

free flight



2017/2





Pat Pelletier flies over the spine of the Livingstone Range in his DG-300 at the Cowley Summer Camp.

free flight

Vol à Voile

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

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Cover Photo. Perry SC Gridding
Photo © B. Cole

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from the editor

THE 2015/4 ISSUE WAS THE FIRST THAT BILL AND I COLLABORATED ON. To refresh your memory, Tony Burton and Ursula Wiese retired after many years as the team who produced our magazine, and I figured that I could handle the gathering of stories and the editing, but I needed help with the layout and photo editing, so Bill Cole picked up that side of the job. Without him, the magazine would be about as exciting to look at as a church bulletin or one of those ads on a supermarket notice board. Tony has continued to give us much help and guidance. We are also working in collaboration with the SAC Web Editor, now Patrick McMahon, who can post stories on social media of a more urgent or timely nature.

We were pleased to see Stephen Sikora put in his report, "In 2016 we made the transition from long-time Free Flight editor Tony Burton to Doug Scott (supported by Bill Cole) and we couldn't be happier with the work of all three during the transition. For now, we are continuing with a paper copy of the magazine and have made some enhancements, including more colour."

I have fewer international contacts than Tony, and I have frequently been short of material to fill an issue, but gradually more Canadians are sending in their stories. I routinely get safety-related things from Dave Donaldson and Dan Cook, and I have been very fortunate to have some great stories about cross-country flying, either at contests or badge/record attempts. Most of the contributors have an interesting style that is far from a "dry" re-telling of "I looked around for a good thermal, put on 43° of bank at 47 knots, and used a bit of inside rudder." They seem to have a way of putting the reader right with them, on the ground, doing the prep, waiting eagerly with sweaty palms on the flight line, making dozens of choices in the course of the flight, and we can almost feel that we are in the glider along with them as they either have the home field come into sight, or else they begin to realise that they and their crew are going to be late for dinner.

What I would like to see are stories other than cross-country adventures, perhaps someone's experience at being new to the sport, periodic reports from clubs or SAC zone directors, commentaries on the success or failure of certain programs which may help guide other clubs in their decision-making, as well as keeping us all informed about what is going on. Tony once wrote:

"Thanks to all the photographers and authors who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content. By the way, don't forget that the on-line .pdf issue of Free Flight is all colour (on the SAC website). And there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's, *The Book of the Best* (go to SAC website Main Menu, then Historical Data). Make use of the 86,500 word "searchable" index on the webpage (it is a very useful resource). Freeflight contains a lot of valuable information that does not go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It's all available with a few keystrokes."

All clubs and committees should send changes to your address, phone number, e-mail, or contact person to both Doug Scott and the SAC office, individual members wishing to change their subscription address should only e-mail the SAC office. Articles should be submitted to Doug, NOT the SAC office. ♦♦♦



SOARING ASSOCIATION of CANADA

is a non-profit organization of enthusiasts who seek to foster and promote all phases of gliding and soaring on a national and international basis. The association is a member of the Aero Club of Canada (ACC), the Canadian national organization representing Canada at the Fédération Aéronautique Internationale (FAI), the world sport aviation governing body composed of the national aero clubs. The ACC delegates to SAC the supervision of FAI-related soaring activities such as competition sanctions, processing FAI badge and record claims, and the selection of Canadian team pilots for world soaring championships.

Freeflight is the official journal of SAC, published quarterly.

Material published in *free flight* is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. Individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest.

Send e-mail contributions as an attachment in Word or a text file. Text is subject to editing to fit the space available and the quality standards of the magazine. Send photos as unmodified hi-resolution .jpg or .tif files.

Freeflight 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 communicate with their Zone Director.

Material from *free flight* may be reprinted without prior permission, but SAC requests that both the magazine and the author be given acknowledgement.

For change of address contact the SAC office at sac@sac.ca **. Copies in .pdf format are free from the SAC website, www.sac.ca

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ASSOCIATION CANADIENNE DE VOL À VOILE

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

free flight est le journal officiel de l'ACVV publié trimestriellement.

Les articles publiés dans free flight proviennent d'individus ou de groupes de vélivoles bienveillants. Tous sont invités à participer à la réalisation du magazine, soit par des reportages, des échanges d'idées, des nouvelles des clubs, des photos pertinentes, etc.

L'idéal est de soumettre ces articles par courrier électronique, bien que d'autres moyens soient acceptés. Ils seront publiés selon l'espace disponible, leur intérêt et leur respect des normes de qualité du magazine. Des photos, des fichiers .jpg ou .tif haute définition et niveaux de gris peuvent servir d'illustrations.

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

Les articles de free flight peuvent être reproduits librement, mais le nom du magazine et celui de l'auteur doivent être mentionnés.

Pour un changement d'adresse, communiquez par sac@sac.ca. La revue est disponible gratuitement, en format "pdf" au www.sac.ca.

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34th World Gliding Championships Australia, 2017

Joerg Stieber, SOSA

THE 34th WGC WERE HELD IN BENALLA, 8–22 January. 115 pilots from 23 nations competed in Open, 18m and 15m Classes. We were able to enter two pilots in 15m Class and two in 18m. This Worlds was a new experience for Luke Szczepaniak and Sergei Morozov, our 15m pilots. Our 18m pilots, Dave Springford and Jerzy Szemplinski, brought the experience of four previous world championships in Europe and USA to the table. In total, we were a team of ten, 4 pilots, 5 crew, and me as Team Captain. As a team, we were probably unmatched in our ability to speak six languages.

Three of our gliders, including a trailer, were shipped to Australia in a container. The design and fabrication of the fixtures to firmly secure wings and fuselages in the container was very time consuming. A fourth glider including trailer was made available to the Team on an exchange basis by an Australian pilot. We arrived in late December which gave everyone sufficient time to get acclimatized and allowed our pilots to get used to the task area and weather conditions. By the time the contest started, we were well rested and in competition mode. Half the team stayed in a local motel, the other half in a rented house which served as "Canada Base" when the pilots were on task.

Due to a very wet spring in the task area, soaring conditions were not what one would expect for Australia. Relatively cool weather with blue conditions prevailed with convection starting between 12 and 1 pm and thermal tops reaching 4000 to 6000 feet during the peak hours of the day. Bands of clouds extending from tropical disturbances over Australia's NW coast across the entire continent into the task area added to the challenge on some days. One notable exception was January 17 with classic Australian conditions, over 40C on the ground and cu bases above 10,000 feet. Open Class flew a 750 km assigned task that day which the winner completed with a speed over 161 km/h. In 18m Class, distances over 700 km were flown at speeds in excess of 140 km/h.

The competition was marred by two mid-air collisions on consecutive days. The first was fairly benign with both competitors returning safely to Benalla. The gliders could be flown the next day. The second collision disabled both planes with the pilots having to bail out. Fortunately, there were no serious injuries but both pilots were injured when their chutes came down hard in very windy conditions. The organizers responded to that by setting longer tasks to reduce start gate gaggling and by keeping the classes well separated.

In 18m Class, Dave (4D) was off to a great start with a second place on Day 1. He stayed within the top 10 (out of 43) for the first half of the competition. To put it in perspective, in the top 10, one flies among current and former world champions. In the second half of the competition Dave slipped a bit to finish in 16th place. After a slow start on Day 1, Jerzy moved steadily up the score sheet to finish in 14th place. In 15m Class, both Luke and Sergei initially placed around 30th of 37, as is to be expected for a first Worlds. Luke eventually became frustrated with the extreme gaggle flying and started to head out into the blue on his own. After landing out, Sergei eventually found his groove and moved up the score sheet, finishing in 24th place. After the last day his comment was, "the contest was over too early!"

European pilots, British, French, Polish and German dominated the podium with the notable exception of Japanese pilot Makoto Ichikawa who was going into the last day leading in 15m Class but had to settle for Silver behind Sebastian Kawa. Our 18m pilots placed higher than any US pilot in any class. In fact, there was only one non-European pilot, Peter Temple from Australia, who placed ahead of them. Look at the Team Canada blog <<http://teamcanadawgc.blogspot.com>> for detailed contest information.



the FAI World Air Games

2015, Dubai, part 2

Roland Stuck, translated by Eric Mozer



In Freeflight 2017/1, pg. 32, we ran an article about gliding races at the 2015 World Air Games. This is the behind-the-scenes story of how the event got set up, and was managed despite many obstacles. Roland writes: "The original paper in French was written for 'Planeur Info' which is the magazine of the French Gliding Federation. I wrote it mainly to show that it had not been an easy task to organize such an event in a country where there is no gliding at all. Unfortunately, it was too long to be published 'in extenso', so that only a short version was published. Eric Mozer nevertheless translated the whole article in English and circulated it at the plenary meeting 2016 of the IGC in Luxembourg." This has been edited to fit Freeflight, and to show the highlights. The full article speaks of the difficulties of arranging, in a short time period, local permission, site selection, pilot selection, glider rental, tow planes and gliders from another country, and technical issues such as tracking via FLARMS.

The **Fédération Aéronautique Internationale** (FAI) has tried for years to admit air sports to the Olympic games, without success because the competition is tough. To compensate for this the FAI has launched its own games, the FAI World Air Games (WAG) bringing together every four years most air sports. The 2015 WAG was eagerly awaited because its organization had been entrusted to the Emirate of Dubai, which like other Gulf Emirates, seeks international recognition by organizing major

sporting events. This WAG promised to be even more prestigious as they are actively supported by the Crown Prince, Sheikh Hamdan bin Mohammed bin Rashid Maktoum, an air sports enthusiast ardently practicing skydiving, who created an important centre for the practice of this sport called *SkyDive Dubai*, which manages the main sites for the sports that take place at the WAG.

Gliding participation in these games was not without serious problems. The airspace planned for gliders was only a few square kilometres. The airspace of the emirate is heavily congested due to the presence of two major international airports and intense activity by the UAE military aviation that are part of the coalition against ISIS. Also, the hinterland of Dubai is desert and any landout on the dunes of distorted shapes and partially covered with very resistant shrubs might end badly. Finally, the Games were to be held during a not very favourable season for thermal activity since December is also the winter in Dubai. Nevertheless, at its plenary meeting in February 2015, the IGC decided that the sport of gliding could not afford to be absent from this great festival. Personally, I found myself embedded in this case because I was not able to say no to my friend Eric Mozer, President of the IGC, when he asked me to give him a hand to organize in Dubai something that resembles a gliding competition. This project would take some months and give me a lot of trouble!

I quickly came to the conclusion that we could organize a pure race competed between two gliders. And I remembered the Grand Prix in Luchon organized by the FFVV in 1986 and 88. At the time we did two gliders taking off with two tugs and dropping them close together at the same height. Both gliders were then conducting a number of circuits of the bowl in Luchon veering around balloons set on the slopes and the first passing the finish line was the winner. The case was very spectacular but was abandoned for safety reasons since the turn of gliders close to the ground was quite dangerous.

So, I picked up somewhat the same idea by trying to do something more "safe". Indeed, maintaining the dropping of two gliders at the same altitude at a distance from the start line, one can make a run around turn points placed on the axis of the runway by limiting gliders to either side of this axis. To avoid any risk of collision the glider that is positioned to the right of the axis should turn to the right while that which is left of the axis should turn to the left. Also, to avoid too dangerous passages on arrival, we set a minimum crossing height of the finish line of 30 metres as we usually do at Grand Prix competitions. Obviously, this type of race has nothing to do with conventional gliding competitions. To win you must not look for thermals but optimize the speed of flight and especially well-anticipate the turns so as to spend as little time as possible in the beer can (turn area).

Only six pilots finally agreed to participate: Sebastian Kawa (Poland), Werner Amann (Austria), Tilo Holighaus (Germany), Giorgio Galetto (Italy), Roman Mracek (Czech Republic), and Rene Vidal (Chile). One can also regret the absence of female pilots although we also invited many.

We rented two Discus 2C 18m for the competition. The two gliders were almost identical (even in empty weight and the same center of gravity) and were equipped with the same instrumentation (LXNAV S 80 and Flarm IGC) with two Oudies for the pilots to better visualize the circuits. As the competition was a pure glide test and that the pilots did not weigh the same weight, we had to balance the two machines so that their takeoff weights and their centers of gravity were as close as possible for all pilot combinations. Schempp Hirth engineers managed this task by calculating the weight of lead we put in the nose and/or in the fuselage before the batteries as well as the amount of water to put in the tail tank so the masses of the gliders were within 1 kg and that the positions of centers of gravity did not differ by more than a few centimetres!

On December 3, the first day of training, we planned to make two flights for each pilot to allow them to familiarize themselves with the gliders, their instruments, method of departure and the formula of the competition. Although visibility was a little foggy you could pretty much follow from the ground and see who is in the lead according to their position east or west of the runway. The pilots took this seriously although the flights were very short. The tracking works properly but we have a serious problem with the scoring. The data sent by the FLARMS is unusable to score the competition

because it corresponds to positions "ahead" of the actual position of the glider given by the IGC files. In other words, the signal emitted by the FLARM indicates that the glider has already penetrated into the observation zone even though it had not... the error was from 200 to 300 metres. We decide to use the IGC files to score so we have to unload after every flight and this slows down the pace of flights somewhat. We also configure two wirings for visualizing data from FLARM on the Oudie.

Before the first race we have a lottery to select the gliders that will be used by each pilot and the side of the track assigned to each of them. Werner Amann beats Giorgio Galetto, Sebastian Kawa wins over Tilo Holighaus, Roman Mracek wins against Rene Vidal and Tilo Holighaus emerges victorious from his duel with Giorgio Galetto. Apparently, there is no advantage to fly one glider over another and the side of the track did not seem to matter either. On December 5, Werner Amann and Sebastian Kawa won all their races while Giorgio Galetto still had no win on his ledger.

The next day, the last day of qualifications, the wind blows harder and may favour the pilot that turns into the wind compared to the one that must turn downwind. After a first flight during which René Vidal emerges victorious in his duel with Giorgio Galetto, tension mounts as the first two in the intermediate classification, Werner Amann and Sebastian Kawa clash. Both were neck and neck but seem very low on the penultimate leg. Kawa actually beats Amann by a hairsbreadth but the two gliders cross the line at very low height and with so little residual energy, they put a shudder through the spines of the spectators by performing a final turn through streetlights lining the road. I give zero to both pilots for dangerous flying.

The following competitors take some more margin and Galetto beats Mracek. On the last qualification flight, Amann who is leading but is low again prefers a direct landing but was overtaken by Vidal passing above his flight with a little more energy. As I find it unjust that Amann lost for choosing to land directly for safety, I cancel the result and let them make a reflight, which is won by Amann as Vidal misses a turn point. Overall, Kawa and Amann are tied for first place with 4 points and must make a flight to break the tie since both had zero during their initial flight against each other.

In the tie-breaking match it is Amann that wins and secures the top seed entering the semi-finals. Vidal and Holighaus are tied with 2 points for third place. Vidal, by virtue of his head-to-head win over Tilo, secures the third seed. Similarly Galetto is ranked ahead Mracek. On December 7 we cancel the day and stay in Dubai. I help Tilo Holighaus and Klaus Ohlmann to negotiate a flight slot for the Arcus M, which poses no problem as many events had to be cancelled given the wind. With the wind from the sea, the idea is to see if it is possible for Klaus to slope soar along the line of tall skyscrapers called the "Skyline". We also get a television crew to film the event from a helicopter. Klaus and Tilo receive a tow from the Maule through the complicated airspace to the Palm drop zone.



The winners: left to right, Werner Amann (Silver), Sebastian Kawa (Gold), Tilo Holighaus (Bronze).



Discus with Air Games pilots – not your usual soaring locale with sand and camels).



One of the typical finishes at the World Air Games.

With the strong wind the Arcus M begins to slope soar the skyscrapers, and Klaus reports climb rates of over 1 m/s and a climb to over 1000 metres. Spectators are fascinated by an unreal vision of a glider soaring with grace in such an environment. After an hour the Arcus returned to land at the Desert drop zone before the 1730 nightfall. The videos and photographs made from the helicopter will figure prominently on the website of the WAG.

On December 9, the good weather comes and we leave very early to Margham hoping to fly both the semifinals and finals. The conditions are ideal with almost no wind. I restored the altitude limit to avoid too dangerous passes and we begin with the first semi-final that pits the first seed Werner Amann vs fourth seed Tilo Holighaus. Werner wins both matches in the best two of three. In the second semi-final, Sebastian Kawa beats René Vidal also in two matches. In the match for the Bronze medal between Tilo Holighaus and René Vidal it is Tilo who accounts for third place.

Finally comes the exciting moment of the finals for the Gold medal. Sebastian Kawa significantly bests Werner Amann in the first race. The second is tighter and you think for a moment that the Austrian took revenge because Sebastian is penalized for crossing the line below 30 metres, but the review of Werner's file shows that he has missed the last turning point by turning too soon. Sebastian Kawa has therefore won one more title.

The next day we put the gliders in trailers and prepare them for the return voyage to St. Auban. I also have the chance to make a flight in the Arcus above the skyscrapers with Tilo Holighaus, an unforgettable memory.

Thus ended the adventure. The formula for "glider match racing" allowed gliding to be present at the great festival of air sports in Dubai with a true competition, the competition was interesting, the pilots have taken to the competition, and the Arcus M videos flying over the Dubai skyscrapers have put a "buzz" on the internet. In sum, it was positive, which did not prevent the usual critics to criticize the event in some media. But as they say in the desert, *the dogs bark and the caravan moves on.*

Ed. Note:

There is a short video of slope soaring the skyscrapers at <https://www.youtube.com/watch?v=A1XM-g6m3tU>

Here is what they did on a non-contest day. Klaus has a flight with a ruling family member of the neighbouring emirate of Abu Dhabi, who is an aviation enthusiast. Klaus will have three hour flight, including a thermal partially above the sea. Other flights with VIP's follow. Meanwhile, the competing pilots trailer a Discus back into the desert for a group photo with camels in the background. I always enjoy seeing a glider and/or trailer in unusual locations. To the best of my knowledge, Jim Fryett and I were the first to tow a glider and trailer through the scenic road at the south rim of the Grand Canyon, and, due to navigation errors on my part, Bill Cole and I took his Mosquito through the arrivals level of Chicago's O'Hare Airport, during morning rush hour, twice.

Flying at Region 5 North (Perry, South Carolina)

David Cole, Toronto Soaring

LAST WINTER I DECIDED IT WAS TIME to log some miles over new geography. Perry is often described as the "best run contest in North America" so it was my pick. Perry is also one of the first contests of the year (mid-April) so some advance preparation was needed.

Since my brother's glider was getting refinished, Bill graciously offered to provide "premium" crew service. Normally we go crewless, but in a contest of this size and level it was a huge benefit to have a crew.

Perry started 17 years ago when someone talked Al and Rhonda Tyler into hosting a regional contest at their private airstrip. Al and Rhonda are two of the most gracious hosts I've ever met – true southern hospitality! The contest has become an annual gathering of old glider friends including many top competitors in the USA. The contest runs like clockwork due to the very experienced launch crew, towpilots, CD, manager, and with the many volunteers.

Perry is located in fairly sandy area so the April sunny days kick off some awesome thermals. My first taste of a "Perry Day" included lots of 8-10 knot thermals. When both my varios pegged off scale, my only thought was, "don't lose this!" However, you need to be on final glide by 5 pm since the day typically ends quickly and can be affected by the sea breeze. As you fly towards the coast (about 50 km SE) it was common to get slower climbs. Further to the north the land is mostly forested with fewer landout options.

The winners were Baude Litt (15m/Std), Sarah Arnold (Sports), and Jerzy Szemplinski (18m) – a perfect 4000

points (after winning every day – you heard, "really, again?") Sarah is known as the owner of Chilowee and she is off to the Women's Worlds Contest (Czech) – she came second. Bill liked to remind the crowd that Sarah was actually born in Canada – but they liked to ignore that.

SSA contests allow Canucks to fly as a foreigner without a US ranking on your first visit (you'll need an SSA membership). It was a great to meet new soaring friends in the south and fly in a new geography. If you have a list of *"Places I Need to Fly"*, Perry should be on it! ♦



Al Tyler, Perry Int. airport owner and gracious host.



Dave flew AF1, gridded at Perry.

the International Vintage Sailplane Meet

Herrie ten Cate, SOSA



Peter Selinger

RIGGING AND DE-RIGGING A 74-YEAR OLD GLIDER is never straightforward. Everything is connected with bolts, nuts, and pins, and each one can be dropped in the grass or deep into the tail fin never to be seen again. It's not a question of "if" but "when". Every five years or so, CF-ZAJ is taken out of her roost at the SOSA and disassembled. The trailer is wire brushed and painted, the various fixtures for holding it all together are dragged out of lockers and trailers, and the process began for the trip to IVSM 2016 last year.

CF-ZAJ is an ugly/beautiful yellow and blue WWII training glider with the wartime designation of TG-4A, TG stands for "training glider." She's been flying in Ontario for almost 70 years, first with the Queen's University Gliding Club, then the Gananoque Gliding Club, and finally at SOSA. Post-war, these gliders were sold off surplus and altered for civilian use and renamed LK-10As. The night time running lights were removed as well as the rudder trim and one of the elevator trims. This particular glider was purchased by the Queen's University Gliding Club for \$700 while they paid \$500 for their Tiger Moth tow planes. Go figure. With her pedigree and history, ZAJ is always a welcome guest at the IVSM.

Getting there is half the battle. This year, I needed to "volunteer" some friends at the club to tow the glider south and north again. My old VW van just doesn't have the

cojones to tow my glider on the Interstate and absolutely not up the hill to the airfield. With many helping hands, CF-ZAJ was taken apart and made ready with the wings and fuselage firmly held in place on the trailer.

Rafael Nunes and his wife Dani had offered to tow ZAJ behind their Subaru. Secretly, I was happy to be following in the VW van. They did take it all in stride at the border when the scenario played out as I anticipated. Luckily one of the Homeland Security Officers could tell the difference between a dirty nuclear bomb and a glider.

Oh ... the reason why the dirty bomb alarms go off? The glider's old instruments have luminous paint on the pointers and faces which contains small amounts of radioactive radium to make them visible in the dark. With a certain amount of head scratching and scanning with hand-held devices, we were allowed to proceed. I was told later that even people who've had a certain amount of X-rays have been stopped at the border. Who knew?

IVSM is held every five years or so at Harris Hill, New York. It's a beautiful site situated on top of a hill overlooking the town of Elmira. It's gliding's birthplace in America and where the Schweizer brothers started their company. It's also home of the National Soaring Museum. In other words, it's steeped in aviation history and even on non-flying days, there's always something to see.

The drive to Harris Hill took about five hours. Towing the glider and looking through the rearview mirror once in a while to make sure the load is still there is SOP. What isn't as nice is following behind and watching how much a glider and trailer combination actually moves – especially on an open trailer. After a few hours, my nerves settled down and the drive was straightforward as we cruised through the beautiful farm country and rolling hills of Western New York. We arrived just after midnight and pulled up onto the field on a starlit night with many other vintage and classic gliders already assembled and tied down. Everything from vintage Schweizers and stunning gull-winged ships originally from the UK.

Like competition gliding events, safety is paramount. Each day starts with a weather and safety briefing. After all, it's only fun if everyone gets home with their gliders intact. The highlight of the first weekend ... a ridge day! With Rafael in the back, we spent well over an hour bumping up and down the Harris Hill ridge with a gaggle of other vintage birds. What a sight to behold when you're following a Slingsby Gull from the 30s *and* with a Hütter 17 behind us. Ridge flying isn't my area of expertise, especially not in a glider with a glide ratio of something like 24-1. That said, it was stupid fun flying the ridge in ZAJ.

At the end of the day with the gliders back on the ground, the Harris Hill Beer Fairy would appear on a green John Deer quad. Strapped to the back was a beer keg in a bucket of ice. A sweet sight for parched pilots.

The highlight of the trip for me was my last flight. I had noticed an elderly gentleman walking around the flight line by himself admiring the gliders. He obviously wasn't your average looky-loo. I struck up a conversation and learned that Fred was an old glider pilot and instructor but his last flight was sometime in the 70s. He'd even flown a highly modified flat-topped version of the LK-10. Fred was now in his early 90s and still drove himself everywhere and was obviously an independent kind of guy. I asked Fred if he'd like to come back the next day for a ride in the LK. I could tell by the look in his eyes that he'd



A welcome post landing sight – meet Karen Schlosser, the beer fairy.

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love to have a flight. The next morning, Fred arrived on the flight line and with some help, he was hoisted into the backseat and strapped in. Some of the older Harris Hill pilots even recognized Fred from decades past.

We took a 2000 foot tow over Harris Hill and released under some building cu. Once we were established in a climb, I asked Fred if he wanted to fly. He took the controls and the years vanished. He still had the stick and rudder skills that had been dormant for decades. After an hour or so we landed and Fred had a grin that went from ear to ear. Sometimes it's not about the distance or height of a flight. It's about the experience and this one at Harris Hill with Fred was a real honour for me.

Ah, the joys of owning a 2-seat vintage glider. ♦

Preserving our Canadian soaring heritage

Bruce Friesen, SAC Historian

SCATTERED ALL OVER THE AIRFIELD AT HARRIS HILL were brightly coloured vintage gliders, red and white ones, yellow ones, a glider with lovely teal blue accents, and gliders the rich hues of varnished mahogany, not to forget the sleek white ones of the classic era. The sky was dotted with interesting shapes: wings broad and stubby, and wings long and tapered, elegantly rounded wingtips and empennages, pod and boom fuselages. Gliders with clear dope finishes flashed their internal structure as they passed near the sun. Some pilots in open cockpits were shouting down to the ground, and receiving encouragement back.

Many more beautiful aerial artifacts were on display in the National Soaring Museum right on the same airfield, and down the slope a huge warehouse of potential future restoration projects was opened for viewing by the IVSM participants. Everywhere – along the extensive tiedown row and amongst the gliders rigging and derigging, at the flight line, on the deck of the clubhouse, and in the museum display rooms – conversations roamed over all aspects of historical glider design, glider restoration, and vintage sailplane airmanship. I was soaking it all up like a sponge.

As a long-time owner and re-builder of a wooden glider, and a recent member of the Vintage Sailplane Association, I had several objectives in attending the IVSM: to admire the lovely old gliders, to get a better understanding of the VSA, its members and its activities, and to visit the history-rich Harris Hill soaring site and associated museum. Looming over all this cornucopia of neat stuff and atmosphere, in the back of my mind, was a question, What about Canada?

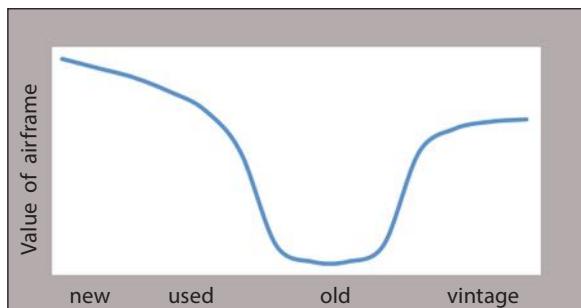
Canadian vintage and classic gliders

With respect to vintage gliders in attendance at IVSM 2016, the “international” element rested on the broad shoulders of Herrie ten Cate’s lovely Laister LK10A. I know there are numerous interesting and historic gliders still in good shape in Canada. In my neck of the woods, the Central Alberta Gliding Club keeps the uniquely Canadian “Zephyr” airworthy and active; there is a pending Grunau Baby restoration project in Vancouver; and a carefully stored almost-airworthy Frankfort TG-1a Cinema. The museum I hang out at, the *Canadian Museum of Flight* at Langley Airport, proudly displays a 1946 vintage Nelson Dragonfly and holds in storage a Dagling primary glider. A Viking (for a hit of Canadian soaring pride, search for it on the net) is on display at the Reynolds Museum in Wetaskiwin, Alberta. The Edmonton Soaring Club could, on a good day, launch four vintage gliders and several classic birds. Of course my knowledge is western-biased; no doubt similar lists can be compiled in every region of our country. There is, in short, a wealth of lovely vintage and classic gliders in Canada.

The challenge is to keep them, to see them through the “Valley of Death” graphic that shows the dip in monetary and perceived value all things drop into. At some point, almost everything used in our society – cars, boats, furniture, and, not least, gliders – becomes “old”. In most cases, just as almost all examples have been deemed worthless, hauled off to the dump, or left to rot behind the shop, they become valued again, for their design or workmanship or the memories attached. Try shopping, for example, for a wood and canvas canoe in good condition! Go to Palm Springs to admire “Mid-Century Modern” houses and furniture – and the prices asked for them. So, how do we do that? How do we treasure now the things that indeed will be treasures soon enough?

I strongly encourage any readers with an interest in vintage and classic gliders, to visit the website of the Vintage Sailplane Association (<http://www.vintagesailplane.org/>), and to join that organization to enjoy its excellent quarterly magazine, *The Bungee Cord*, and partake of information from experts and the camaraderie of like-minded folk. The VSA has several *ad hoc* nodes of activity scattered around the United States, each holding flying meets and seminars once or twice a year, sharing mutual enthusiasm, expertise and fun times. Should we participate more actively in the current slate of opportunities? Should we have such a node, or nodes, in Canada?

My sense is many of the older gliders in Canada are treasured, and protected, by long-time owners. In each case,



at some point, some person or entity will need to take up the torch for each airframe. There are several museums in the United States with quite remarkable collections of gliders and sailplanes. Should we assemble a collection or collections in Canada, focusing on airframes with a Canadian heritage? If so, how and where? Or would that be redundant?

Canadian gliding history

For many years, there has been the position of SAC Historian within our association. Several individuals have ably filled that position, most notably Christine Firth. Through her efforts, the National Archives of Canada were endowed with a large collection of soaring-related documents and photos, which will be protected by professional curators and will remain available for research by those interested in our soaring history.

The other notable effort is the dedicated labour over many years by Ursula Wiese to collate and maintain a reliable record of everything Canadian soaring people have accomplished – badges, record flights, competition results, committee member contributions, annual SAC honours – in *The Book of the Best* (<https://sac.ca/index.php/en/documents/sac-archives>). Tony Burton invested a huge amount of time placing past issues of *Free Flight* back to 1970 in a digital archive.

Recently, I stuck up my hand, and filled the vacant Historian position. As an engineer, I am allowed to use the old joke: “Yesterday I couldn’t even spell it, and now I are one.” That is to say, I have only a shallow understanding of the content and the potential of the role of Historian. I do, however, believe there is a valuable contribution to be made. I will maintain the *Book of the Best*, and will take an interest in other SAC documents. Beyond that, I am very open to an evolution and expansion of the post. I can imagine a repository of documents, books, artifacts, mementoes. For example, when we are down to our last Winter barograph (and stick of camphor!), I sure hope it can find its way to a safe place with some confidence it will continue triggering memories and stories by some means. I can imagine the SAC Historian working to achieve that.

Onwards ...

I propose for the position of SAC Historian the vision of “bringing Canada’s soaring history into the future”. How best to achieve such a vision? I welcome suggestions and advice. My email address is in *Free Flight* each issue, last page before the back cover, under “Zone Directors.” Please feel free to use it with comments, positive or negative. I am thinking a great first step would be a group of like-minded people, comparing notes and tossing ideas (and opportunities) back and forth. I was very encouraged by the reception to a few brief remarks I made at the recent SAC AGM.

One good suggestion was the use of a private Facebook page for that conversation. Therefore, I hope to hear from some keen vintage glider enthusiasts, some soaring history aficionados. My commitment is to act as the clearinghouse, the initial conduit for a conversation to get things rolling. Any takers? ♦

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Jeff Byard gets strapped into his Bowlus Baby Albatross.

Herrie ten Cate



*SLINGSBY PETREL – Best Restored Sailplane
Highest Restoration Award for IVSM 2016*

Herrie ten Cate



Now THAT is a gaggle! But it's only some of the 140 paragliders at the World Championships this year in Monte Avena, Italy.



A sunset landing at Cowley for Cu Nim's DG-1000.

Jordan Lewis



*Slope soaring the “ridge”
of downtown Dubai.*

a Landout Trophy?

Tom Grayson, London Soaring



ONE OF THE GOALS I HAVE HAD for many years is to get more club members to fly cross-country. There seems to be a number of hurdles to get them out of the nest, and, incidentally, hooked on cross-country flying, which I think would help retain members. At our club, we acquired a Grob Astir CS with the intention of it being available for club members to go cross-country. Our only other single-seater is a Schweizer 1-34 which our pilots use to gain solo time and experience. This has been only mildly successful. We support our new pilots to get their Bronze Badge and use the Grob to get their Silver distance and do other cross-country flights. One of our hurdles is, "I've had my hour flight and I know that Pat is waiting to fly the Grob" mentality. We tell our pilots that Pat will have his/her chance for long flights in the future but this does not seem to overcome this sense of "fairness".

I believe that despite all the training we do and all the examples we create, many pilots don't want to take a chance that they may land out. As a club, we never criticize, fret, complain, or punish anyone for landing out. If anything, we praise them for their accomplishment.

In yet another attempt to bring down the barriers, I'd like to promote a new club trophy for those who try cross-country flights: The Landout Trophy.

The Landout Trophy would be awarded to the club member who has the most land outs that year! In case of a tie, the first pilot to achieve that number is the winner. I hope that this trophy will help new pilots realize that outlandings are a normal part of our sport and nothing to fear. So, if your club doesn't already have such a thing, please create your own Landout Trophy.

Editor's note: In general, I would like to congratulate Tom for any efforts that he and the club can make to encourage cross-country flying and to retain members. It is part and parcel of the cross-country experience, and no one should depart without the full expectation that a landout is coming – to think otherwise puts you at a psychological disadvantage as well as it being unsafe. Your first landout will be a huge relief and make you a better and safer pilot.

But I have a few comments. First, there are those of us who never get recognized and are starved for attention, so what is to prevent me from joining LSS, and landing out on each and every circuit? Or if, like Paul Chafe at SOSA, it becomes routinely evident that I am not going to make my 300 km, why not land out when the going gets tough (although you don't have to go as far as Tony Burton, who reported his 100th landout this May!) Any trophy is better than none.

At SOSA, we have a similar trophy called the "Lead C", modelled after the Silver C, and which is awarded to the pilot who not only landed out, but had the most difficult retrieve. Here is an example. A few years ago at the Nats I was crewing for "BC" (not the real contest letters), when he/she landed out in a field, right next to a road, but beside a steep embankment, and nowhere near a driveway, making it impossible to get the car and trailer into the field. The only option was to derig the glider and to carry the pieces up the hill. While we were sorting this out, a policeman drove by, flagged him down, and asked if he would help with the lifting, being sworn to serve and protect and such. He seemed enthusiastic, as it was his first airplane crash. As he was contemplating this, the pilots from TT and 2W showed up, with an ice chest and refreshing beverages, it being a hot day and all. So, we now had lots of help, and the lingering question was, "How do we get rid of the cop?" ♦



Phil Stade

Gatineau Gliding Club's 75th Anniversary

Ronald Smith, GGC

How it all started!

IN THE EARLY 1940s, A GROUP OF ENGINEERS from the National Research Council (NRC), mused about gliding but lacked a glider or a qualified instructor. In the fall of 1941, they discovered their new colleague James Simpson had been the president and instructor at the McGill Gliding Club and could organize the "loan" of McGill equipment. A quick road trip to Montreal in the spring of 1942 provided the newly formed "Ottawa Gliding Club" with a damaged Slingsby Falcon and Dagling, two trailers and a Packard-Marmon winch, all property of the currently inactive McGill Gliding Club.

By the late fall of 1942, the Dagling had been rebuilt, a flying field organized at Lakefield farm west of Ottawa on Richmond Road, and ground slides were conducted over three weekends in November, culminating in two or three short flights in snow squalls. The Dagling and winch were stored for the winter 1942-3 in the barn of 15-year-old Eric Wimberley's grandfather. Eric eventually became Treasurer of the Gatineau Gliding Club for a period of time, and he still lives in the Ottawa area.

In the spring of 1943, flying the Dagling had just begun when the farmer decided that the crowds of locals watching were disturbing his cows. Club members who were personnel flying on RCAF Test and Development flights out of Rockcliffe scoured the countryside surrounding Ottawa for a suitable new gliding site. But it was members John Orr and William Campbell driving around weekends who found Mulvihill farm at Ballie and Mountain road, near Brekenridge Creek and organized the use of a field in exchange for club members helping mow clover due to shortage of labour (the war was going on).



Simpson's Ford coupe and Dagling, 1942.

2017/2 free flight

By August 1943, the club had built a hangar and started flying operations in the shadow of the Eardley escarpment of the Gatineau Hills, just below MacKenzie King's "Mooreside" estate. That season, the members managed about 400 flights including Ovila (Shorty) Boudreault and William Campbell soaring for five minutes each along the ridge, a major accomplishment for those days. Shorty also accidentally entered a spin at 350 feet (Simpson's estimate) as he released from a faulty winch launch but, having read about spin recovery procedures in a book, coolly applied the theoretical technique, recovering at tree top level, much to the relief of onlookers. He would go on to earn Canadian FAI glider licence No. 1 and the Canadian FAI Silver 'C' No. 1 at the Gatineau Gliding Club.

Ed. Note: Russ Norman tells a story about Shorty sitting, hunched down, almost invisible, in the back seat of a glider, while another member, known to have gone blind, appeared to fly from the front seat, to the amazement of the rest of the club. They named a road after him at GGC, and during a recent National contest, Chris Wilson asked the logical question, "Why is Shorty Boudreault Blvd. so long?"

At the AGM in the winter of 1943-44, the club was renamed the "Gatineau Gliding Club". As well during that winter, the club built a second Dagling, this one with a nacelle, and started building a Slingsby Kadet. A new organization was being discussed during that same winter and at a meeting in April 1944, the name "Canadian Soaring Association", SAC, was selected for that new organization. The charter members of SAC were James Simpson, Donald MacClement, and Arthur (Chem) Le Cheminant, all three from the Gatineau Gliding Club.

In the spring of 1944, the first hangar was destroyed in a windstorm. Arthur Le Cheminant, who had shared a military barrack with Lawrence of Arabia and Richard Hiscocks, who would go on to be a key engineer on the DHC Beaver, designed a proper hangar that the members had built by fall, possibly with some help of "guests" from the



Dagling displayed at the NRC, 1942



military. The hangar was financed by member Bud Levy in exchange for hangaring his Avro Avian biplane CF-CDL. That summer saw the club operating three gliders with two of them sometimes airborne together. James Simpson managed the first flight of over one hour. A wayward downdraft sent William Campbell flying through some trees, damaging the left wing of the new nacelled Dagling, Donald Perry hit a fence while landing, damaging the left wing of the original Dagling and Simpson suffered a rope break which left him with a cracked vertebrae. The club managed to convince war ration officials that 2500 feet of manila rope for the winch was "essential" to the war effort. One Dagling wing was repaired promptly to allow the season to be completed.

During the fall of 1944, the McGill University Gliding Club re-activated and "discussions" occurred about ownership of various equipment. In December 1944, the Slingsby Falcon was trailered back to Montreal but ownership of the now unairworthy original Dagling and winch were contentious. An arbitration board decided in the summer of 1945 that the winch and remains of the original Dagling should be returned to Montreal, leaving the Gatineau Gliding Club with a nacelle Dagling and no winch.

SAC tasked the Gatineau Gliding Club with developing a winch for the Canadian gliding community. With a gift of \$250 from the British Aviation Insurance Co., Ford donating a used V8 engine, and using an RCAF drogue towing

winch, the prototype winch was built with the help of the Ontario Hughes Owen Co. But in the summer of 1945, Donald MacClement, an eventual founding member of the Kingston gliding club, was organizing the SAC / Air Cadet Central Instructor School at the Carp aerodrome, west of Ottawa. So the Gatineau Gliding Club mainly operated from Carp that summer, at times making use of the Air Cadet winches and getting their first taste of aerotows, likely from RCFCA Tiger Moth CF-CTM. The club would fully leave Mulvihill at the end of 1947. Admiral Henry DeWolf arranged for three Slingsby Kadets to be delivered to Carp days before the 1945 instructor school, the gliders travelling on a Royal Canadian Navy ship crated as "Hawker Hurricane parts". The following year, Admiral DeWolf would help deliver three Grunau Baby IIb "war prize" gliders to NRC. In 1947, NRC "loaned" the gliders to Queen's University, the University of British Columbia, and the Gatineau Gliding Club.

1945 saw the Gatineau Gliding Club purchase a Pratt-Read LNE-1, CF-ZAA, the first glider civilly registered in Canada, later joined by Pratt Reads CF-ZAN and CF-ZCC. Late 1946, a Slingsby Kadet was bought. 1947 saw the addition of Olympia CF-ZAZ, 1949 the purchase of the club's first towplane, DH-82 Tiger Moth CF-EMT, with Tiger Moths CF-EIX and CF-FEN joining later and a flat-top LK-10A, CF-ZBF, joining the fleet in 1955. The Olympia would be used in 1955 by club member Barrie Jeffery to earn Canadian FAI Gold 'C' No. 1.

Among the Gatineau Gliding Club's early women pilots were Helen Simpson, Elizabeth Booth (Mrs. Fleming then Campbell), Kay Taylor, Leonor Patterson, Helen Tulloch, Lorna De Blicquy and Nadine Harley (Mrs. Smallwood). Nadine Harley, who was awarded the British Empire Medal for her service in the RCAF, sat on the club's Board of Directors in 1949, was secretary of SAC and climbed the Grunau Baby to 6000 feet that year, a noteworthy feat for the day. In 1952, the club provided two of the first four Canadian pilots to attend the World Gliding Championships, Ovila Boudreault and Barrie Jeffery. Their road trip from London to Madrid and back in a dilapidated London taxi was an adventure in itself, as was the → 20



still flying, since 1943

Al Bieck

This is a letter I received from my friend Al Bieck, one of the few surviving members of SOSA when he flew at Brantford in the 1950s along with Jim Carpenter and Russ Norman. (Russ was at our party in 2016 to celebrate 50 years at Rockton.) I had heard a story about how someone at that time recognized that there were very few women in the club, as is true now, so he invited some nurses to the SOSA Christmas party, some relationships developed, and a few got married. Many years ago, I met Al when I worked at The Brampton Flying Club, and I was delighted to discover that he and Elaine were two of the people in that story. I brought Al and Elaine to a SOSA annual banquet where they renewed their friendship with Jim, and the following summer Jim took Al up in a glider, for probably the first time in 50 years.

Al told a story of how he and another tow pilot at Brantford used to get into pretend dogfights near the airport, in Tiger Moths, after releasing their gliders. Once he escaped pursuit by flying down low behind the banks of the Grand River. Upon landing, a man walked up and asked if he were the guy who just had a dogfight, going down behind the river bank. Thinking he was about to lose his new commercial licence, Al said, "Maybe." The man said that he was looking to hire crop dusters, and that was the best flying he had ever seen, so Al fessed up, and got his first flying job.

Like a lot of Canadian glider pilots from the 1950s, Al was a graduate of Luftwaffe training, and was friends with Oscar Boesch, a legendary airshow figure. In Freeflight 2017/1, we printed a story by Douglas Ogle about Hans Lohr, who had a similar background. I sent the magazine to Al, and here was his reply:

FIRST OF ALL, I MUST CONGRATULATE YOU as the editor of Free Flight magazine! Great! Of course, I read quite a bit in that issue, most importantly, the article about Hans Lohr you referred to. No, I did not know, or even hear of Hans. Too bad, we would have had a lot to talk about.

As I still remember East Prussia well, I know exactly one of the gliding schools there, on the "Kurische Nehrung" at Rossitten. I was there many years ago. In the summer of 1939, the family flew from Berlin to Königsberg

(now Kaliningrad) for a vacation aboard a Lufthansa Junkers Ju52. We stayed at a little fishing village named Sarkau, not far from Rossitten, where slope soaring was not provided by cliffs, but high sand dunes. There were other parallels, such as, whereas he began flight training on a Zögling, launched by a long Vee-shaped bungee, I did the same in (or better "on") an SG38, then like him progressed to the Grunau Baby IIb and later to the DFS Kranich, in which we were also towed by a captured Morane-Saulnier MS230, although my training was at Laucha, not Rossitten.

Although I had been accepted for pilot training, but being over three years younger than Hans was, I did not get much past basic training in the Luftwaffe after I had been called up to join on May 25, 1944. With the deteriorating situation, it was getting too late for flight training, although we were slated to fly the Heinkel He162 in an accelerated training program for those, who had their glider training.

I cannot recall whether I had informed you that I lost my beloved Elaine on January 10, 2015. It was a long battle. She always maintained her optimism and hope, also her sense of humour, but it was very hard for both of us. Although over two years have passed since I lost her, the sense of loss and emptiness have not diminished. I still have the Comanche and flying still lifts my spirits, although it also recalls memories of all the wonderful flights Elaine and I enjoyed together, as well as the maintenance and the repairs we always did together. She not only was an experienced pilot with close to 1000 hours, but loved working on the Comanche and was a very good



Getting checked out for being towed by the Morane, we flew the DFS "Kranich"

mechanic. I often feel I did not even fully appreciate what I had in her when I still had her! Not just in respect to our aircraft, of course, but all around. Expressing my admiration for her many talents would make this already too long letter much, much longer yet, so I'll stop now.

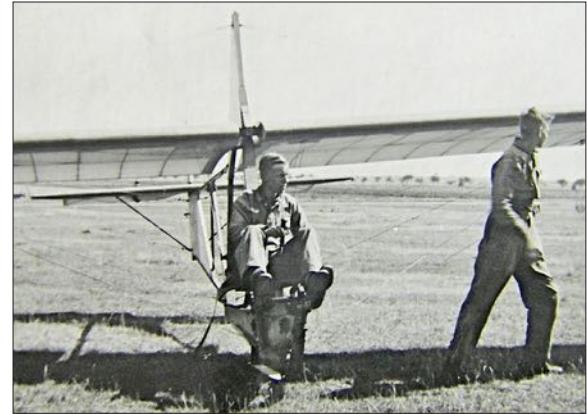
I turned ninety a while ago, had a medical the day after that birthday to renew my commercial licence and just

renewed the insurance for the Comanche a couple of days ago. So, I hope to keep on flying, as long as I can still climb up on that wing to get in.

Thank you so much for sending Free Flight! I have really enjoyed reading it! All the best to you, Doug, not wishing you tailwinds, as I do when writing to throttle pushers like me, but *thermals!*



October 20, 1943 – one of the five test flights for my C-badge in a Grunau Baby IIb.



August 15, 1943, shortly before I got launched by bungee for one of my first flights, a hop five feet off the ground.

GGC 75th anniversary

team meeting famous German test pilot Hanna Reitsch and equally famous British glider pilot Ann Welch.

In 1950, the Gatineau Gliding Club moved from Carp to Pendleton, at times sharing the site with Brother Hor-misdas Gamelin and his Buckingham Gliding Club.

Throughout the 1950s, members would camp overnight in sand dunes next to the aerodrome, currently the Nation Golf Club. In 1961 the efforts of Norman Tucker, an RCAF Beaufighter night fighter pilot, and others resulted in the club purchasing Pendleton aerodrome for the princely sum of \$8,509. Shortly after, the pool built for No. 10 Elementary Flight Training School in 1942 was reactivated by Arland Benn, in 1969 a club house designed by member David Parsey was built and a serviced camp site was in place for the 1971 Nationals. That year also saw the club's only fatal accident, a spin from 3000 feet of a Breigleb BG-12, the suspect cause being a medical issue. In 1977, long-time member John Firth who had just moved next door to Rideau Valley Soaring earned North American FAI 750 km Diploma No. 1 while Maurice Aubut in his Ka-6 was the first to land at not yet opened Mirabel International airport to the consternation of the RCMP.

One of the Gatineau Gliding Club's most curious guests was Hawker Sea Fury CF-OYF owned by D. Brian Baird which was at Pendleton, winter 1963-4, the aircraft leaving permanently on May 7, 1964. This aircraft eventually became the Reno racer 232 'September Fury'.

Over the years, the Gatineau Gliding Club has been home to a great variety of sometimes unusual gliders such as a rare 1947 Czerwiński-Shenstone *Harbinger* glider built at Pendleton and now part of the Canadian Aviation and Space Museum collection, the experimental 1959 BKB-1 flying wing glider, 1971 Lambie-Smith "Hang Loose" hang glider (still flying) and many homebuilt gliders such as HP-11, HP-14s, RS-15, Tern, and a one-off high performance metal glider built by an eccentric Montreal engineer who bicycled to and from Pendleton.

From the idle daydreams of a few hiking engineers back in the 1940s, the Gatineau Gliding Club has flourished into an organization that owns a 360+ acre World War II aerodrome with a large 1942 hangar and a second modern hangar, a club house, a serviced camp ground, a large in-ground pool and a fleet of two towplanes and six sailplanes ranging from a vintage ASK-13 to a modern ASW-24. It is amazing what the collective gestures of hundreds of passionate individuals over a 75-year period can add up to!

The Gatineau Gliding Club holds the distinction of being in continuous operation longer than any other gliding club in Canada, as well as being one of the largest in the country. Its magnificently equipped gliding airfield, Pendleton Aerodrome, is situated just north of the hamlet of Pendleton, Ontario, between the villages of Bourget and Plantagenet, and 47 kilometres east of Ottawa's Peace Tower.

training & safety

Practical parachuting

From Soaring NZ, February-April 2017

At the morning briefing on Thursday 19 January, at the World Soaring Championships in Benalla, Steve O'Donnell of Australia spoke about the 15m mid-air accident and more specifically about his efforts to survive. He raised several key points about parachutes.

- *Size of the canopy* Do you know how big yours is? Steve said, "I'm 95 kilos, and when I looked up, it looked like a beach umbrella." Make sure that the canopy is big enough to work safely for you (and for others who fly the glider).
- *Quick release* The most painful injuries Steve sustained were from being dragged along the ground in the estimated 20 knot winds. Although knowing how to collapse the parachute would be good, having a quick release system is important. See your parachute rigger to discuss putting a quick release system in place.

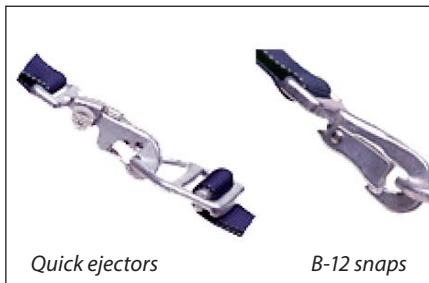
• *Exiting the glider* Steve said it took from 1500 feet to 1700 feet to actually get out of the spinning glider. He was quick to release the canopy and straps but it was a real struggle to actually get out of the glider. It was not possible for him to exit using the usual method of levering himself out using his arms as is done on the ground. He had to put a leg out first to get that caught in the wind which pulled his body out of the cockpit to under the wing, (tearing his ligaments and hamstrings). Have a plan, and have a practice too.

Some other considerations

- Some gliding clubs have particularly good parachute training, including learning to land safely to minimize broken legs and/or back injuries. Your local skydive school can help with this training too.
- Make sure the harness fits pilots well. It is not one size fits all – a big harness is not safe for a small pilot. Clubs need to have a range to cover their club members. Do the straps up firmly.
- Store the parachute in dry conditions, somewhere like your closet, rather than leaving them in gliders, hangars, or cars.
- Don't overlook the requirement to get the chutes repacked every six months (commonly this is done annually at the start of the soaring season). If they get damp, have them opened, dried, and repacked before reuse.

2017/2 free flight

Go to this link for a few pertinent details from a parachute manufacturer:
<http://parachuteshop.com/STRONG.htm>



Quick Ejectors – slick – allow for fast, easy, two finger disconnection of the harness attach points. Used exclusively by all the military aviators, this release will release with two fingers even under a load. Seat parachute buyers this is a must option. B-12 snaps require both hands to unbuckle. Also see Capewell riser releases that disconnect the canopy from the harness.

- Practice emergency egress and never unfasten your parachute to exit the cockpit after normal a normal landing. At the 2014 PanAm contest a simulated egress was set up and timed. Pilots were to have everything as they would have on a flying day, then when GO! was said, you had to get out and slap the wing to stop the timer. The quickest time was by Fernando who practical leaped out of his ASG-29.

Safety video contest

FTSC has a Safety Video contest in the works. The idea is to make a short 5-20 second video with your cell phone along the lines of the <http://preventable.ca/> videos for home and work place safety. Follow the same structural theme as the Preventable website and add the comment "seriously" in the video. Please do not mention Preventable or any of their branding in your videos to avoid copyright infringement. The criteria are based on gliding safety and we are looking to address issues of complacency. Videos should be done "in good taste", other than that, use your imagination.

Post your video to YouTube and send a link to any of the FTSC committee members. The committee will select a winner at the next SAC AGM and award a \$200 prize. Note that videos may be used in future gliding safety campaigns. Good luck!

Dan Cook, chairman

Safe gaggle flying

The following are excerpts from an editorial by Jill McCaw in "Soaring NZ", February – April 2017, written after the 2017 Worlds in Benalla. It speaks to gaggle flying in contests, where pressure to win is high, and the same concepts can be applied to safe gaggle flying in everyday soaring.

Let me preface my comments with a reminder that although Soaring NZ is the official journal of GNZ, the editorials are my personal opinion.

Another World Championships have come and gone. There are a couple of issues from this Worlds that I find worthy of discussion. World contests, any gliding contest should be about racing, not about the pilots' abilities to cheat death. Gaggle flying at the level it has reached is dangerous and it cannot be allowed to continue. As most of us are aware by now, there were two mid-air incidents at this Worlds.

Gliding-related social media has been full of discussion on competition safety in the last few weeks. Sebastian Kawa (Poland, multiple world champion and new 15m champion) lead the charge. He said, *"The first problem was the fact that such conditions promote gaggle flying and the winner is usually the pilot who leaves the start line last, and not necessarily the pilot who used conditions the best."*

The second problem was congestion increasing the potential of mid-air collisions. We still don't know how to change rules to allow pilots to successfully leave gaggles, but after the collision there was a discussion which showed that some pilots have no idea about good practice in flight. There are a few points, possibly counted on the fingers of one hand, things obvious to pilots from Europe but possibly a secret to others, unwritten rules relating joining thermals, flying on a ridge, passing and overtaking which are not as clear as we thought."

The New Zealand team certainly know those rules and fly by them. They also found that general airmanship seemed to disappear as soon as there were trophies on offer, so it may not be that these rules are not known but that pilots are just too focused on winning to apply them. Regardless, something needs to be done.

Different countries' rules and scoring systems were discussed but it became obvious that something new needs to be introduced and with the technology we have, it is now possible to give penalties for proximity and dangerous flying practices. Oscar Goudriaan

(South Africa, IGC delegate) said, "Very few pilots fly into airspace, because the penalties are severe. Pilot behaviour of flying into airspace has been modified – done. With our current technology, log files can be interrogated by an algorithm to show dangerous flying (as was demonstrated in Benalla at the morning

briefing after the accident) and generate a report. Penalties can be applied. This WILL stop dangerous flying."

In response from a query from me as to how long it will take to implement these changes Oscar said, "If we can get it into the scoring

program (SeeYou) I am prepared to test it in South Africa. Alternately, we need someone with programming skills. Trusting the IGC to come up with this will take too long. It needs to be driven hard by the pilots themselves if we want change fast. It can be implemented as soon as we can have the software."



This situation has been creeping up for years. I remember the first Worlds I went to, also at Benalla, in 1987. There were prestart gaggles of at least 25 gliders over the field every day. With contests getting bigger, the gaggles, particularly at 'blue' sites, have increased with the size of the field. I am pleased that at last there seems to be a serious move afoot to reduce the risks.

Left – Twenty-five sailplanes are visible in this gaggle at Benalla – more are present. It is a very good time to respect the entry, turn, and exit rules of the road.

XC soaring skills

The following was written by Garret Willat in the Wings & Wheels newsletter. Garret holds a flight instructor rating with over 8000 hours in sailplanes. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010, the Club Class team in 2014, and has won three US National Championships.

1 Hanging out at the bus stop

It was described to me that sometimes waiting for a thermal is like waiting at a bus stop. You have to go to a reliable spot and just wait. However, no schedule is posted, sometimes you time it right and hop on, sometimes you have to wait and wait and wait. Maybe the sun is beginning to reveal itself around the clouds on a small ridge with a light breeze... There is no better place around you can make it to, so you sit and wait maintaining altitude waiting for it to kick some bubble into the air.

Most of my articles say you need to move on, once you think you can beat the average you are currently in, then move. That means if you are in zero and just waiting and you don't think there is better out there, then you need to wait.

I remember being stuck on a ridge just waiting for something to happen. I was barely holding on. Another glider showed up and

made a few passes with me then headed on. I could not figure out what he saw out there that would be better than staying airborne. I was really tempted to follow, misery loves company, maybe the odds would be better with two of us. He kept going into a dark sky and I watched him land in a field.

Remember, staying aloft is much better than landing. In a perfect world you would see this outcome happening early enough and not get stuck in the first place. As we plan ahead you give yourself enough options to not get stuck. However, once you are on the ground you cannot find another thermal.

As you plan ahead and you can find that bus stop before the outlanding field, it should prevent or delay the outlanding. It is also difficult to figure out when it is time to just wait but it is crucial. *But it is important to not wait when you have other options.*

2 Make XC speed great again

You got low (you probably made promises to anyone you could think of) and now finally have a weak climb. You switched to survival mode and only cared about climbing, no matter how slow. You haven't mentally recovered from that low point and you are still happy with that weak climb all the way back to the top of your working band.

You probably threw in the towel and are just thinking about getting home.

I passed one guy taking a 0.5 kt climb on a 3 knot day. Talking to him later, he said he just

wasn't thinking about racing until I passed him because he had just had a low save. This is not the way to win. As soon as you can move again and beat the current climb you must leave. I would recommend those promises you made earlier to not include saying you will "climb all the way to cloudbase". Just add, "until I am high enough to move onto something better."

This also comes into play when you are flying through a weak area. When the thermals increase in strength you need to shift gears appropriately. Imagine flying along for two hours in 2 knot thermals, the next climb is 4 knots. Was it a fluke or is the weather better? The next climb is 4 knots again... You need to be flying faster now that the weather is better regardless of the last two hours. The faster pilot would have sped up and been at a more appropriate MacCready setting for the next expected thermal.

Remember, while you are climbing keep looking on to find a better climb. Don't stay stuck in that climb. It is very easy to stay with a weak climb if you do not shift gears. You must up-shift quickly as soon as you can.

It is too easy to stay mentally defeated and not get back in the race again. The top pilots are very good at shifting gears up and down.

Ed. Note: The comments seem to be directed at winning races, though the same principles will be applied to any cross-country flight where you want to use the working band to best advantage and either get farther, faster, or, simply get home safely before the lift quits.

Keeping instructors, and Keeping them happy

Pablo Wainstein

Ed. note: This is taken from Pablo's 2016 SAC report on Cu Nim's club activities, and he shares his ideas to help clubs deal with their shortage of instructors, a common problem. A number of clubs have had to limit the number of new students, just when they are trying to recruit new members. Years ago at SOSA, I recall that many instructors were also private glider owners, and they would all disappear during booming parts of the day.

Dan Cook illustrated the difference between someone who wants to simply fly for free, and someone who wants to teach. It takes the latter to be effective at instructing on a simulator, and sims are gaining popularity for everything from ab initio, to instructor training, to "what to do on a rainy day." As I write this, Mark Voysey posted a notice for SOSA saying that tomorrow he is the Duty Instructor, and will have the simulator going because the field is too wet from recent rain. Bravo, Mark.

A couple of years ago I wrote about club management needing to fulfill various different internal market groups within the organization. By internal marketing groups I mean instructors, towpilots, licensed pilots, cross-country pilots and elderly members. This year our Achilles heel was the instructor group, as we lost several, but we still offered four days a week of instruction. Talk about an achievement... that is a BIG ONE. These members who dedicated so much for so many years did not want to instruct any longer, or at least be rostered to instruct regularly.

As a student or a new member it is hard to believe that someone would not want to fly. The usual thought is, "If I am an instructor one day, I will instruct every single day I can". Although this is true in the beginning, instruction takes a toll and the passion sometimes may wane. So the question to a club's executives is, "How can we share the load and keep instructors happy?" After being the president for some years, and now also being an instructor for a couple of years, and the dad of two young energetic little fellows, I have come to the conclusion that there are some key aspects clubs need to take care of

2017/2 free flight

for instructors. They should recognize that there are sweet spots in an instructor's life that turn their crank and keep them going at it.

- They see passion in their students. There is nothing more moving than seeing light in your student's eyes. Reading their minds and realizing that this person shares your same passion and thinks that regardless of what you fly or how long your flight is, it is still pretty sweet and unique to be dancing with the clouds in an engine-less apparatus first imagined in Da Vinci's bright brain. Energy brings energy... so students, if you want to keep your instructors going, come ready to learn, eager to get things ready, and show overwhelmingly organized enthusiasm.

- **They see progress** A student making progress has a smile on their face that rarely vanishes. It is almost like that smile you had when you first flew a DG-1000! Achievement is contagious, so students... work hard and you will receive as compensation lots of good energy from your instructors who are surely eager to help you along the way.

- **They feel appreciated** I understand that being a student may sometimes be frustrating if you are not getting as much flying time as you want. I strongly believe this is the main reason students leave and don't con-

tinue with their training. However, if one day you are feeling like that, think about the instructor who is paying the same membership dues as you, plus, is giving his or her time to you for your benefit. If that instructor is tired, understand them and thank them for their hard work. This is the basis of the system we have in Canada where clubs are volunteer-based and people are bound together by friendship and a common flying passion. There are a couple of things clubs can do for instructors:

- **Let instructors fly on their own time**

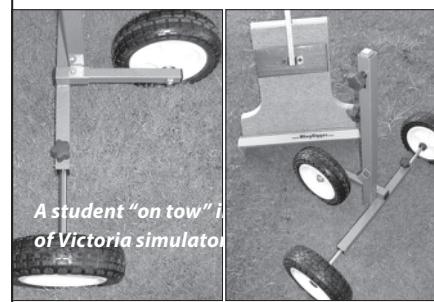
In a club environment where instructors give a huge amount of their personal time, they may not have much left to fly on their own. Executives need to find a way to let instructors fly on their own and enchant themselves again flying single-seaters. As a matter of fact, I am convinced that skills deteriorate if you don't fly on your own. For instructors to keep sharp, they have to fly tasks and exercises with other instructor to push themselves to be better pilots. In essence, instructors also need challenges to keep the light lit.

- **Give instructors some kind of benefit**

This could be as simple as a reduction of costs in glider rental, some tow tickets so they can go and fly on their own or, as I have day dreamed several times, put together an award for the club's Instructor of the Year and give them a scholarship to attend a glider-related course in other parts of Canada or the USA. Such an investment would surely pay benefits to the club.

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2017 SAC AGM minutes

Jay Allardyce, SAC/ACVV Secretary

(Note: The 2016 SAC reports are available on the SAC website)

March 18th, 2017, Humber College,
Toronto, ON

Introduction

The 72nd Annual General Meeting of SAC opened at 10:30 am with 48 members present and seventeen clubs represented. Fourteen clubs were represented by individuals in attendance while three clubs had representation through proxies. The meeting was called to order at 10:35 am and a quorum was declared with 74% of the available votes represented through delegates with proxies and by individuals present.

Motion #1

Moved by Dan Cook, seconded by Jim Fryett that: "the 2017 meeting agenda be accepted." Vote: 1121 For, 0 Against; Passed

Motion #2

Moved by Sean Kennedy, seconded by Roger Hildesheim that: "the minutes of the 2016 AGM be accepted." Vote: 1121 For, 0 Against; Passed

Presentation of Reports

President's Report – Sylvain Bourque

Sylvain highlighted a few of the important points in his President's report in the SAC Annual Report. Sylvain remarked that SAC is in a stable financial position which allows SAC to offer a number of bursaries which invest in the sport, most notably, the Safety Improvement Grant which is in its third year. Sylvain also spoke on the importance of keeping safety in our minds as we start the soaring season. During Sylvain's report a member shared that much of SAC's healthy financial status was the brainchild of Jim McCollum who recently passed away. It was suggested that SAC consider a future award to be named in Jim's honor.

Secretary Report – Jay Allardyce

Jay spoke about the results of the zone elections for 2016. Election in the Pacific Zone, Southern Ontario Zone and Eastern Zone were uncontested and all current zone directors in these zones will maintain their positions for the next two years.

Safety Report – David Donaldson

David mentioned that he will expand upon his report during the afternoon safety session.

Flight Training & Safety – Dan Cook

Dan introduced the Flight Training & Safety Committee members in attendance and encouraged everyone to read his report in the annual report package.

Sporting Committee Report – Joerg Stieber

Joerg spoke about the contest hosting grant which is being well utilized also mentioned that he is looking for a new member for the committee. Joerg attended the IGC Plenary meeting in Budapest where he submitted a bid for the 2019 Pan American Championships to be held in Southern Ontario which was accepted by the FAI. He shared some of the details of the bid with the members present. Joerg also mentioned that the 2017 Pan American Championships will be held in Argentina in late November / early December. The location for the 2017 Nationals has not yet been firmed up but discussions are ongoing with a few clubs. Joerg spoke about the *Open Glider Network* which was a topic at the IGC Plenary meeting. This is a network of receivers that receive FLARM signals to show the location of gliders. Joerg also mentioned that a major focus of the FAI is to find a large sponsor for the Gliding Grand Prix to increase the profile of gliding throughout the world.

Insurance Report – Stephen presented the Insurance Report on behalf of Keith Hay who was not able to attend. Stephen mentioned that rates will stay the same for 2017 even though the hull loss ratio for 2016 was high at 118%. Stephen also mentioned that FLARM installations have increased over the last several years since the insurer introduced a discount for Flarm equipped gliders. The insurance chairman is looking at options for travel health insurance for glider pilots. Directors' and Officers' liability insurance is also offered by the SAC program.

Treasurer's Report – Stephen Szikora

Stephen started his report by mentioning that the fees will remain the same for 2017. He also stressed the importance to get any expenses for reimbursement for programs like the club marketing support and the Safety Improvement Grant into the SAC office before December 31 of each year. Stephen also remarked that there is still a large carry forward from the Safety Improvement Grant as there is a significant amount of funds that haven't been used so clubs that have not yet taken advantage of the program are encouraged to do so.

Motion # 3

Moved by Jim Fryett, seconded by Sean Kennedy that: "the Frouin Group be appointed as auditor for 2017."

Vote: 1121 For, 0 Against; Passed

Motion # 4

Moved by David Donaldson, seconded by Jim Fryett that: "the budget as presented by the Treasurer be accepted along with the associated fee structure."

Vote: 1121 For, 0 Against; Passed

Motion # 5

Moved by Roger Hildesheim, seconded by Dave Cole that: "the activities and decisions of the SAC-ACVV Board for 2016 be approved."

Vote: 1121 For, 0 Against; Passed

New Business

Canada 150 Cross-Country Celebration

Jordan Lewis spoke on a plan to celebrate Canada's 150th birthday through cross-country flying.

SAC Historian – Bruce Friesen

Bruce spoke on his new role as the SAC Historian and invited others that are interested in Canadian soaring history to join him to help preserve our soaring history.

Trophies Presentation

The SAC trophies were presented to the 2016 winners.

Motion #6

Moved by Dan Cook, seconded by Dave Cole that: "the meeting be adjourned." The meeting concluded at 12:14 pm.

magazines

GLIDING AUSTRALIA – the bimonthly journal of the Gliding Federation of Australia. <www.soaring.org.au>. International rates for on-line access.

GLIDING INTERNATIONAL – the monthly world gliding publication by John Roake. Read worldwide, with a great reputation for being the first with the latest news. US\$96/172, 1/2 yrs airmail. Personal check or credit cards accepted <subs@glidinginternational.com>. Register on-line <www.glidinginternational.com>.

SAILPLANE & GLIDING – the bimonthly journal of the BGA. £41.50/yr airmail, £25.75 surface. <www.gliding.co.uk/sailplaneandgliding/subscriptions.htm>.

SOARING – the monthly journal of the Soaring Society of America. Subscriptions, US\$59. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <feedback@ssa.org>. (505) 392-1177.

SOARING NZ – personal check or credit cards accepted, NZ\$135/yr. Subscription enquires, go to <soaringnz@mccawmedia.co.nz>.

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These badges & badge legs were recorded in the Canadian Soaring Register during the period 12 November 2016 to 18 August 2017.

SILVER BADGE

1106	Aaron McDermand	Edmonton
1107	Robert Williams	Gatineau
1108	Fernando Garza	Saskatoon

DIAMOND DISTANCE (500 km flight)

David Cole	Toronto	507.7	SZD-55	Conn, ON
Jean-Yves Germain	Quebec	539.8	ASG-27	St Raymond, QC

DIAMOND GOAL (300 km goal flight)

Youssef Chaoui	SOSA	307.3	LS-4	Rockton, ON
Skyler Guest	Saskatoon	313.9	L-33	Cudworth, SK

GOLD DISTANCE (300 km flight)

Mike Morgulis	Great Lakes	363.3	Jantar	Colgan, ON
Youssef Chaoui	SOSA	307.3	LS-4	Rockton, ON
Skyler Guest	Saskatoon	313.9	L-33	Cudworth, SK

GOLD ALTITUDE (3000 m height gain)

Sorin Niculescu	SOSA	3311	LS-6	Sugarbush, VT
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SILVER DISTANCE (50 km flight)

Aaron McDermand	Edmonton	61.7	PW-5	Chipman, AB
Fernando Garza	Saskatoon	56.7	O. Cirrus	Cudworth, SK

SILVER/GOLD DURATION (5 hour flight)

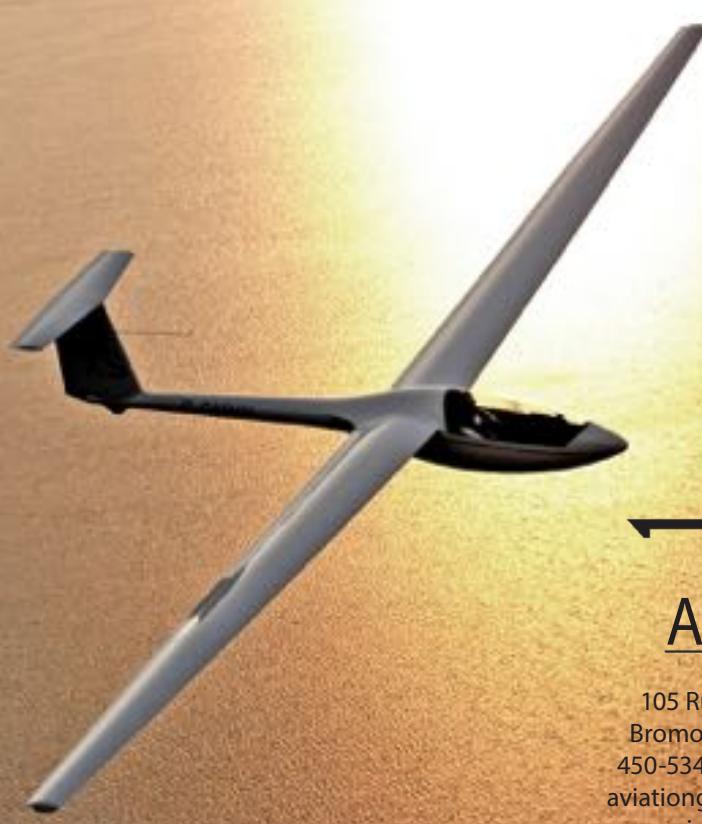
Aaron McDermand	Edmonton	5:31	PW-5	Chipman, AB
Robert Williams	Gatineau	5:14	ASW-24	Pendleton, ON
Gordon Preese	York	6:28	1-34	Arthur E, ON
Denis Saucier	Quebec	5:17	Grob 103	St Raymond, QC
Daniel-Andre Samson	Quebec	5:37	LS-4a	St Raymond, QC
Jean-Francoise Rochette	Quebec	5:06	Puchacz	St Raymond, QC

SILVER ALTITUDE (1000 m height gain)

Aaron McDermand	Edmonton	1251	PW-5	Chipman, AB
Kevin Forsyth	Vancouver	1967	Grob 102	Hope, BC
Denis Saucier	Quebec	1767	Grob 103	St Raymond, QC
Fernando Garza	Saskatoon	1675	O. Cirrus	Cudworth, SK
Daniel-Andre Samson	Quebec	1060	LS-4a	St Raymond, QC
Jean-Francoise Rochette	Quebec	1109	Puchacz	St Raymond, QC
Francois Proulx	Quebec	1161	Grob 103	St Raymond, QC
Sebastien Cousineau	Quebec	1134	L-23	St Raymond, QC

C BADGE (1 hour flight)

3078	Neil Kelly	Winnipeg	3:35	Krosno	Starbuck, MB
3079	Aaron McDermand	Edmonton	5:31	L-33	Chipman, AB
3080	Kevin Forsyth	Vancouver	2:52	Grob 102	Hope, BC
3081	Gordon Preese	York	6:28	1-34	Arthur E, ON
3082	Jean-Francoise Rochette	Quebec	3:00	Puchacz	St Raymond, QC
3083	Sebastien Cousineau	Quebec	1:27	L-23	St Raymond, QC
3084	Tom Bistricki	York	2:12	1-34	Arthur E, ON



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www.sosaglidingclub.com

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www.yorksoaring.com

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NW of Tottenham
www.greatlakesgliding.com

LONDON SOARING CLUB
between Kintore & Embro
www.londonsoaringclub.ca

TORONTO SOARING CLUB
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www.toronto soaring.ca

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www.soar.regina.sk.ca

SASKATOON SOARING CLUB
Cudworth, SK
www.soar.sk.ca/ssc

WINNIPEG GLIDING CLUB
Starbuck, MB
www.wgc.mb.ca

Alberta Zone

ALBERTA SOARING COUNCIL
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Clubs/Cowley info: www.soaring.ab.ca

CENTRAL ALBERTA GLIDING CLUB
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www.cagcsoaring.ca

CU NIM GLIDING CLUB
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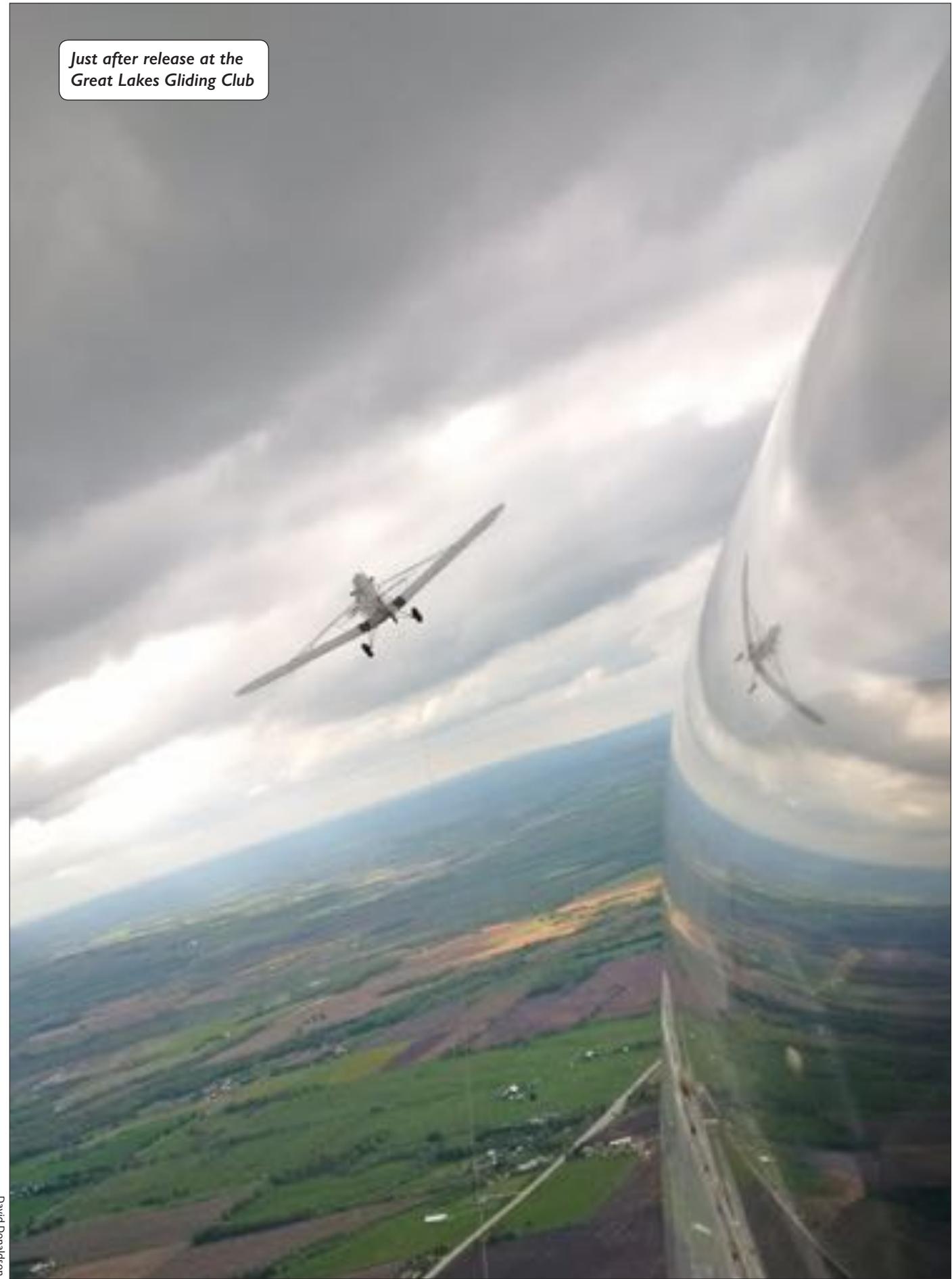
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