeed have a silver lining (so it's only silver plated, do I care?). Look at it this way (chorus sung to the tune of "Ain't We Got Fun"):

Remember that very special lady in your life?
Now you've got time.

Remember that oil change that your Model T was overdue for when the first boomer hit in April?
Now you've got time.

Remember your kids, or the ones you were trying to have?
Now you've got time.

Remember that course you always wanted to take in advanced computer-determined macro astro-physics?
Now you've got time.

Remember the family dog, and the lawn (yes, that weed patch), and the leaking faucet, and the storm windows?
Now you've got time.

Remember the vacation that you promised yourself in Mexico but gave up to go to Cowley?
Now you've got time.

Yes, dear friends, now you've got time to do whatever tickles your fancy, follow your every whim, meet your obligations and even, God forbid, relax! But "remember" there is some tinkering that must be done before next April: that funny noise in the tail and the cracks in the gelcoat and that vario that's just a bit off and the lights on the trailer and a good wash/wax job and a new tire and repairing the wing stands and that crackling on the headset and the oxygen leak and ... Ain't we got fun???

anon.
Cu Nim 'Barograph Traces'

MEMBERSHIP DRIVE PAYS OFF

Our club itself has experienced the most dramatic turn-around imaginable this year. I hope that the same could be true for SAC, but it does not appear so. We started in February with 15 firm members, and a budget targeted for 25. It was a gamble, a real long shot, but we made it. By late April we had 28 members, most of which were new students. Again we had to go out on a limb and purchase another Blanik for the club. Well the gamble paid off, the membership drive continued, and today we have about 42 members. Two years ago we made 1000 flights for the season, for the first time. This year we will have about 1300. On July 25th, both I in my Cobra and our club Blanik reached 9650 msl cloud-base at 1000 fpm. Just an incredible season! I should also mention that there was another record attendance at the pig roast.

Al Kirby, Kawartha Soaring

AWARDS AWARDS AWARDS

SAC has nothing on imaginative club awards. Christine Timm writes in the Vancouver Soaring Association, Soaring Scene that:

"It was agreed that a Special Certificate be prepared to commemorate the first 'water' outlanding made by a club member. Also it was noted that we did not have any provision for a first 'unplanned' outlanding while on a local flight. Thus we created the Order of the Fallow Flyers and the Order of the Flying Flounders. Wording and details have been placed on file in the Awards Book for future use, as and when required."

Not to be outdone, Cu Nim's annual banquet recently awarded Bruce Hea and Bruce Anderson a very special 'Official Observer' prize for spending more time polishing and gazing at their new Ventus than flying it. Cu Nim also has a "Silver Speaker" trophy (a walnut mounted woofer) for remarkable and extraordinary use of 123.3.

Tony Burton

HAVELOCK — WILL TRAVEL

New Brunswick Soaring Association visited Stanley, Nova Scotia to obtain experience of winch operation, both in the air and on the ground.

Our Field Operations Manual was provided ahead of time, and on their arrival the whys and wherefores of this complex and arcane document gradually became apparent. It is the repository of many years of gruelling experience, although the reasons for some of the traditions contained therein have faded somewhat.

About six people spent two weekends with us and learned to hang on tight in the face of a 2000 fpm climb rate (for one minute); also most drove the winch as well.

Later in the season, we heard that the NBSA winch had been delivered and was in running order. A team of Bluenose SC hotshots decided to choose the next good weekend to go up and help get the thing going. Since NBSA had no insurance and therefore couldn't fly their own aircraft, BSC would take our K7 so that some flights could be done and the earlier practice extended to the field at Havelock.

The weekends went by and none seemed ideal. In the end it became apparent that such a weekend might never happen. So George Graham and Dick Vine hooked up and took off anyway.

The Saturday was spent dealing with engine and wire and all the other side issues till about 2 o'clock, when the first launch took place. About 1200 feet was achieved, followed by a further eight launches; none routine. We demonstrated all the problems which can occur in various combinations and never did get an uneventful launch.

Sunday dawned with a good turnout on hand and, with some thought, a better start was made. The first launch went like clockwork and about ten followed in quick succession. All the NB pilots had flights, all launched by NB winch drivers.

It is hoped to put the winch in a neighbour's field to give higher launches next year, when NBSA will again be in action.

Dick Vine

CLUBS HELPING CLUBS

A note of appreciation to Mr. Chmela of the York Soaring Association.

The Caledon Gliding Club had to discontinue its operation in August. The tow aircraft became unserviceable as a result of a misfortune. Mr. Chmela of the York Soaring Association was contacted about the use of the facilities at York Soaring. The main concern was for Caledon Gliding Club students to be able to continue their training. Several of the students were at advanced stages of training and it would have been a shame for their progress to be suddenly interrupted. For a two week period Caledon Gliding Club members used the facilities at York Soaring. New friendships were made between members of the two clubs.

On behalf of the Caledon Gliding Club, I would like to thank Mr. Chmela for his generous invitation to use the facilities of York Soaring.

The strength of the Soaring Association of Canada lies in the co-operation and comradeship between affiliated clubs. I was pleased to see this amicable nature in the members of York Soaring and in members of other soaring clubs that I visited during the summer months. A warm welcome was extended to me at Erin Soaring, Toronto Soaring, and York Soaring. If I should visit other soaring clubs in the future, I am very certain that I would be welcomed as warmly.

Sincerely yours,
Henry Matz
Caledon Gliding Club

APPALACHIAN NEWS

Last summer was somewhat disappointing to us as not only did spring rains keep us grounded, but refurbishing our towplane glued us down even longer. Then the MoT inspectors struck in August and we lost momentum again. As a result of this and other factors we soloed only one student and no really significant flights were made. I have become reluctant to continue on the treadmill of training with almost no chance to fly alone, so have encouraged our members to accept Champlain's offer to set up a gliderport at Acton Vale. Appalachian seems reluctant to take a chance, but certainly next March we should have some news for you.

Kemp Ward
CFI Appalachian Soaring

Niagara Parachutes Limited
ad

FAI BADGES

Boris Karpoff

24-1/2 Deloraine Avenue

Toronto, Ont. M5M 2A7

(416) 481-0010

The following badges and badge legs were recorded in the Canadian Soaring Register during the period 26 September to 26 November.

DIAMOND BADGE

52 Russ Flint Winnipeg World Number 3472

GOLD BADGE

202 Eric Durance Windsor
203 Stephen Weinhold Grande Prairie
204 Cecil Sorensen Independent

SILVER BADGE

666 Walter Mueller Grande Prairie
667 Martin Slater Grande Prairie
668 Ejub Duric Vancouver
669 Andreas Puempel Toronto Soaring
670 Franklin Thompson Rideau
671 Dominique Bonnière Gatineau

DIAMOND ALTITUDE

Russ Flint	Winnipeg	6248 m	Std. Cirrus	Cowley, AB
Eric Durance	Windsor	5609 m	Pik-3C	North Conway, NH
Andrew Jackson	Edmonton	5913 m	Libelle	Cowley, AB
MarkGluck	Erin	5456 m	M-100	North Conway, NH
Ken Cathro	Edmonton	6187 m	Libelle	Cowley, AB
David George	Grande Prairie	5639 m	Ka6E	Cowley, AB
Jay Beattie	Regina	8153 m	1-23	Cowley, AB
Cecil Sorensen	Independent	5730 m	1-35	Cowley, AB

DIAMOND GOAL

Yvon Saucier	Quebec	309.8 km	Pilatus	St. Raymond, PQ
Wolfgang Weichert	Gatineau	310.8 km	Tern	Pendleton, ON
Stephen Weinhold	Grande Prairie	315.0 km	Kestrel 19	Grande Prairie, AB
Donald Hill	Vancouver	305.2 km	Astir	Invermere, BC

GOLD ALTITUDE

David George	Grande Prairie	3683 m	Ka-6E	Cowley, AB
Ejub Duric	Vancouver	3478 m	Pilatus	Hope,BC
Ken Langland	Vancouver	3338 m	IS-29-D2	Hope,BC
Mark Gluck	Erin	see Diamond altitude		
Cecil Sorensen	Independent	see Diamond altitude		
Eric Durance	Windsor	see Diamond altitude		

GOLD DISTANCE

Walter Mueller	Grande Prairie	332.5 km	Ka-6E	Cowley, AB
Yvon Saucier	Quebec	see Diamond goal		
Wolfgang Weichert	Gatineau	see Diamond goal		
Stephen Weinhold	Grande Prairie	see Diamond goal		
Donald Hill	Vancouver	see Diamond goal		

SILVER ALTITUDE

Martin Slater	Grande Prairie	2255 m	1-23	Cowley, AB
Jean-Yves Germain	Quebec	1575 m	Ka6CR	St. Raymond, PQ
Mario Lepire	Quebec	1803 m	1-26	St. Raymond, PQ
André Grenon	Quebec	1934 m	Blanik	St. Raymond, PQ
Ian Grant	SOSA	1219 m	Astir	Ridge Soaring, PA
Andreas Puempel	Toronto Soaring	1646 m	L-Spatz 55	Conn, ON
Stephen Benedek	Caledon	2164 m	1-36	Estrella, AZ
Richard Benoit	Gatineau	1920 m	ASK-13	Pendleton, ON
David Couser	Montreal	1372 m	2-33	Hawkesbury, ON
Lewis Burwash	Edmonton	1280 m	1-23	Chipman, AB
Alan Smith	Bluenose	1372 m	K8	Stanley, NS
James Snell	Bluenose	1372 m	K8	Stanley, NS
Bryan Bolt	Bluenose	1402 m	K8	Stanley, NS
Dominique Bonnière	Gatineau	1859 m	Skylark 3	Warren, VT
Ejub Duric	Vancouver	see Gold altitude		

SILVER DISTANCE

Martin Slater	Grande Prairie	84.5 km	Ka6E	Cowley, AB
Ejub Duric	Vancouver	91.1 km	Pilatus	Hope,BC
Andreas Puempel	Toronto Soaring	84.5 km	L-Spatz 55	Conn, ON
Lewis Burwash	Edmonton	78.0 km	1-23	Chipman, AB
Ken Langland	Vancouver	155.0 km	IS-29-D2	Chelan, WA
Franklin Thompson	Rideau	54.0 km	Scheibe 3B	Gananoque, ON
Janez Volcic	SOSA	67.5 km	1-26	Rockton, ON
Dominique Bonnière	Gatineau	62.0 km	Skylark 3B	Pendleton, ON

SILVER DURATION

Paul Moggach	York	5:14	2-33	Rockton, ON
Walter Mueller	Grande Prairie	6:52	Ka6E	Cowley, AB
Martin Slater	Grande Prairie	5:05	1-23	Cowley, AB
Jean-Yves Germain	Quebec	5:37	ASW-19	St. Raymond, PQ
Ian Grant	SOSA	5:46	1-26	Rockton, ON
David Beamish	York	5:31	2-33	Arthur, ON.
Ejub Duric	Vancouver	5:26	Pilatus	Hope,BC
Andreas Puempel	Toronto Soaring	5:43	L-Spatz 55	Conn, ON
Stephen Benedek	Caledon	5:12	1-36	Estrella, AZ
Richard Benoit	Gatineau	5:27	ASK-13	Pendleton, ON
Peter Foster	York	5:19	1-23	Arthur, ON
Alan Smith	Bluenose	5:32	Ka6E	Stanley, NS
James Snell	Bluenose	5:20	K8	Stanley, NS
Byron Bolt	Bluenose	6:34	K8	Stanley, NS
Dominique Bonnière	Gatineau	6:02	Skylark 3B	Pendleton, ON

C BADGES

Gordon McConnell	SOSA	1:35	1-26	Rockton, ON
John Ross	Bulkley	1:30	Blanik	Smithers, BC
Edward Morrice	Bulkley	2:16	Blanik	Smithers, BC
Peter Ramm	Rideau	1:02	2-33	Gananoque, ON
Joseph Somfay	York	1:03	1-26	Arthur, ON.
Milan Maric	York	1:32	1-26	Arthur, ON
Lawrence Dobranski	Rideau	1:05	2-33	Gananoque, ON
Ejub Duric	Vancouver	5:26	Pilatus	Hope, BC
Andreas Puempel	Toronto	5:43	L-Spatz 55	Conn, ON
Thomas Schollie	Edmonton	1:25	1-23	Chipman, AB
Normand Croteau	Champlain	1:09	2-22	St. Antoine, PQ
Stephen Benedek	Caledon	5:12	1-36	Estrella, AZ
Richard Benoit	Gatineau	5:27	ASK-13	Pendleton, ON
David Couser	Montreal	3:45	2-33	Hawkesbury, ON
Lewis Burwash	Edmonton	2:05	1-23	Chipman, AB
Robert McDonald	York	1:07	1-26	Arthur, ON
Gerhard Schaefer	Edmonton	6:02	K8	Chipman, AB
Jean-Yves Lalande	Champlain	1:35	2-22	St. Antoine, PQ
Eberhard Matczynski	Kawartha	1:16	Blanik	Omeme, ON
Stuart Cameron	Bulkley	1:36	Blanik	Smithers, BC
Ken Cathro	Edmonton		Libelle	Cowley, AB
James Watson	Vancouver	1:47	Blanik	Hope,BC
Judith Tootill	SOSA	1:42	2-33	Rockton, ON

Campbell

Printer ad,
Ottawa

NEW FACES

Jean Matheson
Executive Director



Having spent seven years with St. Jean Ambulance and another seven as Executive Director to an Olympic sport, I am pleased to join the ranks of the Soaring Association of Canada as your Executive Director.

A native of Ottawa, having lived here I won't say how many years, I am acquainted with some of the idiosyncrasies of our national government.

As a mature student I returned to the halls of higher learning, while working with St. Jean Ambulance, and was successful in obtaining my professional designation of ACIS, and P. Adm.

I have found the content of courses required to obtain my designation most helpful in my career – administration, accounting, law, economics. I look forward to putting this, together with my sport experience, to good use toward assisting SAC achieve its goals.

Dick Vine
Director,
Maritime Zone



Dick joined Bluenose Soaring Club in September 1979; soloed that year, licence 1980, Instructor School 1982, Silver C 1982 – first in club glider at Bluenose – almost 500 hours TT to date.

Previous admin. experience has been in sailing. He was Vice-President of the Canadian Yachting Association, Deputy Director Olympic Regatta, Kingston '76, President Nova Scotia Sailing Association, and North American Champ 14 ft International class in 1957 (now long past his best!!).

His goal as director: to increase SAC's relevance to all members and all clubs. Collect and disseminate info on winches and their operation (you can save a fortune), and also to develop a training program to help members from low time licence level to safe cross-country pilots (that's what cost us our beautiful Astir last year!).

COMING EVENTS

Jan 4-Mar 21, 1984 Ground School for Glider Pilots held by North York Board of Education. Instructor John Kollar, York Soaring Association. Cost \$24/person payable to the school. Registration can be done in person or by calling (416) 787-4291.

Feb 29-Mar 4, 1984 SSA Convention. Contact Jon Mead, Convention President, 477 Edgell Road, Framingham, Mass. 01701 USA (617) 275-0889.

Mar 10-11, **SAC AGM**. Ottawa, Ontario
Details and location to follow.

May 19-21, 1984 **Innisfail May Meet** (Alberta Provincials, sponsor: Alberta Soaring Council. Contact the Editor.

Jun 25-Jul 1, 1984 National Soaring Week

Jul 3-12, **Combined Nationals** Virden, Manitoba. Host: Manitoba Soaring Council. Contact: Dave Hennigar, (204) 837-1585 (H). Details to follow.

July 28-Aug 6, **Cowley Summer Camp**. Host Alberta Soaring Council. Contact Ken Palmer, 23 Baker Cres. NW, Calgary T2L 1R3 (403) 284-1396 H.

Oct 6-8, **Cowley Wave Camp**. Host: Alberta Soaring Council. Contact Ken Palmer (403) 284-1396 (H).

free flight correspondents: we need the dates for your Provincials '84 and your club events. Please send dates to the editor as soon as possible.

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