



# free flight • vol libre

5/83 Sept-Oct

# MUSINGS

I would be remiss if I did not ask you to share the sorrow and anguish that I felt when I learned of the tragic "mid-air" at the Montreal Soaring Council on 17 July. The loss of two lives is regrettable at any time, to be so young is tragic. On your behalf I have extended condolences to the bereaved families of Samantha Hiscox and Lillianne Stamboulieh.

In the last issue I said I would respond to Karl Doetsch' challenge to the board to state its goals. Since the board has had a limited opportunity to meet, what follows will be, in part, a personal statement::

- For no reason than basic decency and respect for each other, we have to look very critically at our safety practices, instructor standards and attitudes. Last year we had, on a claim and number of accident basis, a very poor year. This year started better, but, within the past month, with two fatalities and five aircraft damage claims above the deductible, things are looking grim indeed. For details see "Crocodile Corner". Our dominant goal has to be better, safer flying; without it there may not be enough of us around to worry about Government funding.

I read in SOARING recently that the BGA expects an accident on average every 4600 flights. The US Air Force Academy average experience is, I understand, one every 36,800 glider flights. Translated to our activity levels, that's only one accident per year (my rough estimate). I don't know precisely how the USAF Academy does it, but I would expect discipline, consistent demanding of high level training, discipline, conservative consistent flying, and more discipline, are the foundation of their success. I don't mean parade-square discipline either. What I'm writing about is the attitude and commitment to flying precisely with a proper circuit every time, to know your "V" numbers, to fly within your abilities, keep your head up, and so on. We all make mistakes; I have. If there isn't a conservative cushion and skill to absorb those errors, accidents will occur. Simple arrogance and selfishness usually speed the process. Consequently, your board has agreed to amalgamate the Instructors and Safety committees with Ian Oldaker as chairman. The goal is a better level of training and safety throughout the sport in Canada. As their first involuntary task, Ian and his committee are working through the new proposals on licensing from the Transport Canada Dubin Commission Task Force. As well, Ian will be in Winnipeg in August to train instructors and course directors for as many provinces in the west and central Canada as possible.

The changes being proposed by the Task Force are significant. I don't see anyone losing their licence, but I expect you will have to do more hours or checkrides to keep it valid. Talk to your instructor committee's representative if you're interested in detail; they had to meet a 1 August 1983 deadline for comment and criticism. We had lots. I would estimate implementation in late 1984 or in 1985.

- A goal that is given, is the maintenance of current services through the National Office. Linda has risen to the task, we have a part-time typist, and Jim is on a fee-for-service retainer to help out periodically until October. So far the ship stays afloat. We're also assessing thirty-one applications for the Executive Director's job.
- Another goal given and ratified at the 1983 AGM was to work to sustain government funding. As you can see from the listing of donors to the World Contest Fund, Alberta and Ontario have said that they will help. We also received our first-quarter administrative grant from Sport Canada. The second hasn't arrived; as a consequence Linda and I will be having an exploratory meeting with Sport Canada in early August. I'll keep your directors posted.

I'm running out of space again, so let me touch quickly on some of our other goals:

- Broader, better and more competition at the levels of clubs, regions, provinces and nationally. It includes badges and records too, please.
- A stronger, better **free flight**. It is good now, it can be better.
- Help and ideas to the clubs to increase membership and start new clubs.
- Maintenance of expertise in areas such as insurance, all technical and mechanical matters and airspace.

Next to last, I must acknowledge Ursula Burton's notable contribution over several years as editor of **free flight**. Ursula resigned in July, primarily because of philosophical and management differences with me. Tony has proposed that he be appointed editor. Your board will review this matter in October.

On a happier note, I was charmed to see an article in the 27 July 1983 issue of the "Globe & Mail", by Bryan Gory: "Captain Robert Pearson, with ten years experience as a glider pilot, was able to maneuver the wide-bodied aircraft to a landing."

Gliding from flight level 300 for 160 km in a 767 to earn a badge might be pushing the 1% rule a bit. Nevertheless, well done Robert.

Fly safely, well and often.



PS: Let's stop feeding the crocodiles, shall we?

# free flight • vol libre

5/83 Sept-Oct

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

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A new bird over Ontario fields. The Polish Puchacz is a promising trainer which Ian Oldaker tested. The Puchacz is being flown by Hermann Ksander of Kawartha in the rear seat and his passenger is Al Card.

# AU REVOIR FROM URSULA

I want to say 'good bye' to you as my love affair with **free flight** has suddenly ended after 16 issues, unfortunately at a time when a change in editor was least desirable for uninterrupted continuance of a fairly successful production and delivery schedule for **free flight**. However, I am still suffering from the hangover of the two previous years in trying to publish the magazine to maximum efficiency, to reduce costs, and to give top quality content and layout – all with a four-week turnaround from deadline to your mailbox. Everything together was only achieved with the production relocated from Ottawa to Claresholm, starting with this year's first issue January-February. Tony and I were finally able to plan our own time, rather than being pursued by the magazine in the various production stages that would arrive from Ottawa at any given day. We both had put that much priority on this responsibility. When I saw the new management making weak administrative moves and having philosophical ideas which would lead to a repetition of past trials and errors and time demands, I was unwilling to face that again.

Yet, I can report that Stage I of a good basic magazine has been completed, **free flight** has grown through the support of the many readers from coast to coast of our land; from small and big clubs, from pilots of all walks of life, regular and enthusiastic contributions by committees, from editors and friends across the world. To all authors and advisers and cartoonists, named and unnamed, go my sincere thanks for having achieved a goal that seemed out of reach just two years ago – a **free flight** of international recognition, both in content (as stated in letters from foreign magazine editors, and a number of reprints by them), and appearance (as mentioned by graphic designers). However, I reserve a unique award just for myself – my English has improved! So has my aviation German and French, while Dutch and Italian made only slow progress. I am glad that most soaring magazines "spoke English", eliminating a lot of translations.

**free flight** now stands at the threshold of Stage II. Your returns of the questionnaire will guide us in the desired direction: an even stronger **free flight**, as Bob Carlson wishes in his Musings. Unless there is some wizardry at work, this goal again counts entirely on your contribution, and a lot more than in the past. Volume requires more paper, of course; coloured photographs would make your magazine a joy to receive, but funds are short as usual. And none of these wishes and hopes will happen miraculously and overnight. How about GUTS (get underway, try something). If everyone of you is willing to go out of your way and contribute comments, hints, opinions, photos, stories, articles, events, solicit commercial advertising, in short, anything related to soaring – and unsolicited, this new goal can be reached easily.

This chore now lies with my successor. Tony has assisted me tirelessly these years, and he deserves all the credit for the fine layout of our magazine. Please continue with your exceptional support, and YOU will receive an even stronger **free flight**.

Farewell



Take care to get what you like or  
you will end by liking what you get.  
George Bernard Shaw

I regret that Ursula has chosen to resign as editor. She has worked very hard to bring the magazine to world class level by imposing upon herself high standards for timeliness and quick response (and hoped for in others) to make a magazine not only interesting for its story content, but to make **free flight** a useful "journal-of-record" for SAC as well. It has been stated before in many ways that **free flight** is the "glue" that bonds the scattered members together across this country, and Ursula has expended huge efforts in the last two and a half years to streamline the production of the magazine to the point where topical information may be placed before the membership as well as a bimonthly journal possibly can.

Since Ursula has been editor, I of course have also been deeply involved in its production, and I have had enormous satisfaction in giving my dormant art talent a new means of expression in working on the graphics and layout of **free flight**. I admit to some measure of smugness when people in the publishing business react with surprise to hear that the magazine is 95% camera-ready as a "kitchen-table" operation rather than done professionally. I enjoy it, and as you know, personal layout has afforded great savings in production time, costs and improved quality control.

We both believe that the editor cannot afford to slack off – **free flight** will not regenerate itself and appear in your mailbox every two months by magic. Promoting the assistant is the neatest solution to getting a new editor, and I am happy to take on the new job (the board will make the final choice at the October Directors' meeting).

Tony Burton  
Liaison Director, Free Flight, and editor "pro tem"



## 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 RCFCA has delegated to SAC the supervision of FAI-related soaring activities such as record attempts, competition sanctions, issuance of FAI badges, 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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## 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, le RCFCA 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 relâcher 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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### ASSISTANT LANGUE FRANÇAISE

Pierre Lemaire

Limite pour publication  
le 5 chaque deux mois

5

# OPINIONS

## THE CREW PERSPECTIVE

It was that time of year again.

Ed decided to go to the 15 m competition in Claresholm, and my expectations for this event were not very high. After all, there was this whole competition controversy, long days in the car getting there, and most of our flying friends would be at Hawkesbury. But, we did go, and arrived on a Saturday morning to be greeted by friendly faces as we set up camp.

The first day or so was a little bit strange – everybody seemed to know everybody, except us. But after getting to know our "neighbours" and sharing a glass of wine, we felt more and more at home. The traditional campfire that we seem to have at every competition broke the rest of the ice, and we got to know these "strangers" well.

There was still talk of Easterners and Westerners, but merely as an indication of where you lived, and I'm glad we made the effort to come to Claresholm. Canada is a big country with great people, so let's make the best of it. I think it will work if we have more competitions where the atmosphere is as friendly as it was at this one. So, thanks to all the people who helped to make this competition a good one for us.

Annemarie Hollestelle

## SAC FEEDBACK ON REG CHANGES

I hope SAC will be making representations to the DoT about their proposed changes to the regs, especially the requirement for type ratings for powered gliders. I have flown three types of powered gliders, 30-odd other gliders, and over 120 other powered aircraft. Based on this experience, I do not see that powered gliders differ enough to warrant the expense and inconvenience of a type rating.

Neil Macdougall  
York Soaring

Neil is a contributing editor to "Canadian Aviation" magazine. Turn to the Hangar Flying section in this issue to see some of the concerns he has with the proposed DoT changes. Although many relate to power flying, you can appreciate what a little study will unearth. It never pays to not respond to DoT requests for public input to their proposals.

Both Ian Oldaker and Bob Carlson have responded at length to the proposed changes. Editor.

## SOUTH AFRICA AGAIN

In the sports section of the *Globe and Mail* of June 30, 1983, the following headline in bold caught my attention: "Canadians allowed to row against South Africans".

In the article one could then read: "Several Canadian rowers were relieved yesterday at a decision by Canadian authorities to let them compete against South African rowers in the Royal Henley Regatta, which starts today. Sport Canada, which bankrolls world class Canadian athletes, had previously adhered strictly to the Gleneagles Agreement that calls on Commonwealth governments to halt sports ties with South Africa because of its racial segregation policy. On Monday, it was learned several South African rowers would be competing in the four-day regatta as members of British teams. After some hesitation, Canadian authorities consented Tuesday to allow Canadians to compete..."

With regards to the above, three things can be said:

1. It now appears that Sport Canada is taking a more reasonable position.
2. The value of the Gleneagles Agreement must be questioned, as South Africa athletes are allowed and invited to compete in England.
3. In the AGM, when voting about this controversial issue, the common sense which was applied now fortunately appears justified.

Willem Langelan

*This Globe and Mail article also said that the rowing crews were from the well-known Shawinigan Lake private school on Vancouver Island and Brentwood College in Vancouver, and \$100,000 had already been spent for the trip. Perhaps I'm being cynical, but I expect that the government thought about the considerable persuasion the alumni of these schools could muster. In any case, it is evident that they and the Canadian Amateur Rowing Association have a lot of clout and points out that the Sport Canada position is essentially political and is not cast in stone. SAC does have some room to maneuver.*

*It should also be stressed that the South African competitors were not a national team but individual members of British teams; so Willem's second point is not strictly correct.*

Editor

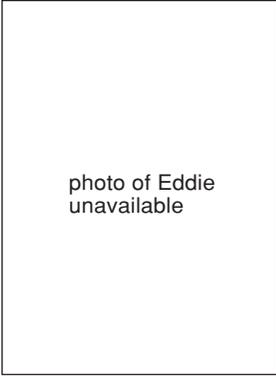


photo of Eddie  
unavailable

At 13, Eddie has it all planned – he’s going to go solo at 15, get his licence at 16, then goes team flying with his dad in provincial competitions ... Watch out for Ed jr. Hollestelle, folks!

I was crewing for my dad, Ed Senior, in Claresholm. I was very busy all the time.

Before marshalling, I had to help rig, or fill up with ballast or wash the plane. At marshalling time, Neil Brennan and I did the photo-board. After launching, I went straight to the window to spot for Ursula. Being a spotter was easier than I thought; it was relaxing getting away from the rest of the crew (family). When the finish gate was opened, I went to help with my "GREAT" spotting there. Only in between did I get to play around with my friends.

Then, when my dad came back, I had to push the plane back to the tie-down and take a breather; if he didn't, I had to push him out of a MUD FIELD and work all night. That was all in a day's work, if it didn't rain.

So, for future crews it sounds like a heck of a lot to do, but it isn't. Besides, I volunteered for all of that. I found it very frustrating, but it was fun too. But maybe it's the last time I volunteer for SO much.

It was very difficult to be a crew, and help with window and photo-board, and running ropes, and being just plain me – all at the same time!

PS. As a family tradition, my dad landed out on my birthday "again".

... The article I wrote was the best I could do. It was the first time I typed a letter and it took an hour or so to do, since I can't type. I'm looking forward to see my article in Freeflight...

**IAN ANSWERS MARTY SLATER**

I was very interested to read your comments on the AGM etc. in the 3/83 Free Flight – it is refreshing to see someone speaking up! I am going to briefly reply, because I think first you deserve a reply and second I would like more dialogue like this (I receive very little if any communication from clubs).

I believe the concerns you expressed about an instructor who is CFI having to be a Class 2 is now resolved, as your club has two Class 2. At the AGM I spoke about this to a number of people and suggested how we should go about upgrading a Class 3 in your situation. This has now been done (satisfactorily I hope!).

The situation regarding a Class 3 being a CFI is a difficult one for a small or new club – but one that we have to face if we are to show a responsible approach to the requirements for the CFI, who is after all in charge of student flying, the flying rules, etc. of his club (which affect all pilots), as well as for the training of pilots to be instructors, if and when we need to increase his roster. He also has to take the flak if things go wrong; a pilot who is a Class 3 is (by definition) a trainee, but after acquiring some experience there is no reason to withhold an upgrading. Special situations occur, and we are responsive to them I hope. There have been one or two other cases, for example where a member of the Instructors committee has gone to the club to check them out and report back to the SAC Directors. In Alberta, Al Sunley is that man who incidentally is officially also the Provincial "Coach". Alberta, of all the Provinces, is ideally suited to funding through the ASC for checkouts such as Al might be asked to make at a remote club. I am hopeful that we'll be seeing more of this sort of mutual help in the future.

This brings me to the CAC (Coaching Association of Canada). It is just this sort of thing that the CAC is set up to do. If the SAC wants to go ahead and develop a well-integrated program, then each Province needs to follow Alberta's lead, and needs to give the SAC Directors some ideas and pressure to get involved with the grass roots more. I am currently writing to all CFIs along these lines!

Ian Oldaker  
Chairman, Flight Training & Safety

**'81 WORLD CONTEST FUNDING ... FOR THE RECORD**

Al Schreiter, in his letter (FF July/Aug 1983), reinforces an often-stated misconception about the federal government's support and funding to the 1981 International Soaring Team. This letter attempts to set the record straight.

In January 1981, Sport Canada offered to help defray the costs of sending our team to Germany by arranging to book our team members on the most convenient Armed Forces flights to Lahr, Germany. Two flights per week were available for our team to choose from. In keeping with the prime role of the Armed Forces flights to Europe, no flight guarantee could be given, but international team priority under normal circumstances was high. Teams of other sports had accepted and been generally well satisfied with the service. Our team declined the offer.

Independently of the above considerations and after considerable discussion with Sport Canada officials, a federal grant of \$20,000 was approved in April 1981 for the

following purposes "...to assist in covering economy air travel costs, car and van rental, train transportation, meals and accommodation at \$50 per day, entry fees and equipment rental for the World Championship Team." No constraints were imposed on the distribution of these funds among the specified elements. The team's expenses for the above items, excluding all air travel costs, exceeded \$20,000 and therefore none of the grant would have been lost if the air travel costs had been reduced through the use of free Armed Forces flights. Total expenses for the 1981 championships claimed from the World Contest Fund were \$37,184.

From the above it is apparent that a genuine choice existed between the convenience of commercial air transportation and reduced claims against the World Contest Fund through the use of Armed Forces flights. Russ Flint's comment (FF March/April 1983) pointing this out was based on fact.

Karl Doetsch

**INSTRUCTOR LIABILITY COVERAGE**

At the SAC AGM in Calgary, Ian Oldaker mentioned the possibility of joining an association called the Coaching Association of Canada. He indicated they offer a three level course which teaches teachers to teach. Also, as a side benefit, it was mentioned that liability coverage for \$1,000,000 was available at a cost of \$15 per year. The coverage is available to anyone in a coaching position who is a member of the Coaching Association of Canada. It protects you from liability in the case of errors or omissions or claims related to your activities with respect to teaching students.

From the Calgary meeting I left with the impression that, to be able to get the insurance coverage, you had to first complete a first level course. However, I contacted my local representative with the Provincial Parks and Recreation department and he got me the forms. They indicated that all I had to do was join the CAC for \$16 annually and then I could purchase the liability coverage of an additional \$15 annually. I sent away the forms and the money and I now have a membership card in the CAC and a second card testifying to my liability coverage. For \$31 a year I think it is a good investment.

You may be saying to yourself that SAC coverage is good enough without any disrespect to those currently administering our insurance. I really don't know where our coverage stands at the present time, so it seems to me that \$31 is a small price to pay to be sure. When you get the literature from the CAC and see where teachers supervising a track and field meet get sued because of an accident in the long jump pit it doesn't take much to realize the potential for a similar action in our sport.

Marty Slater  
Grande Prairie

*SAC liability is also \$1,000,000 now. Ed*

# WHY COMPETE?

A beginner to the game answers...

Steve Weinhold  
from ASCent

The following is not to be construed as a source of advice or suggestions on how to fly contests. It is merely a collection of observations made by a neophyte pilot entering his first year of competitive flying. It is hoped that some readers might thus find their concerns are common, but that the challenge of this endeavour does make it worth a try. Hopefully, the aspiring pilot will find it easier to associate with and understand my trepidations and exaltations than will words from a more seasoned pilot, since we are much closer together in experience level.

As background information, 1983 marks my fourth year of flying gliders. After obtaining my licence in June 1981, I fulfilled the requirements for my Silver badge during the Cowley Summer Camp flying an Open Cirrus '2L'. This was my first cross-country flight and first and only outlanding to date. I felt that the Silver badge requirements were really a test of skills required for cross-country flight. For this reason I selected an off-field landing rather than choosing a distant airfield. I committed myself to land at 2000 feet agl, this giving ample time to contact Lethbridge FSS for current altimeter setting followed by a ground search for surface wind indicators, landing obstructions, location of telephone source and a field with good vehicle access. Most of 1982 was consumed with local flying, relying largely on the extended L/D of an Open class ship to afford me a larger operating radius from the field. I flew no declared cross-country task, satisfied with becoming more precise in handling my *newly* acquired Kestrel 19. I did gain some mountain flying experience while in Colorado and attained my Diamond altitude at the Summer Cowley Camp. Now it was time to sever the umbilical and get into some "real" flying.

As the Innisfail weekend approached this spring, my objectives were:

1. try to save the ship, e. avoid overflying unlandable terrain without sufficient altitude and to use 1200 feet agl as decision height to ensure an unhurried circuit and unruffled pilot;
2. try to complete at least one task. This would reward me with sufficient satisfaction to encourage me to continue this part of the sport.

The outcome of this was that I did not fly at all on the first day. The reason being that I was becoming too rushed with flight preparations since I had no crew. I also discovered that my battery would no longer drive the radio necessitating a trip to Red Deer for a new motorcycle battery. It was 1800 hours when I finally rigged Saturday in anticipation of tomorrow's flying.

Sunday's pilot meeting announced a 315 km triangle to Rosedale/Stettler and return. Oh dear, nothing like jumping in with both feet! Now I wished I had been ready yesterday for the Olds/Rimbey task. That course was only two-thirds the distance! I saw everyone load up with water before. I encountered no difficulties thermalling because of it but did feel a somewhat flatter glide angle at speed. In retrospect, I seriously erred in being the last ship on the launch line. I crossed the start gate at 1400 hours when some individuals were already rounding the first turnpoint.

It is utterly amazing what a repulsion one develops for the earth's surface when in a glider. Every burble I encountered would elicit a bank to the left or right to regain altitude lost. Since so many of these result in a negligible rate of climb, I quickly became discouraged with my progress. However, I never did get lower than 2000 feet agl on the first leg and found myself at 8000 agl over the first turn. As I turned northward to Stettler, the radio started to come alive with pilot chatter from Stettler: "Stand by for a retrieve, I'm counting the leaves on this tree. Hold on, I think I've got a bubble." "Gee, flying through the rain sure cleans the bugs off the leading edge!" "What is the airport frequency of Stettler?" "Oscar Charlie to Jolly Miller, if we get out of this one, I'll buy you a beer!"

Sounded like a good place to stay away from. I was halfway up the second leg and decided to abandon any hope of completing the task but rather try to return directly to Innisfail into the headwind. As the lift was weak at this point, I dumped my water to try to improve my climb rate. With each pilot I heard going down I gained more determination to make it home. By 1830 I was over the field at 4000 agl and joined some ships flying locally. I remained aloft until 2040 relaying messages between outlanding pilots and their retrieval crews. I had survived having flown 286 km in the process. I felt good and celebrated with a barbecued steak.

The final day promised strong winds aloft, so an abbreviated task to the west was set: Caroline/Didsbury for 158 km. I at once left the pilot meeting and towed the glider to the launch grid. Much better, this time I'm number three in the line-up. On release, I climbed to cloudbase and struck out on course to sample thermal strength and spacing; it will be over an hour before the start gate opens. I've now got time to practise some of those pointers I've been reading. Five minutes before the gate opens, I descend to an area on course just a mile from the gate and casually look for thermals while descending to 4000 feet agl. When the gate opens I'm ready, zoom through and return to my marked thermal.

By golly, it works! I note the height of other gliders thermalling on course to determine lift strength by seeing if they appear to rise or descend relative to myself. No difficulties are encountered on the way to the first turnpoint. I now begin to see some faster ships go by under me on the downwind second leg. For a while I leech, hanging on, but getting nervous about my height loss without encountering any good lift. I get lower and lower till I'm 2000 feet agl at Didsbury, but decide to fly over town for the turnpoint photo anyway, rather than consume my height in searching for more lift. One mile north of town I work a burble in which I recover 1500 feet which takes me to Olds. Meanwhile, three pilots report going down in the Didsbury area. One final bump at Olds nets another 2000 feet gain, so I set off on final glide for Innisfail at 4000 feet agl into a 20 knot headwind hoping to conserve a little altitude using dolphin flying technique. A quick check over Bowden confirms that I now have the field made without requiring additional lift. At 3 miles out on a long final I am still 1000 feet over pattern altitude allowing me to execute a 100 knot finish. I'm satisfied with the weekend, having met my objectives.

So what have I learned? First and foremost, I have been forced to explore some of the capabilities of my ship. When you have nothing but the prospect of an outlanding on the horizon ahead, you begin to discover just how much distance you can achieve at max L/D and close adherence to the speed ring. Secondly, give yourself time so that you aren't rushed. It is amazing how quickly the time between pilot briefings and launch passes. Be one of the first through the start gate, you'll need all the time you can get! Don't worry about no one being out there to mark thermals for you. It won't be long before the faster pilots will be along to show you the way. You may then be lucky enough to "draft" them for a while. Rest assured, you'll soon conclude their method will soon have them on the ground and you'll let them go resuming your original pace until the next hotshot comes along!

If you can, carry a barograph and make a few inflight notes as to times and locations over various landmarks. You'll be amazed how much insight you can get from a flight in studying the trace. I've discovered that I probably stop for almost three times the number of thermals that are actually required to complete the flight.

In conclusion, I'm glad I tried it, even if I had no intentions of ever competing again. It seems that the contest environment provides the atmosphere under which you strike off cross-country in spite of what the sky looks like simply because everyone else is doing the same thing. Furthermore, bleak prospects ahead don't elicit a "Let's turn around" attitude because points are earned on distance made along the course. This often has the amazing affect of turning up lift long after you've given up hope of being able to make any further progress. I'm sure you'll find that experience thus gained will prove invaluable on cross-country badge attempts as was the case for me. But that's another story. □

The 18th World Soaring Championships at Hobbs, New Mexico was a marathon of flying, with more pilots, better sailplanes and more kilometres flown at higher speed than ever before. The event will be extensively documented by reporters for 'SOARING' and 'GLIDING INTERNATIONAL' who were there exclusively for that purpose. As one of the crew members on the Canadian Team, I will tell the story of the

# CANADIAN SOARING TEAM AT HOBBS

Meg Sears

## THE CAST OF CHARACTERS

**Wilfried Krueger** started flying 30 years ago in West Germany and has since joined SOSA, accumulating 1100 hours and a Diamond C Badge. At Hobbs, he flew an ASW-20B, 'K2'. Helga, Wilf's wife, as well as his son Hagen and Hagen's buddy, Jeremy Brown, were Wilf's cheerful crew, who fed the rest of us on large quantities of watermelon.

**Willem Langelaan**, a western Canadian architect, has flown 1000 hours in gliders, attaining his Gold C. He flew his Jantar Standard 2, '52', in the Standard class and was helped out enthusiastically by his wife, Aurelia, a veteran of gliding competitions, and Christian Brière, a tall, dark French Canadian who was new to this sort of flying, taking it all in quietly.

**Peter Lamla**, a physiotherapist from the west coast, came along at short notice when Jim Carpenter found he would be unable to fly. Peter flew his Nimbus 2B, 'PR', with the higher performance Nimbus 3 and ASW-22 in the Open class. Cathy Thomson, his girlfriend, and Dave Rathnow, his partner in the Nimbus, were his faithful crew.

A bearded chemist now living in Ottawa, **Paul Sears** started gliding at Cambridge, England. He has flown 1100 hours and presently flies with, and instructs, at the Montreal Soaring Council. At Hobbs he flew an ASW-19B, 'SQ'. His crew were his wife, Meg, and Kevin Conlin. As well as his time, Kevin kindly donated the use of his car and an unlimited supply of tools and expertise to deal with all emergencies.

**Helmut Werneburg** (Hal) has been flying for 22 years, logging 1300 hours in gliders. Hal also represented Canada in 1976, 1978 and 1981. He also holds the Canadian triangle distance record of 804 km. Bruce and Cathy Hea crewed for Hal, who flew Bruce's brand new Ventus B, '28'.

**Ulrich Werneburg** (Ulli), who lives in Ottawa, describes himself as a program analyst. At Hobbs he flew his familiar ASW-20, 'MZ', in which he won the 15m class at SOSA last year. Bernie Palfreeman and his son, David, were Ulli's calm, cool and collected crew, as Bernie supplied the tent and awning under which the crews jostled for shade.

## PROLOGUE

There was to be no flying from Hobbs until the week before the championships, but Ulli, Wilf and Paul flew from Seminole to gain additional practice. There had been snow flurries the week we left Canada, so the 38°C temperatures and intense sunlight of the Texas desert came as a rude shock. Sunburn and heat exhaustion became realities and investments were made in long-sleeved shirts, sunscreen and large water bottles for drinking. The flying conditions were extremely strong, and the pilots flew most days, regularly averaging well over 100 km/h. They said the speed was not apparent when they were flying because of the excellent visibility and high cloudbases, coupled with the relatively featureless landscape.

The time at Seminole was a week of readying gliders. The flying did not start until after 1:00 – sometimes not until 2:00 – so that left lots of time for 'fine tuning'. Wilf arrived with his ASW-20B fresh off the boat. After he managed to hook up the instruments so that he was no longer apparently being towed at 136 knots or going down in lift, he was happy to find that his new glider appeared to be better (at least definitely not worse) than Ulli's ASW-20. However, the ASW-20B has much stiffer wings and is heavier than its predecessor, so it feels different. It was not until the end of the contest that Wilf really felt that he could make it climb as well as it should.

Paul was in his element as we prepared 'SQ' for the competition. One day saw a complete rehashing of the instruments, while another was occupied with installation of an air vent and a pee-tube (perhaps unnecessary in the dry heat of Texas).

There was one retrieve during the time at Seminole. Wednesday, June 15 started out as a very good day, and Paul and Ulli pushed off. By 4:00 in the afternoon there were warnings of severe thunderstorms over Hobbs and a while later we saw large, black clouds to the west, coming our way. Wilf and Ulli landed in time, but Paul landed a couple of miles short.

Guessing his position from his blind transmission on final, we found him and pulled alongside on a track between two fields. The glider was derigged in the rain and wind, just before the hail started. The fuselage had to be tied in at the front before we could move, so we sat in the trailer as lightning struck all around and the wind

blew hard enough to move the back of the trailer, although the front was still hooked on to the car. The field flooded and the temperature dropped more than 10°C in an hour. Night fell and finally the storm let up. With everything secure, we continued along the track, only to get bogged up to the back axle in mud. We finally left the car with the tail-pipe several inches under water and walked out amid a deafening chorus of spade-foot toads.

Thursday morning dawned bright and only a few puddles remained of the previous night's floods. Texan hospitality came to the fore as the local airport owner helped us jack up the car and finish the retrieve. The local consensus was that that was the best storm since last year's tornado.

The weekend before the official practice week, the Seminole group took off to Ruidoso, 6000 feet up in the mountains, to escape the heat and to have a rest.

## Official Practice Week

Returning to Hobbs, we were greeted by the sight of the fuselage of '28', the new Ventus Hal was to fly, in the motel parking lot. Hal and Bruce were installing the instruments, working mornings and evenings to avoid the 40°C mid-day temperatures.

Tasks were set on June 21 to 25, so pilots could practise taking turnpoint photos. Rather than the familiar method of photographing the turnpoint from the quadrant outside the course, the pilots had to align themselves within a half mile radius directly over the turnpoint and photograph a photo target. Often these two features were opposite ends of runways or ends of roads in small towns. This was a rather difficult trick, particularly from high altitudes. It had the additional snag that if it was raining directly over the turnpoint, you were stuck.

The practice week was an important time for the organizers as well as the pilots. Registration was completed, licenses issued, and the aircraft had to be measured and maximum weights established. In strong western conditions the weight was an important matter. To avoid 'experimental' aircraft flying with advantageously astronomical amounts of water, the manufacturers maximum specified weight was to be used. In the Standard class this gave an advantage to those flying the Pegase by Centrair, which is essentially a French-built ASW-19 with 625 kg maximum specified all-up weight rather than 454 kg.

For the first time in World contests the start times were established by photographing an innovative ground clock from unlimited heights. This ground clock was popular with the pilots as it eliminated the line-up for the start gate and was considered safer than the old system, although hanging around at the top of a thermal waiting for the best time to start was hairy at times. Cloud flying was illegal and Judge Hal Lattimore, the Contest Director, took exception to those pilots who photographed the clock 'while enclosed in cloud'. The fact that pilots made the most of the unlimited height gate, starting at up to 16,000 feet asl, contributed to the very high speeds observed during the contest.

## ACT I ...

### Contest Day 1 – 27 June

The first contest day dawned with a strong west wind. The Standard class left first for Morton and Andrews (353 km), followed by the Open and 15m classes going to Post and Littlefield respectively, then returning from Jal (460 and 433 km). Early patches of high cover eventually cleared, but the wind picked up, and the end of the day saw everyone struggling in blue thermals against a 35 knot headwind. Three-quarters of the field landed out: all of the 15m class and half of each of the Open and Standard classes. Nine 15 m gliders landed in one field.

All of the Canadians landed out while trying to fight the wind. Hal and Wilf did well, going 327 km, while Paul landed only 21 km short, along the Hobbs-Seminole highway in the middle of a dust storm. Rather than returning directly from Andrews over the nearly invisible inhospitable land (as those who finished did), Paul elected to fly 'IFR' (I follow roads).

'Hobbs Air', a powered aircraft for relaying messages between downed pilots and their crews, was congratulated for matching them all up during the long evening hours, locating pilots using flares and flashlights. Emergency kits containing water, flares, sunscreen and innumerable other items were carried by many pilots, although the contest organizers did all they could to minimize the hazards of desert landings.

### Day 2 – 28 June

A weak cold front had passed to the south the previous evening and a layer of stable upper air gave rise to wave lift between 10,000 and 16,000 feet. This gave a head start to some as they headed off to the south and east: Standard class 350 km, 15m class 376 km, and Open class 439 km. Out on course and out of the wave, the thermals were turbulent and difficult to centre, but the relatively short tasks (by Hobbs standards) meant that most people returned rather quickly. Peter Lamla landed out after flying 359 km, but Ulli, Hal, Wilf and Paul all completed the task at personal best speeds. Unfortunately this was not good enough, as Ulli placed the highest, 15th out of 48, flying 117.5 km/h.

### Day 3 – 29 June

As southeast flow returned to the contest area, 'typical Hobbs weather' (translation:

good Hobbs weather) developed. The tasks were somewhat longer, to the east and south: Standard 377 km, 15m class 409 km and Open class 475 km. Speeds up to 158.5 km/h (Ingo Renner in the Open class) meant that the times for the tasks were still relatively short, so choice of start time was critical. Defending World Champion, George Lee, left too late and came down in the rain that developed later that day. All the Canadians returned, many having flown personal best speeds once again, but were disheartened to find that only Willem (131 km/h) and Hal (146 km/h) managed to place in the top half of their classes.

### Day 4 – 30 June

If yesterday's weather was good, natives of Hobbs would say that today was even more typical. For the crews it was hot (39°C), but for the pilots it was incredible. The tasks were spread over the contest area and were undercalled: Standard class 458 km, 15m class 477 km, and Open class 523 km. With cloudbases rising to over 17,000 feet pilots saw snow at times, and lift was reported by many at 1000 to 1200 fpm in places over long climbs. Dolphin or zig-zag flying was the order of the day as pilots declined to circle in less than 500 fpm lift. As if to make up for the previous day's fiasco, George Lee flew 178 km/h, clocking the highest speed of the contest. All the pilots returned with the exception of Inamori (XN) of Japan.

Hal did well placing 14th at 148 km/h. He had not yet installed oxygen and at one point was wondering about hypoxia. Ulli suggested that he could go just as fast at a lower altitude. That was probably true on this day, although the best height band to operate in was a matter of continuing debate. On some days the lift was best over a relatively narrow band, while on others much could be gained by a fast climb from low down (if one dared).

## FIRST INTERMISSION

In order to avoid a mandatory rest day, the July 4 weekend, Canada Day was declared a day off. Sunburned pilots and crews emerged from cool shopping centres, motels and the Carlsbad Caverns in time for a barbeque and All-Girl Rodeo sponsored by local businesses.

## ACT II ...

### Day 5 – 2 July

In anticipation of a repeat of Day 4, larger tasks to the north were set: Standard class 514 km, 15m class 542 km, and Open class 571 km. Although the temperature was 40°C on the ground, a slight subsidence at higher levels decreased thermal strengths. Thunderstorms in the northeast affected the Standard class' first leg and Willem landed at Floydada. Paul fortunately got away from the first turnpoint by soaring a 'dust front'. Late patches of cirrus on the last leg killed the lift and Wilf and Ulli landed out.

Our team manager, Al Schreiter, who had been held up by business, arrived. This relieved Hal, who had been substituting,

as well as flying extremely well. Hal pulled into the top ten overall by placing 6th with a speed of 125 km/h.

### Day 6 – 3 July

As the drier more stable air over the northern half of the contest area would lead to weaker (relatively speaking) blue thermals, Judge Lattimore was convinced by the met man to avoid the most inhospitable land to the northwest. Quadrilateral tasks were set which sent everyone northeast, then to southern turnpoints: Standard class 439 km, 15m class 458 km, Open class 486 km. All the Canadians returned, and Hal pulled up to 7th place overall, flying 145 km/h.

The Contest Director had been ruling with a heavy hand until now, and began truly flexing his muscles as he ruled that improper turnpoint photos would result in scoring as if the pilot landed there, even if the pilot had obviously rounded the mark.

Ulli was affected, as was the Polish pilot Janusz Centka, who dropped from 6th to 30th in the 15m class as a result of this ruling. Amid mutterings of American favouritism and doubts about the scorers' ability to determine pilot alignment, Al spearheaded a protest. However, late night intervention on the part of the Stewards led to Lattimore's reconsideration. The final 100 point penalty still seemed severe compared to only 2 and 5 point weight penalties handed out to Americans Dick Butler and George Moffat for first and second overweight offences.

### Day 7 – 4 July

Independence Day saw crowds of spectators at the airfield and pessimism among the pilots as to whether they would be finishers in the evening. With an inversion at 10,000 feet and weak blue thermals forecast, the pilots were supposed to be returning from the NW over the least landable territory. After a lengthy wait for the beginning of convection, the tasks were shortened: Standard class 271 km, 15m and Open classes 277 km.

The as-yet-unresolved turnpoint penalty so disheartened both Ulli and Centka that they flew into the ground just short of the airfield. Peter Lamla also landed out and unfortunately damaged the Nimbus' tail. All the rest of our gang returned.

## BRIEF INTERLUDE

The turnpoint penalty issue was officially resolved to make room for a protest over weight penalties. British pilots George Lee and Bernard Fitchett had been penalized 25 points for the same infraction that Moffat and Butler had received 2 point penalties for. Eventually a uniform 10 point first penalty and 15 point second penalty were decided upon. This seemed a light penalty to some, in comparison to the 100 point photo penalties, but at least it was uniform.

July 5 turned out to be a rest day; although everyone rigged, loaded up with water, and sat watching the rain out on course until well past 1:00. The next five days were a marathon of soaring tasks.

## ACT III ...

### Day 8 – 6 July

As the low moved out and a high built into southern Texas, good conditions and clouds were forecast, with early convection. Long tasks were set: Standard class 518 km, 15m class 557 km, and Open class 593 km. As mixing with very dry upper air progressed, much of the day was blue after initial cloud streets.

Peter did not fly as the Nimbus' tailplane was not yet fixed. Everyone else came back, but Hal dropped back to 10th place overall as Ulli beat his 115 km/h speed by 1 km/h. Paul called his crew out on course, expecting to land out in the undependable conditions, but then beat the trailer back.

### Days 9 and 10 – 7 and 8 July

The high pressure to the northeast was stationary and early cumulus allowed long tasks to be set on both days: Standard class 521 and 539 km, 15m class 539 and 573 km, and Open class 624 and 617 km. Conditions improved somewhat during the two days, but widely spaced 7 knot lift and cloudbase or inversion at 12,000 feet seemed poor after Day 4. The Canadians flew relatively consistently, except for Peter who pushed into the ground early on Day 9, over-eager after the return of his sailplane.

Nearing the end of the contest, the clear winner of the Open class was Ingo Renner, who was flying brilliantly. In the 15m and Standard classes, there were only a few points separating the places most of the way down the standings. Obviously, time was of the essence, and even a few minutes saved at the start or around a turn-point was significant. If a pilot waited a bit longer, could he catch up with a gaggle rather than lose by leading the way? But leaving too late carried a severe penalty as lift strength dropped abruptly around 5:30 to 6:30 pm.

### Day 11 – 9 July

The morning soundings were almost identical to those for Day 10, but fortunately the lift was stronger, more consistent and less turbulent since the tasks were even longer: Standard class 559 km, 15m 609 km, and Open class 656 km. A rash of photo penalties were handed out, including one to Hal, which dropped him to 13th overall, and would prove to cost him a final placing in the top ten. Fatigue was showing.

### Day 12 – 10 July

The last contest day looked like the previous ones, but with stronger winds from the south. The tired pilots trooped into briefing hoping for a short, quick task to finish off. This was not to be: Standard class 526 km, 15m class 580 km, and Open class 657 km. Mutterings about the Americans going for broke and hoping to shake up the standings at the last minut could be heard. If true, this strategy almost worked. In the 15m class, Karl Striedieck in 2nd place gained 122 points on Kees Musters of the Netherlands, but didn't pass him; and Klaus Holighaus (West Germany) landed out, falling from 3rd to 8th. Hal pulled up two places to 11th overall.

OPEN CLASS — Top 10			19 competitors 15 Nimbus 3	
No.	Pilot	Country	Glider	Placing
UF	Renner, Ingo	Aus	Nimbus 3	11784 (1)
YY	Gantenbrink, Bruno	FRG	Nimbus 3	11295 (2)
17	Henry, François-Louis	Fra	Nimbus 3	10955 (3)
XX	Moffat, George	USA	Nimbus 3	10587 (4)
ZL	Pettersson, Ake	Swe	Nimbus 3	10515 (5)
21	Lherm, Gerard	Fra	Nimbus 3	10512 (6)
DB	Butler, Dick	USA	ASW-22X	10450 (7)
MM	De Orleans, Alvaro	Spa	ASW-22	9829 (8)
66	Fitchett, Bernard	GB	Nimbus 3	9801 (9)
26	Lee, George	GB	Nimbus 3	9719 (10)
PR	Lamla, Peter	Can	Nimbus 2	2699 (19)
15 METRE CLASS — Top 10			48 competitors 22 Ventus and 19 ASW-20	
MS	Musters, Kees	Net	Ventus A	11259 (1)
KS	Striedieck, Karl	USA	ASW-20B	11145 (2)
39	Goudriaan, Laurence	SAf	ASW-20	10709 (3)
NL	Pare, Daan	Net	Ventus B	10606 (4)
7L	Back, Holger	FRG	Ventus A	10597 (5)
EM	Kuusisto, Simo	Fin	ASW-20	10541 (6)
OY	Sorensen, Ove	Den	Ventus B	10408 (7)
5D	Holighaus, Klaus	FRG	Ventus A	10397 (8)
C4	Schulthess, Alfred	Swi	Ventus B	10311 (9)
1M	Gimney, Ray	USA	ASW-20B	10268 (10)
28	Werneburg, Hal	Can	Ventus B	10205 (11)
K2	Krueger, Wilfried	Can	ASW-20B	8807 (31)
MZ	Werneburg, Ulrich	Can	ASW-20	8723 (33)
STANDARD CLASS — Top 10			42 competitors 25 LS-4	
BH	Oye, Stig	Den	LS-4	10780 (1)
TB	Beltz, Tom	USA	LS-4A	10771 (2)
L	Buchanan, John	Aus	LS-4	10714 (3)
Y	Andersen, Jan	Den	LS-4	10661 (4)
BT	Mozer, Eric	USA	LS-4A	10499 (5)
Z	Stouffs, Henry	Bel	LS-4A	10448 (6)
RO	Selen, Baer	Net	DG-300	10432 (7)
88	Gloeckl, Hans	FRG	LS-4	10427 (8)
ZZ	Kjallstrom, Magnus	Swe	LS-4	10346 (9)
53	Ottosson, Curt-Olle	Swe	LS-4A	10342 (10)
SQ	Sears, Paul	Can	ASW-19B	8682 (32)

In the Standard class, Tom Beltz (USA) almost caught Stig Oye (Denmark), but missed being Champion by only 9 points [he will probably always regret a 10 point penalty on Day 5 for being rude to an official – Editor]. The Standard class competition hung on the number of finishers, which determined the number of speed points. If Willem had managed to return against the wind, it would have been very close indeed! This was not Willem's day as he narrowly escaped a start time penalty (the crews had to report preliminary times). He was in the habit of transmitting and then turning off the radio before confirmation. Fortunately he called his arrival at the first turnpoint before the hour deadline.

In the Open class though, Ingo Renner was in a class by himself, winning by a margin of 489 points and earning 11,784 points out of a possible 12,000!

## EPILOGUE

Packing the gliders into the dusty trailers, the tired pilots reflected on their experiences. The 15m class pilots had felt happy with their sailplanes, but Paul, Willem and Peter had been frustrated because they were outpaced in the straight glide.

Most pilots found that their style of flying had changed to enable them to fly faster. Paul and Wilf found that they thermalled

much less and they deviated further from the course line, flying to more wisps and zig-zagging along. Of course, a great deal of practice improved both dolphin flying and centering of thermals. Peter felt that he learned a lot flying in a class with five previous world champions, and everyone felt the competition was an amazing experience as they had never done so much flying at one go.

How long and hard to push was a continuing problem throughout the contest. Pilots reported scratching in poor lift as they were concerned about their lack of height, only to see one of the top pilots steaming by below them looking for a good thermal. This was over sand dunes and rocks as far as the eye could see! The best one could say, would be that a landing would probably be survivable. Renner gained a reputation for this habit which he evidently acquired over the years in Australia.

The people of Texas and New Mexico were remarkable for their hospitality, helping stranded pilots and even opening their homes to several team members. In the course of his many outlandings, Peter even ended up on the front page of two local papers! It was with a heartfelt word of thanks to the contest organizers, volunteers and local citizens that we left the hot, dusty Hobbs Industrial Air Park. □

# PROVINCIAL ASSOC. NEWS

## 1983 COWLEY SUMMER CAMP

This year's camp was not the vintage one which gave everyone the great cross-country and mountain soaring of last summer, but by numbers attending and great flights accomplished, it was a huge success.

Here are some stats:

- 84 pilots
- 95 (at least) visitors
- 34 private gliders and 9 club ships (it was a very mixed bag, with 29 different types present, from an open cockpit Grunau Baby on up)
- 9 clubs in attendance from Port Alberni to Winnipeg.

The new Medicine Hat "Blue Thermal Soaring Association" turned up in strength with their 2-22 (serial number 4!). By kidnapping instructors from other clubs at every opportunity, they managed to give a solid block of training to the students which helped a great deal to solidify their base and give a good boost to the enthusiasm of this young club. As an aside, Al Sunley deserves a hand as Provincial Coach for travelling from Edmonton to Medicine Hat on two occasions to help set up training and begin instruction for the club.

The biggest excitement of the camp was a storm which developed in the mountains west of Cowley during the late afternoon on the first Monday. This build-up was noted on the ground and in the air, and soon advisories from "Cowley Ground" had gliders landing en masse and derigging. The storm moved into the field very quickly once it crossed the Livingstone Range, and when the blow-out arrived, winds gusted over 40 knots with hard rain and some hail. Two gliders were still airborne as the storm arrived; Doug Stroud of Moose Jaw in his Libelle was on downwind, and Kevin Bennett was east of the field somewhere coming back from some distance away. Doug was caught by the sudden wind increase while turning final and couldn't make the runway. He was forced down short amongst a field of hay bales and was fortunate to avoid them all (an almost zero groundspeed helped). When Kevin received the wind advisory from the ground, he turned tail and headed for Fort Macleod airport 45 km to the east. As he was descending to enter the circuit there,

the storm front arrived and he found himself thrust up, varios pegged even with full spoilers. In almost no time he was at 13,000 at cloud base and was forced to run northwards at over 100 knots to avoid going into cloud. He then tried to land at Claresholm and exactly the same events repeated themselves, and still again over an airstrip near Nanton. Kevin was finally able to outrun the storm northwards and landed at High River airport, 101 km away, somewhat shaken by the entire affair.

At Cowley the last radio message heard from him was the one about going to Fort Macleod, so when, much later, we heard a weak transmission from him, there was some concern as to where he was and what shape he was in, until the telephone let us know he was safe.

There was good wave over 25,000 feet with thermals on two days allowing interesting transitions from reasonably low heights. Russ Flint finally got his Diamond climb for his complete Diamond badge. Congratulations. There were also some excellent "virgin" cross-country flights, mostly from the Grande Prairie club members: Marty Slater got his Silver distance in a Ka6 with a 79 km flight to Nobleford, and Les Oilund got the same by flying there and back in a Phoebus. Lee Johnson earned his Silver distance with a 230 km flight east to Seven Persons (also in the Phoebus) on another day, and Walter Mueller got his duration flight to complete his Silver badge and a Gold distance with a seven hour flight to Maple Creek airport in Saskatchewan in the Ka6, a distance of 330 km.

Ted Gillespie, the Camrose CFI, even tried a Silver in his club 2-33! He made it 40 km east, landing in the backyard of Chief Nelson Small Legs, notable delegate to the recent Constitutional Conference in Ottawa.

The second cross-country course was offered to beginning pilots and anyone else interested, and it was run after the pilot meeting by Jim Strong of Edmonton and Tony Burton. Jim also gave a lecture on how to build a better battery charger complete with diagrams and arcane electronic patter, and Steve Weinhold gave a slide presentation of activities at the Hobbs contest.

Alberta Transportation lived up to their promises of last year and continued improvements to the campground and airfield by installing several hundred feet more tie-down cable, two new johns, and two flagpoles.

With the Camp growing all the time, safety now demands a slightly less do-as-you-please operation, and a morning ritual of a 9:30 pilot meeting was instrumental in keeping everyone aware of procedures, daily weather, and airing of safety concerns, and other camp matters.

So the Camp was judged to be a pretty successful affair once more.

Tony Burton  
Alberta Soaring Council Vice-President

## TRAGEDY AT MSC

On Sunday, July 17 at 1155, a mid-air collision involving the Montreal Soaring Council's two 1-26s, C-FZCR and C-FSEI, took the lives of two of the club's women pilots, Samantha Hiscox and Lillianne Stamboulieh.

The collision occurred at approximately 1500 feet and neither pilot bailed out. Both aircraft went straight in, one impacting in the Ottawa river about 200 feet from shore, and the other into a chemical waste lagoon near the paper mill just west of Hawkesbury. There were a number of witnesses to the collision and information is still being pieced together. At the moment, it is expected that an inquest will be held later this year.

For now, it can only be ascertained that the left wing of C-FSEI, piloted by Lillianne Stamboulieh, came into contact with the left wing of C-FZCR, being flown by Samantha Hiscox. The collision caused the left wing of C-FSEI to separate. This separated wing is thought to have torn away the aileron and the left side of the stabilizer/elevator on C-FZCR.

Both ladies were student pilots, well on their way to completing the requirements for their licences. Both had a total of about 40 hours in gliders and were considered to be better than average. They were hard workers and helped out continuously in keeping times, running wings, pushing aircraft on and off the field. Both were very much liked and highly respected by their fellow pilots.

Lillianne was editor of MSC's "Downwind", and showed great flair for writing. On her final flight, she had gone up to attempt a five hour duration. Samantha was not alone in her family in showing a love for flying. Her sister, Jackie, and father, Bryan, are also active members of MSC. We shall miss "Sam and Lil" in our big family - their happy disposition and winning smiles. May the Good Lord bless and keep them, and may they soar free among the clouds and wind forever. To their families go our deepest and heartfelt sympathy.

Gerry Nye, MSC Safety Officer

# LS-4 ad



We closed both side vents and the nose vent, I could almost hear the other pilot breathing. "Ford", I said to myself, "your cars are not this quiet!" With the ride of a bigger sailplane and the handling of a modern single-seat machine, the Puchacz or "Owl" is a very potent aircraft. 'Highly rated as an excellent trainer by the European coaches (see **free flight** 3/83 p9), I can now add my enthusiastic welcome to this beautiful Polish glider.

Two Puchacz two-seat sailplanes have now been imported into Canada, and I was lucky enough to fly the first one for a total of over 3 hours on its second day of flying in the middle of June.

My interest in flying the Puchacz was for its basic training potential. All the usual things we teach new pilots like aileron drag, stability, side slips, spiral dives, steep turns as well as the incipient spin and full spins, would be easy and clearly taught in the Puchacz. Approach control is helped with very strong dive brakes which are well balanced and will not suck open at 50-55 knots. No pitch change occurs when they are open, though at higher speeds (up to Vne) there is an initial nose up tendency and a distinct deceleration.

Airtech Canada of Peterborough, who also market the Jantar line of Polish sailplanes, have added this machine to their line. Hermann Ksander made the arrangements for my flights and Airtech's president, Mr. Bogdan Wolski, graciously hosted my visit and accompanied me on two of them. Although they keep the Puchacz over at the municipal airport, we flew out of Kawartha Soaring's gliderport at Omemeo behind the impressive Wilga (climbs at 8 knots with the two-seater in tow). Under a special arrangement with the manufacturer, PZL-Bielsko, the Canadian content of the Puchacz, and also of the Jantars, is being maximized. Airtech is doing all the instrumentation, finishing, and painting (they use DuPont Imron, a polyurethane paint) and currently 40% of the total price

is Canadian content. Current price is an impressive \$29,500 (less taxes), which includes CoA, CoR, and is FOB Peterborough, Ontario. Airtech also provide full parts service and have factory qualified people who can make fibre glass repairs.

#### TECHNICAL DATA

Span .....	16.67 m
Length .....	8.38 m
Height .....	1.92 m
Wing area .....	18.16 m <sup>2</sup>
Aspect ratio .....	15.3
Weight, empty .....	331 kg
All up weight .....	550 kg

The aircraft has shoulder height main wings which are slightly swept forward. The conventional tail is blended into and integral with the fuselage. The tailplane is mounted partway up the fin. The rudder and elevators are fibreglass with fabric covering. A nose wheel, main wheel, and tail skid support the fuselage, and small skids are built into each wing tip.

The main gear is a fixed wheel of ample size, 350 mm x 135 mm. It is sprung with shock cord to give an excellent ride and is mounted just aft of the empty c.g. This makes ground handling a delight; even when two small children are allowed, they could easily rotate the sailplane on the ground. Before the pilots get in, the nose is lowered (if not already) onto the nose wheel. This is also well faired, but is unsprung (size 255 mm x 110 mm). The sides of the cockpit are then very low, allowing even the stiffest of instructors easy access! Pilots taller than 6 feet would have no trouble in either seat; there is lots of headroom below the canopy.

The rear seat is adjustable and is locked in place on the ground; it has four increasingly reclining positions. When I flew it without a 'chute, but with the comfortable padded cushions supplied with the machine, the rear seat was in the second detent. This would allow two more positions

for taller pilots, and I am 6 feet (1.83 m). Long legs didn't seem a problem, with no sharp edges or instrument panel to restrict my knees. The release knob tended to tickle my knee, which suggests that instructors of my height would need to reach forward a bit to be able to easily pull the release.

The front seat is a very comfortable bucket seat, and it comes equipped with nicely finished cushions which are again snapped in place at all four corners. The wells formed over the rudder pedals of the rear seat make very convenient arm rests for the front pilot, and completely separate the front seat area from the rear cockpit. Pilots with very wide hips might find it a tightish fit; however, I would rather have such a seating position than to slap about in this high maneuverable aircraft. In fact, I quickly became very comfortable with the machine and appreciated the good seating arrangements. Each bottom cushion has a strategically placed removable square section, and a relief pipe below. In both seats the lap and shoulder straps are positioned very well, and afford excellent restraint around the hip bones and, of course, the shoulders.

The aircraft I flew, C-GGKK, came with front and rear panels, though the rear panel is optional. In fact, the front instruments are easily seen from the back with an average sized front pilot, even with a shorter pilot in the back seat.

The overall finish and sturdiness of the cockpit and canopy is very good; those of you familiar with modern fibreglass gliders will not be disappointed. The seat cushions are nice and soft – a contrast to the Blanik's and Astir's hard seats. Pilots can become very spoiled in the Puchacz.

Instruments (except altimeter) are by PZL (who else?) with a 1-1/2 rev. ASI, and compensated vario to +20 and -12 knots. Compasses and altimeter complete the panels, although there is ample room for added instruments such as an electric variometer and 'g' meter. A radio could readily fit into the front panel, though a single channel unit might better be mounted in the ample baggage space under the main spar (the control sticks come with push-to-talk switches).

All controls come readily to hand in both cockpits. The main control columns are short when compared to the Blanik and IS28B2 Lark, and about the same length as in the G-103 Twin Astir. Rudder pedals are adjustable in flight for the front seat and come with toe straps. The heel plates are small perhaps at first glance, however, when I flew the plane I never noticed! Rear seat pedals are comfortably positioned and appear to have adequate space for big booted feet. The control cables have turnbuckles aft of both front and rear pedals, for exact rigging.

The dive brake lever is on the top left with a large handle; an over-centre lock secures the brakes. Below this is the trim control knob. It is mounted on a slide tube which connects via a short Bowden-type

cable at the fin/stabilizer connection to the two trim tabs on the inboard edges of the elevators. Below the trim knob is a golf ball sized knob which, when pulled, operates the wheel brake. The T-shaped release handles are on the left below the front panel and behind the front seat. An air vent admits air from the nose inlet to the front of the canopy, but on a hot day extra ventilation in the huge canopy is a must. A large sliding panel is provided for each pilot for this purpose. The rear panel is quite quiet, and when fully open provides a pleasant airflow over the left shoulder. To obtain a good breeze from the front vent, however, one has to scoop it in by hand. The vent on GKK is a bit noisy and it would resonate quite loudly sometimes. A small modification is expected to overcome this only annoyance with the Puchacz.

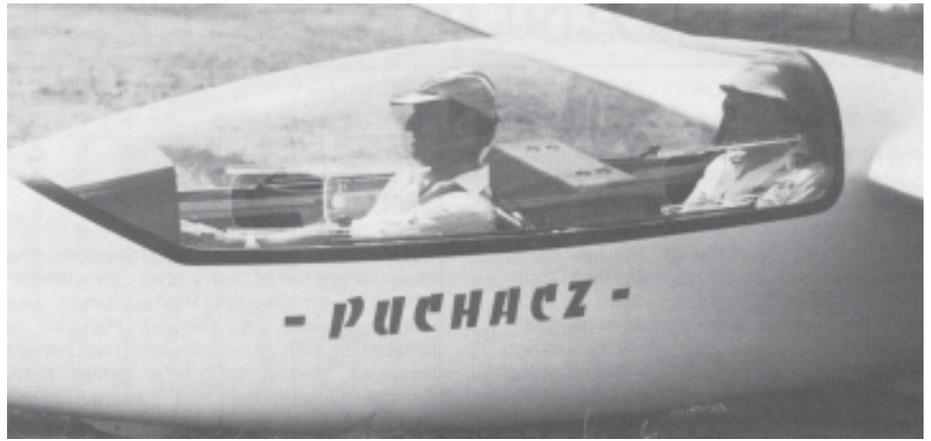
Rigging is possible with three people, I am told, plus a wing stand. All controls connect automatically. I noticed that all control surface hinges are visible through small cutouts in the fairings of the ailerons, elevators and rudder, a feature that I like.



**View of the front cockpit. A neat touch is the reel stowage of the canopy safety cable just behind the front seat.**

Flying the Puchacz is a delight. Take-off is straightforward, with the pilot lifting the nose off the nose wheel at 16-20 knots. As speed is increased, it is easy to balance on the main wheel and to lift cleanly into the air at 45-50 knots.

My first impression was of very light stick forces; the stick is quite short and comfortable as is that on the Twin Astir. The rudder is well balanced and only light forces are needed on tow to maintain coordination. Certainly the rudder is less heavy than the Astir or even the Blanik. I haven't flown a two-seat Lark recently for comparison, however, the Puchacz' and Astir's stick forces are much lighter than the other two, both of which have much longer sticks.



**Ian in front with Bogan Wolski in the rear prepare for launch. Note how the low rear instrument panel contributes to the good visibility from the rear seat.**

The view from the front seat is excellent, in fact the tail can quite easily be seen – no hoops to obstruct the view. The rear seat visibility forward is very good, and by leaning forward, the pilot can see the wing tips. Those familiar with the Blanik – imagine the extra plexiglass over your head and under the wing edge is missing, and you have the Puchacz' rear view, except the one piece canopy is unobstructed and forward view over the nose is excellent.

Thermalling is easy and it was possible to climb in the late evening thermals (against all) at 38-40 knots in a relaxed manner. The rapid roll rate (3.5 to 4 seconds timed by stopwatch, 45° to 45° bank) allowed easy centering in the rougher thermals of mid-afternoon. It is possible to thermal for some time, hands off, when the plane tends to increase its bank slowly, even in moderate turbulence; the Puchacz is not quite as stable in this regard as the Astir or Blanik. However, it is a delight to fly and I often felt it handled much as a single-seater, especially when solo. When slowed down in a thermal, the ailerons remain effective down to close to the stall. The wing will drop, but not as violently as the Lark. The Puchacz will recover rapidly to lowering of the nose and a bit of rudder. This should be compared to the Astir which will not drop a wing, but will continue to mush around in the turn, the ailerons remaining quite effective!

The Puchacz' stall warning buffet occurs 2-3 knots above the stall, at which point a wing wants to drop. The glider responds well to the rudder, and requires a definite "lowering of the nose" at the point of stall, unless the pilot wishes to go into a spin. Spinning is nose-down with quite a rapid rotation, much like the Blanik and Lark. Recovery from a well-established spin requires up to a turn with full rudder (it is quite heavy now!) opposite to the direction of the spin. Speed build-up in the recovery is not as great as the Lark, and is to about 80-90 knots.

At high speed the machine rides very comfortably, with an excellent view straight ahead for both pilots. The controls, of course, become stiffer as in most planes. The trim remained effective over the speed

range that I tried it, from 30 to over 90 knots. It is effective up to the maximum speed. Sink rates at 70-80 knots were very reasonable (2.5-3 knots, remembering that it was a thermal day). The Puchacz appeared to have a very competitive L/D at these speeds. It would be interesting to compare it with the Astir and Lark as I believe the claimed polar is quite reasonable. I wouldn't hesitate to try 300 km flights in it.

Landing the Puchacz is normal with a suggested minimum approach speed of 48-50 knots. The flare and hold-off will bring the speed back to 38-40 knots before the glider touches down on the tail skid (quite acceptable) and settles gently onto the well sprung main wheel. It can then be stopped almost on a dime with the very powerful disc brake. The forward c.g. and nose wheel ensure a very straight run out.

The Puchacz can be used for conversion training, for cross-country flying and as an excellent ab-initio trainer. I believe it offers a real improvement over our current ships; it will not fool anyone into believing that modern single-seat sailplanes are easy to handle in tight situations. They are generally easy to fly, but require correct piloting to recover from misuse of the controls or the occasional lapse and wing drop. The Twin Astir on the other hand can be slowed down interminably in a thermal until the vario is bouncing everywhere, and the ailerons are still effective; it will hardly complain! In fact, the Astir is a bit too docile perhaps for conversion and ab-initio training; for example it cannot be spun. In our basic training and conversion checkouts we should be including full spins as the modern sailplane, and many of the single-seaters in Canada that will be around for a long time yet, will spin. The Lark and Puchacz are I believe superior as conversion trainers and are highly recommended for such training. The Puchacz has the added advantage of being easy to handle on the ground and in having lighter, perhaps more representative stick and well-balanced rudder forces, that basic training and indeed passenger carrying are naturals for it.

If your club is looking for an impressive upgrading, this is it. □

# THE STANDARD CLASS NATIONALS

## Gerry Nye

Competition Director

The 1983 Standard Class Championship was hosted by the Montreal Soaring Council at Hawkesbury, Ontario, from 19 to 28 July. There were twelve entries in the Standard class and six additional sailplanes for a total of eighteen in the Competition class. Soarable conditions prevailed throughout the contest, allowing the one practice day and seven competition days. A practice day on July 17 was cancelled due to the tragic mid-air collision involving the MSC's two 1-26s.

This year saw the return of Dave Webb to serious competition flying. He demonstrated why he is still a top-notch pilot by spending the first three days of the contest getting used to a sailplane he had never flown before, and then really turning on the afterburners for the remaining four days. Hot on his heels and leader of the pack for the first four days was Ian Spence of SOSA, who shows a lot of promise for the future. Paul Thompson, also of SOSA, turned in a creditable performance to finish third in the Standard class.

In the Competition class it was Webb, Spence and Frank Vaughan. Gilles Boily of QGC was judged best novice pilot of the competition.

Despite the burden of its tragedy, MSC hosted a superb championship, with good

weather, interesting tasks and four social evenings thrown in for good measure. The task committee of Gerry Nye (Competition Director), Jim Oke and Walter Herten, was ably assisted by Gerard Pellerin, a forecaster with Atmospheric Environment Services and a long-time glider pilot. George Couser handled the administrative chores, and Gordon Bruce was Competition Manager.

Fortunately, the competition ran accident-free.

On the basis of some rather optimistic prognoses, the task committee was a little too exuberant and over-called the tasks on the first two days. This was attributed to a combination of the committee getting to know its met man and a keen desire to take advantage of whatever good weather came along. But, not to worry, there were even better days to come! The first day was not a total loss though... George Adams in his Nimbus 2C was the only pilot to make it back. Ian Spence was the best in the Standard class, landing only one thermal short of the field at Alfred (12 miles).

Although the weather never really lived up to full expectations, the next four days saw considerable improvement in the completion rate for the tasks called. The task committee and Gerard Pellerin were finally get-

ting it together. On the fifth day the task (Buckingham, Maxville and return) turned out to be an exercise in pin-point navigation and instrument approaches. At approximately 1600 hours, a heavy blanket of smoke, caused by a forest fire some 200 miles north of Hawkesbury, began to drift into the area. By 1700, the visibility deteriorated to one-and-a-half miles and thermal activity was dying fast. Notwithstanding, the condition did not deter most pilots from making it home. The ILS approaches to runway 27 following the finishes were uneventful, but exciting.

The final day almost turned out to be a no contest day. A band of high cloud, covering the Hawkesbury area, was expected to clear by 1300 hours but tenaciously held off until 1445. The launch was delayed no less than three times and the task revised to Maxville, Pendleton and return. Launch finally took place at 1500 hours and everyone had cleared the start gate by 1600. Only a strong wind, which was not forecast, prevented anyone from finishing the task. Paul Thompson was best for the day, landing only 3 miles short of the finish.

The Montreal Soaring Council wishes to thank all the competitors and their crews for their earnest support and understanding throughout the contest. We enjoyed having you and hope to see you again soon. □

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# THE 15m CLASS NATIONALS

## Hans König and Tony Burton

### THE ORGANIZATION

The '83 15m/Open class Nationals is history, and only the business loose ends, constantly surfacing after the pressure and immediacy of the event, remain to remind me that it wasn't just a figment of my imagination.

A disappointment for the organizers was the lack of any Open class participants. However, the number of competitive Open class ships has always been small and required the odd HP-14 etc. to provide a minimum slate. Now that Open ships having 15m performance can compete in that class, Open class contests in Canada may be gone.

From the organizational viewpoint, the contest was remarkable for the number of persons who turned double and triple duty to keep the job-jar empty. Maybe this should

be the routine because the contest ran without a hitch from the first day.

Some people deserve a special mention. Art Schubert volunteered his holiday and drove out from Toronto to act as Contest Director, a job he is becoming supremely competent at... (but don't get typecast Art, or you'll never get to fly at one of these shindigs!). He also worked the start and finish gates, and was always recognizable as the big guy in the loud shirt carrying at least three radios.

In the met department, semi-retired glider pilot, retired met man turned farmer, Don Bentley of Edmonton, provided the daily comic relief at the morning weather briefing (what can you do when the wind is gusting to 40 kts?... well you can wear a T-shirt that says, "Crime doesn't pay, neither does farming!"). Don was the winner of the Sports class in Claresholm in 1975 flying a Zugvogel. He was up at six every morning consulting with a long-distance com-

puter and staring at a telecopier and teletype until giving the morning briefing, helped Art on the gates during the day, then had a phone in his ear to Environment Services again at night. You can't pay a person to work like that.

George Dunbar brought along his computer equipment and home-brew scoring programs, written to provide real-time scoring, usually before the pilot's gear was down and locked. The system worked flawlessly.

Lastly: wives, friends, kids, crew filled in as required, and everything worked just fine. Thanks to all.

A new photo processing system was used right on the airfield. Using custom-made developing tanks, negatives were prepared quickly and cheaply, and the convenience was a big plus. A beginner can do the job, and the equipment will be saved for future contests.

## '83 STANDARD CLASS NATIONALS - Hawkesbury, Ontario

PILOT	GLIDER	DAILY PLACING							FINAL		HANDICAPPED PLACING							FINAL		
		1	2	3	4	5	6	7	PTS	PL	1	2	3	4	5	6	7	PTS	PL	
Dave Webb	ASW-19	YK	2	3	3	8	1	1	3	4554	1	4	5	6	10	1	2	5	4516	1
Ian Spence	Jantar	WW	1	5	1	6	8	7	7	4165	2	1	7	3	8	11	10	9	4273	2
Paul Thompson	Cirrus	T2	8	3	4	3	2	6	1	4054	3	12	4	8	3	4	9	1	4040	4
Larry Springford	Libelle	L4	3	9	8	1	9	2	4	3663	4	5	15	13	2	13	3	6	3682	7
Stan Janicek	Hornet	DW	7	2	5	9	3	5	11	3498	5	11	2	9	12	6	7	13	3512	8
Jim Oke	Cirrus	JO	9	12	2	11	4	3	2	3257	6	13	16	4	17	7	6	3	3129	11
Gilles Boily	Jantar	GB	10	5	5	5	5	11	10	3208	7	14	7	10	7	8	11	12	3210	9
André Pepin	Jantar	DB	6	1	12	2	6	8	8	3089	8	10	2	18	3	8	14	10	3190	10
Walter Herten	Jantar	SX	4	11	10	7	7	4	8	2974	9	7	14	2	9	10	4	10	3097	12
Hans Baeggli	Astir	HJ	5	7	7	10	11	9	6	2967	10	8	10	11	14	15	13	4	3016	13
Brian Milner	Jantar	GJ	11	8	9	4	11	12	4	2585	11	15	11	15	6	16	15	7	2560	15
Jakob Eich	LS-1	SA	12	9	11	12	9	9	11	1569	12	16	12	17	18	14	12	13	1669	18
Frank Vaughan	ASW-20	OR										9	6	14	1	2	8	13	4102	3
Colin Tootill	Pik-20D	T7										3	13	7	13	5	5	2	3849	5
Karl Doetsch	ASW-20	EB										dnc	17	1	11	3	1	8	3761	6
George Adams	Nimbus	2C										2	1	16	5	dnc	dnc	dnc	2890	14
Glen Lockhard	RS-15	HZ										6	9	5	15	17	17	13	2538	16
Denis Gauvin	Lark	EQ										dnc	18	12	16	12	16	13	1888	17

			'83 15 METRE CLASS NATIONALS - Claresholm									
PILOT	GLIDER		DAILY PLACING						FINAL			
			1	2	3	4	5	6	PTS	PL		
John Seaborn (USA)	Ventus B	A8	4	1	1	1	1	6	5037	1		
Ed Hollestelle	ASW-20	K2	2	7	6	5	2	10	4189	2		
Eric Greenwell (USA)	H-301	6A	18	6	4	8	3	5	4074	3		
Tony Burton	RS-15	EE	12	14	2	9	7	11	3965	4		
Hans König	M. Nimbus	24	7	3	3	6	16	2	3742	5		
Helmut Gebenus	ASW-19B	XZ	7	8	13	2	12	3	3597	6		
Rick Matthews	ASW-20	R2	19	9	9	3	4	9	3442	7		
Mike Apps	ASW-20F	AB	7	2	7	17	15	1	3377	8		
Dave Marsden	DG-202	VR	12	4	10	7	10	8	3370	9		
Chris Wilson	Mosquito	W2	15	11	8	15	13	4	3217	10		
Kevin Bennett	O. Cirrus	2L	7	15	13	13	5	12	3176	11		
Willi Krug	Ventus	WK	4	4	20	10	9	13	3031	12		
L Coates/A Poldaa	Pik-20B	TC	4	20	11	11	6	7	3007	13		
John Brennan	ASW-20B	77	1	13	5	4	17	18	2652	14		
Bob Gairns	ASW-20	TZ	11	10	12	18	11	14	2353	15		
Don Rowe	O. Cirrus	OC	12	18	17	14	8	18	2077	16		
Rainer Zimm	S. Cirrus	JM	3	12	16	12	19	17	1927	17		
Graham Parkinson	ASW-15B	XQ	16	16	13	20	14	15	1371	18		
Rick Zabrodski	Pik-20B	KM	17	19	19	16	19	16	1199	19		
Dick Matthews	Pik-20E	PP	19	17	18	19	18	18	821	20		

### Tasks, Distance, Day Factor

1 Wakefield O&R	197.5	.767
2 Kemptville/Maxville	210.9	.412
3 Russell O&R	127.0	1.000
4 Lancaster/Winchester	192.5	1.000
5 Buckingham/Maxville	155.2	1.000
6 Lancaster/Merrickville	283.5	1.000
7 Maxville/Pendleton	107.2	.190

### 15 Metre Class - Tasks, Distance, Day Factor

1 Picture Butte/Champion	155.2	.614
2 Vauxhall/Arrowwood	302.8	1.000
3 Milk River/Enchant	351.2	1.000
4 Milo O&R	165.0	1.000
5 Arrowwood/Blackie	192.9	1.000
6 Nobleford/Arrowwood	228.4	1.000

The facilities were first class. One of the empty hangars which had housed a recently bankrupt firm was loaned to us, complete with air conditioning, carpets, meeting rooms, etc. Everyone got an office, and surplus rooms were used by campers on some wet nights (sleeping bags on carpet isn't really roughing it, folks).

### THE CONTEST

If anything could be said to be the keys to this contest, it would be care and persistence. It was a contest with the tortoise in mind, not the hare - witness a Libelle and an RS-15 well up in the standings.

**DAY 1** For the first four days at the site it was classic southern Alberta October weather. The jet stream and a stable weather pattern produced steady high winds from

the southwest and a sky full of lenuies. On the fourth day, some of the starch had gone out of the windsock and thermal strength was supposed to be up, so a short task was called because the pilots were getting surly. Out on course, however, the winds did not abate at all as forecast. They were about 35 knots at altitude. The run to Picture Butte with the quartering tailwind seemed instantaneous, but turning to the second leg, the gliders stood still.

Only John Brennan and Ed Hollestelle passed the second turn, and John landed only 12 km short for a well-flown but derated 614 points. By the way, it was probably the only contest day we have ever had where the gliders got released under rotor. Ed said that he reached 14,000 feet in his first wave flight prior to descending for the start gate. No one was able to pick up the wave after the start though.

**DAY 2** After a non-flying day, the weather system was much more promising, and the task committee served up an FAI 300 km triangle for the badge and record hopefuls. It turned out to be two-thirds of a race day, with strong conditions most of the way to the second turn, where over-development moved in out of the mountains, and an abrupt shifting of gears was needed. It paid to get high before drifting into the turn and out, then pilots headed every which way but on course looking for sunshine. The early starters did best, and three pilots completed at over 100 km/h led by John Seaborn at 114.9 km/h. Graham Parkinson made a great effort in finishing an hour and a half behind the "last" finisher. It was thought that he had landed out and the finish gate had packed up. Graham was seen coming in though, and got timed

continued on next page

from the office window. He had been hanging on out near the second turn until the sunshine finally returned.

**DAY 3** The same airmass with predictions of CB to the north led to the choice of a 351 km triangle to the south. Things went wrong. By start time, bands of cirrus in the south made lift thin heading out. South of Lethbridge a large storm with rain was moving out of Waterton Park onto the course. Some were able to skirt around the edge of the rain, find lift and glide on out to the southeast towards the sun. Conditions were good going into Milk River and back north with sailplanes streaming along near the 10,000 foot cloudbase.

The storm had now grown and blocked the second leg. A few pilots elected to fly well east of track around the rain and others chose to get high and plunge through. It wasn't much of a choice as there was no sunshine to be seen for miles on the other side, and the ground was wet from irrigation. Only four pilots survived this hurdle: Seaborn, Greenwell, König and Burton. The rest got rained on in fields, and there were many late, muddy retrieves (Chris Wilson didn't get back until the next day).

The four pilots now had slow climbs wherever they could be found under a mostly overcast sky. Hans almost made it back first and fastest, but couldn't find the "final-glide" thermal and landed 17 km short. John searched well and finished first at 65.9 km/h. That left Tony and Eric. After a climb in the same area, one zigged and the other zagged to grey bits on each side of the course. Eric guessed wrong and landed while Tony drifted back to be the second and last finisher at 7:20 pm and 60.9 km/h.

Many said it was the toughest contest flight they had ever done. *[The first thought I had as I finished, "Well, at least one member of the task committee made it." Tony].*

**DAY 4 – 6** The weather pattern for the rest of the contest was similar: mostly blue with a late start to convection. This forced many launch delays and one and sometimes two changes to shorter alternate tasks. Starts tended to be about 3 pm with very scratchy early gliding, followed by a short period of cu and better lift as the day climbed higher above the trigger temperature. This period of the contest was marked by relights, straight-out landings, and other more strange events which dropped one highly-placed competitor after another down in the standings (one pilot flew his own race by combining the turnpoints of the first and alternate tasks).

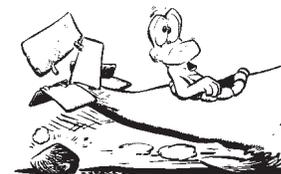
Unfortunately for Willi Krug, a photo penalty on Day 5 lost him first that day when he finished 4 km/h over his nearest rival, John Seaborn, giving John his forth win in a row.

John was a good pilot in a good ship and was unstoppable. He deserved his Gold medal. Ed Hollestelle was consistently well-placed and finished second. Eric Greenwell (who had come to our contest fresh from a win at the Ephrata Regionals in Washington) was a master at getting around after a long apprenticeship in a Ka6. He took the Bronze from Tony Burton by exchanging placings with him on the final day.

The contest wound up with a banquet at which almost everyone won something. It was by all accounts a contest which demanded the best from everyone: pilots, crews, and organizers. □

## CROCODILE CORNER

1. Hawkesbury, Ont. July 10, Twin Astir, C-GVXQ. Groundloop. No injuries.
2. Hawkesbury, Ont. July 17, 1-26, C-FZCR. Mid-air, aircraft destroyed, fatal.
3. Hawkesbury, Ont. July 17, 1 -26, C-FSEI. Mid-air, aircraft destroyed, fatal.
4. Claresholm, Alta. July 21, Citabria, C-GECP. Pulled out of control on take-off by glider. Write-off. No injuries.
5. Airdrie, Alta. July 22, DG-100, C-GUID. Lost control on take-off and cartwheeled. Destroyed. No injury.
6. Grande Prairie, Alta. July 18, Blanik, C-GXSZ. Premature release with landing in high crop. Elevator damage. No injury.
7. Cowley, Alta. July 30, Ka6E, C-GXXA. Wing tip struck runway marker. Trailing edge failed on both wings.
8. Caledon, Ont. no date, Citabria. A failed glider retrieve from outlanding. Write-off. No injuries reported.



## DONATIONS OF PERSONAL GOODS AND SERVICES TO THE NATIONAL TEAM

**ADIDAS CANADA INC.** Toronto, Ontario  
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## COOL, CLEAR WATER

Gerry Nye

The following article has been extracted from the June 1983 issue of the COPA Flight Safety Bulletin. I feel that the subject matter of the article is more relevant to gliding than, perhaps, any other flying discipline. My observation comes from the fact that:

a) we have a tendency to stand around on the flight line for extended periods of time, often under very hot and sometimes humid conditions, waiting for our turn to fly, and

b) we go on cross-country flights of long duration, which take place in an operating band of 5000/6000 feet (1600/1900 m) with corresponding temperature changes and in an environment requiring a high degree of concentration and effort.

The above contributes to a high loss of body fluids through dehydration. The points made in the article are, therefore, serious ones and should not be taken lightly. I urge each and every one of you to read it carefully and apply the lessons learned therein. I guarantee it will make your flying a lot more enjoyable, especially on those HOT days!

---

Of all causes of fatigue, perhaps one of the most treatable causes is plain old dehydration! Notice, we didn't say it was necessarily the biggest contributor to fatigue, but that it was certainly one of the most treatable causes since all we need to do is increase water intake to correct the problem.

That's right, dehydration! Consider all the contributing sources of dehydration for aircrew members. You lose about a quart of water a day in your urine and bowel movements alone. Sweating in hot weather can cause humans to lose up to an unbelievable four quarts an hour. Of course, in the cockpit you won't lose that much, but you'll lose some. Then, there is a good amount of water lost due to the dehydrating effect of pressurization systems where the humidity can be lowered to that of the Sahara Desert. And how about just due to having your body at altitude? Remember, as you go to altitude, there is less nitrogen, less oxygen, and less water too. The tendency is for the human body to try to lose its water to that virtually water-free atmosphere (at higher altitudes).

This water loss due to the low humidity at altitude increases the rate of another important mechanism of water loss for the body called insensible perspiration: insensible because you don't notice it, but it could be called evaporation just as easily. You see, our bodies, which are 75 to 80 per cent water, are like wet sponges on the desert, continually losing water through evaporation. The rate of insensible perspiration is increased when the body goes to altitude.

### HOW MUCH IS ENOUGH?

Sure, a lot of this dehydration is "mission-imposed", but some of it is "self-imposed". Right? Like the fact that you probably don't drink enough water in the first place. How many of you routinely ask for water with your dinner? Probably not many of you, and why? Because you want something sweet with sugar in it, right? Sure, like cola, or iced tea, hot tea, juices, milk etc. In fact, almost anything but plain old water. Now come on, you're not W. C. Fields (who would spit out water with disgust when he would mistakenly take it for alcohol). You know, when the human body gets thirsty, it's already about a quart low, and drinking sweetened drinks is sometimes the last thing your body needs, because sugar can complicate the absorption of water in the body. And let's not forget alcohol and coffee, both of which can cause the body to lose more water than it gains.

### EFFECTS OF ALTITUDE

As if things weren't bad enough, be warned that your thirst drive tends to be somewhat diminished at altitude. Your body, which was created to survive on earth, usually loses most of its water by sweating and not by this insensible perspiration or "evaporation" as it's called at altitude. As you sweat on earth, you lose not only water, but also lose body chemicals called electrolytes or "salts". The amount of salt and water lost in the seat changes the concentration of the salts left in the blood which flows throughout the body. As the blood flows through the brain, the brain detects the change in salt concentration and decides that you've been sweating and have lost some water and so you must be "thirsty". For aircrew members, the mechanism may be delayed by the fact that the change in salt concentration is not as dramatic when you lost water through insensible perspiration rather than sweating, so your thirst lags behind in many cases.

### DANGERS OF DEHYDRATION

So you're wondering why haven't you dried up like a piece of jerky by now? Well, fortunately, you get water in your food, and your body produces water as a by-product of cell respiration as well. Put that together with the water you get the hard way through sweetened drinks, etc. and you manage to remain alive, but you're usually walking around dehydrated to some extent (some of you may be almost freeze-dried) and you no doubt feel the associated fatigue factor due in part to dehydration. Now remember, we're not talking about the average person on the street, although dehydration can be a problem for many other life styles in Canada today as well.

You need to drink more water, folks! Flight surgeons have said that when they hospitalize an aircrew member, they routinely had to add a couple of litres of fluid just to "top him off"! Still other doctors advocate that crew members take a couple of swallows of water from every water fountain they pass. Even the early stages of dehydration can lead to emotional alterations and impaired judgement, not the sorts of changes that go well with flying.

Fatigue through dehydration must be realized and treated. Drink more water and quench that fatigue; after all, treating that day to day dehydration may be one of the easiest way to give yourself a better shot at feeling like a million bucks! Go on, have a glass of water if you haven't forgotten how. It's not going to hurt you and we all know you've earned it. □

---

### IN-FLIGHT INJURY

An incident occurring on 4 June 83 has been reported which could have been serious.

The pilot of a 2-33 badly cut his finger on the trim catch (the earlier type, between feet trim) when he went to trim back. He was with an instructor who took control. Had another pilot, more prone to passing out, been flying solo, he could have been badly frightened and/or had a bad accident.

Please alert all 2-33 pilots to this hazard.

Ian Oldaker  
Chairman Flight Training and Safety

# HANGAR FLYING

## FIRST MARITIMES DIAMOND

The first ever Gold distance/Diamond goal flight has just been completed in the Atlantic provinces, from the Bluenose Soaring Club site at Stanley, NS. The flight was done on June 1983 over a 303 km triangle in an Open Cirrus by the author, from Lake George to Middle Musquodoboit to Eastville (Nova Scotia).

What would I give to be able to take C-FXGU out to Alberta under those high cloud bases and over, I presume, endless safe landing fields. Here in Nova Scotia when we look down, we see mostly woods, rocks, swamps and the Atlantic Ocean. John Firth, when asked by one of our members if he would consider coming east to give us in-air cross-country instruction said he didn't think he'd like to...

I would like to add that I was the first person to obtain a Silver C badge with all flights completed in Nova Scotia and New Brunswick, and I hope that more flights of this kind of adventure will soon fill the books!

Tom Foote

## COMMENTS ON PROPOSED CHANGES IN DoT REGULATIONS

Aviation is already over-regulated. Regulation increases costs for both pilots and aviation businesses. Already, these regulations have driven aviation businesses to the United States. The Dubin report has confirmed that many existing regulations are being ignored. New regulations may be no more effective, particularly if they are seen to be unfair or oppressive. General aviation's accident record needs improvement, but this is likely to be achieved by education rather than more regulations.

### Type ratings

Class endorsements are preferable to type endorsements. The latter are unnecessarily time-consuming and expensive. Type endorsements should not be needed for powered gliders, gyroplanes or centre-thrust aircraft, up to some specified maximum weight. These aircraft vary no more than do powered lightplanes generally.

### Licence Validation Certificate

Pilots who have passed a medical examination should be permitted to fly until they receive a licence validation certificate. Pilots should not suffer because of poor postal service, strikes or DoT work load. Individuals should not suffer economic loss, hardship or inconvenience because the government cannot do its job.

### Personal Log Books

Unless one is applying for a licence or endorsement, log books should be optional.

We have too many rules now. The proposed regulation on destroying log books has no time limit; thus it would not be permitted to destroy a log book 50 years after a person's death.

### Interim C of R

These should be valid until the receipt, by the owner, of the new C of R. No aircraft owner should suffer economic loss, or inconvenience because of strikes in the post office or public service, or delays in processing paper.

### Minimum Experience Requirements

The number of flying hours per year needed to maintain proficiency depend upon the type of flying one does and one's experience level. A 3000 hour pilot who flew 200 hours last year should not have to fly 50 hours this year. It's also unreasonable to have the requirement for powered pilots 10 times that for glider pilots.

A 50 hour minimum for a renter pilot represents \$1750 to \$2500 a year. Many people do not want to spend so much on a single recreation. Rather than endure a type check, many will drop out of flying, with resulting damage to fixed base operators who are already suffering from the economy.

### Recency of Knowledge

This provision, and the one on recency of experience would better be replaced by a biennial flight review, along US lines. Presumably, the air regs and air traffic rules exam seldom change. A US-type biennial quiz would do a better job of keeping inactive pilots in touch with changes in air regs and the system.

Neil Macdougall

## FLIGHT SUITS FOR SALE



Jim Carpenter is shown wearing the flight suit donated to the Canadian team. Du Pont supplied the cloth at no cost, and Canadian Shield Co. the fabrication at cost (which DuPont paid for). Copies are available at \$105 if at least 25 persons are interested. Contact Bob Carlson.

## Commercial Glider Pilot's Licence

At present, glider pilots in Canada are trained only by the air cadets and by clubs. Instructors at clubs are invariably unpaid. (There are no commercial operations in Canada.) Requiring unpaid instructors to have "commercial" licences could cause many of them difficulty when they apply for life insurance. Insurance companies are wary of part-time pilots, especially if they appear to earn money on the side. The mere name of the licence could cause such instructors to pay more for life insurance.

## When a new regulation is made, two old ones should be withdrawn.

Every DoT employee should have a sign on his desk, "Keep 'em Flying". That means fewer regulations, less paper and faster response.

## 1984 SSA CONVENTION

You may not have yet noticed, but the 1984 Soaring Society of America's Convention is going to be held in Hartford, CT on February 29 through March 4, 1984. This will be one of the closest SSA Conventions to you - our neighbours to the North - and I would like to extend you an early invitation to the event.

Why so early a notice? We fully expect to sell out early the 2500 available openings. We want to give our closest soaring neighbours the earliest-possible notice so they can sign-up now. It will be a show you will be sorry to have missed; so don't wait too long to register.

Registration currently costs \$30 US and you will receive a Hartford '84 T-shirt. To register or receive more information, please write to: Jon Mead, Convention President, 477 Edgell Road, Framingham, Mass. 01701 USA, Phone 617-275-0889.

## SIGNIFICANT FLIGHTS

GILLES BOILY in a Standard Jantar on 29 June, 519.2 km O&R from St. Raymond, Que. to Hawkesbury, Ont. and return in 7:37 hours. This is the first 500 km flight achieved in the Province of Quebec.

TOM FOOTE in an Open Cirrus on 13 June, 303.7 km triangle in Nova Scotia from Stanley with turnpoints at Middle Musquodoboit and Eastville. This is the first 300 km flight achieved in the Maritimes.

WALTER MUELLER in a Ka6E on 29 July, 330 km DDD (dirty downwind dash) from Cowley, Alta. to Maple Creek A/P, Sask. in 7 hours while attempting his Silver duration flight (finally achieved after about 10 attempts and 40 hours flying).

RUSS FLINT in a Std. Cirrus on 22 May, 565 km goal flight from Pigeon Lake, Man. to Watertown, S. Dakota to earn his Diamond distance.

STEVE WEINHOLD in a Kestrel 19 on 2 June, 314 km triangle from Grande Prairie, Alta, with turnpoints at Fairview and Dawson Creek. This is the first 300 km flight achieved in "northern" Alberta.

# CLUB NEWS

## 13 AUGUST AT TSC

In common with other clubs in this area, the 1983 season got off to a very slow start. Following a relatively snow-free winter we had hoped for an early start to the season, but an unusually long and wet spring dashed our hopes.

Potential cross-country flying was discouraged by the fact that none of our aircraft is equipped with floats! However, once the season got underway we had a couple of cross-country flights which completed Silver badge requirements.

During the last week of July we held a flying week which, including the two weekends, was supposed to give us ten days of flying. The weekends were a write-off and we were only able to fly five days; but we did achieve a complete Silver badge flight, a Silver altitude and a five-hour flight. Most amazing of all, one day we had a cloud base of over 6000 feet agl.

I don't know whether we have established a record of the annals of soaring, but surely it is a first for Toronto Soaring Club. Our CFI, Eric Meikle, decided to get married, and his fiancée Marilyn Noland thought that the club premises would be an ideal place to perform the ceremony. So, on 13 August the hangar was cleared of aircraft and the floor was swept as clean as a hangar floor could be. Eric did most of the sweeping, but it must be suspected that he had some incentive. Club members also pitched in to organize the proceedings and catered for food and refreshments for a hundred guests.

The hangar was festooned with decorations, and propane lanterns were hung from the rafters to illuminate proceedings which were expected to continue well into the night. A bridal arch was erected in front of the hangar, and there at 4 pm, Eric and Marilyn were joined in holy matrimony. Following the ceremony, the festivities commenced under the direction of a Master of Ceremonies who kept the assembled multitude entertained with dance music, lively quip and merry jest. Around midnight the happy couple departed and the party gradually ground to a halt. It was a long day...

The weather finally cooperated for the event: we had one of the few storm-free weekends of the season.

Ken Ferguson

## BULKLEY VALLEY GOES ON TOUR

The dreary summer weather here in Smithers prompted some club members to request a change of scenery. On the July first long weekend eight members (and some family) moved the club's activities to

Woodcock airstrip, close to Terrace. This airstrip was built during the war and is now used by the Terrace parachute club. The weather graciously smiled on the group and the soaring was good. With the help of some ridge lift off the Seven Sisters range, heights of 5000 feet agl were gained.

One student pilot made his first solo flight and, to mark this auspicious occasion, he was presented with a bouquet of wild flowers. Next, while smiling at the camera, his enthusiasm was somewhat dampened by a bucket of cold water!!

The gliding and parachuting seemed to work well together and at the end of the day some parachutists were treated to a glider flight. All in all a good weekend's flying and a nice change of pace.

Next in line for a scenery change is the Vanderhoof airshow on July 22/23. More about that later.

Jenny Feenan



The BVSC Pilatus explores the dramatic mountains of the BC Coast Range.

## SAC INSURANCE DEDUCTIBLE

What is your club doing about the new \$2000 deductible? In GPSS there was a concern that with a large deductible the potential exists for anyone having a major accident to simply walk away from soaring and leave the club stuck with the bill for the deductible. In a club of 20 to 25 members that would probably be it.

In order to avoid this situation, GPSS members were given a choice of either signing a promissory note of \$2000 which could become due and payable should an accident occur, or have a \$10 a month added to their bill which would build up a reserve in case of an accident. Because it was felt that some deductible was necessary to avoid irresponsible actions, those selecting the \$10 option will be responsible for

\$300 of the deductible. To date everyone club member who has signed has selected the \$10 option.

What is your club doing?

Marty Slater  
Grande Prairie

## WGC HAS A NEW HOME

On June 15 of this year, members of the club executive signed the papers making WGC the new owner of the northwest quarter of section 33 in township 8 rural municipality of Macdonald, Manitoba.

Thus ended a topic of considerable discussion which has drifted around the club for the past five years. The field, to be called the "Starbuck Gliderport", is located 3 miles west and 4 miles south of the town of Starbuck and is about 20 miles south of our present location at Pigeon Lake. The credit for finding the field and securing the deal goes to Jim Oke (who did most of the leg work), Jon Vermeulen, and Les McIntosh with input from Dick Metcalfe.

The purchase involves a significant financial commitment of the club which means we will not be able to build a clubhouse or acquire new aircraft for some time, and a great deal of work will be necessary to get the runways and campground ready for the start of the 1984 flying season. However, a move from our present location was inevitable. Difficulties with river erosion and zoning by-laws, friction with neighbours, our location relative to the Winnipeg airport and airways, and other considerations including flight safety, lake effect from Lake Manitoba, and future conversion to winch launching, would have forced us out of Pigeon Lake eventually.

The Starbuck Gliderport solves these problems and has the potential to become a really first rate airfield. If you're in Winnipeg next summer, come out and visit our new home - you're always welcome.

In other news, Russ Flint managed a flight from Pigeon Lake to Watertown, South Dakota, on May 22. It took him 6 hours 4 minutes to reach his declared goal 565 km to the south. He completed his Diamond badge at the Cowley Summer Camp this year, climbing in wave to 23,000 feet. Congratulations Russ.

Finally, the WGC executive, in a decision reached independent of the Cu Nim Gliding Club, and precipitated by the insurance mix-up early this year, used money collected from the general membership to pay the liability insurance premiums on both private and club owned gliders. Whether this practice will continue or not will be decided at this year's club AGM.

Safe flying  
Bruce Wilkin

# COMING EVENTS

Sep 11 - 16, 1983 **Eastern Basic Instructors School.** Host SOSA, Rockton, Ont. (the course in June had to be postponed).

Oct 1-2, 1983 SAC Directors Meeting, Moncton, NB. Host New Brunswick Soaring Association.

Oct 8-10, 1983 Cowley Wave camp, Cowley airfield, Alberta. Host Alberta Soaring Council.

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.

## FAREWELL TO JIM LEACH

Jim Leach's farewell gathering was held in Ottawa on 8 July 1983. Collected for a reception and dinner were members of the local clubs and Alex Krieger, Quebec Zone Director.

Jim joined the Association in June 1980 as its first Executive Director, and in the following three years applied himself with enthusiasm to the task of providing it with structure and continuity. His contribution will be remembered for its stimulation and support of many of the Association's key activities. His extensive sport administration background was applied fully to the benefit of the Association.

The dinner, held in the Navy Officers Mess, was rounded out by tributes from Bob Carlson, who was unable to attend in per-

son because of an injury, Karl Doetsch and Alex Krieger, who on behalf of the Association, presented a briefcase to replace that worn out during its SAC tenure.

Thank you Jim and all the best in your new position as Executive Director of the Canadian Fencing Association.

Karl Doetsch

## NEW FACES



**Don Dunn**  
SAC Treasurer

I spent 22 years in the Navy working in the Pay Branch. Among my duties I did Naval Accounting, Non-public Fund Accounting, and for over 15 years was the Paymaster. I have been Treasurer of the Gatineau Gliding Club for four years now.

The requirements of the position of the Treasurer are well defined. The Executive Director in fact does the bookkeeping. Copies of statements, etc. come to me. I peruse them and hopefully may note some alternative methods or means of saving money.

Don Dunn  
Treasurer

## SAC DIRECTORS & OFFICERS

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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 May 1 and July 30, 1983.

## DIAMOND BADGES

50 Neil Macdougall York World Number pending

## GOLD BADGES

195 Ursula Wiese

## SILVER BADGES

646 Jenö Luxemburger Kawartha  
647 Bryan Macdonnell North Okanagan  
648 Kurt Meyer Air Sailing  
649 Kenneth Ferguson Toronto Soaring  
650 Michael Krieger Quebec  
651 James Bucknall Quebec  
652 Andrew Jackson Edmonton  
653 Neil Bell Edmonton  
654 John Fisher Toronto Soaring  
655 C. de Saint Riquier Quebec

## DIAMOND ALTITUDE

Francis Parsons Cu Nim 6090m Libelle Cowley, Alta.

## DIAMOND GOAL

Ursula Wiese Cu Nim 307.5 km Ka6CR Black Diamond, Alta.  
Neil Bell Edmonton 316.8 km Jantar Std. Chipman, Alta.  
Graeme Craig Edmonton 316.8 km H-301 Chipman, Alta.  
Thomas Foote Bluenose 303.7 km Open Cirrus Stanley, NS

## DIAMOND DISTANCE

Gilles Boily Quebec 519.2 km Jantar Std. St. Raymond, Que.  
Neil Macdougall York 508.5 km 1-35 Estrella, AZ  
Russ Flint Winnipeg 565.4 km Std. Cirrus Pigeon Lake, Man.

## GOLD ALTITUDE

Theodore Radvany York 3110 m 1-34 Black Forest, Co.

## SILVER ALTITUDE

Robert Thomson Windsor 1260 m Ka7 Rutherford, Ont.  
Janette Krauss Winnipeg 1250 m 1-26 Pigeon Lake, Man.  
Willem Stevens Winnipeg 1219 m 2-33 Pigeon Lake, Man.  
Kenneth Langland Vancouver 1128 m Lark Hope, BC  
Jeremy Anthony Winnipeg 1524 m 1-26 Pigeon Lake, Man.  
Kurt Meyer Air Sailing 1234 m Astir III Belwood Lake, Ont.  
James Bucknall Quebec 1520 m Skylark 4 St. Raymond, Que.  
Andrew Jackson Edmonton 1359 m Libelle 201 Chipman, Alta.  
Neil Bell Edmonton 1219 m Jantar Std. Chipman, Alta.

## SILVER DURATION

Robert Thomson Windsor 5:26 K7 Rutherford, Ont.  
James Bucknall Quebec 7:30 Skylark 4 St. Raymond, Que.  
Andrew Jackson Edmonton 5:23 Libelle 201 Chipman, Alta.  
Neil Bell Edmonton 5:33 Jantar Std. Chipman, Alta.  
Bruno Schrein Edmonton 5:27 1-23 Chipman, Alta.  
C. de Saint Riquier Quebec 5:14 Pilatus B4 St. Raymond, Que.

## SILVER DISTANCE

David George Grande Prairie 97.6 km Ka6E Grande Prairie, Alta.  
Bryan Macdonnell North Okanagan 80.6 km Mü13D Salmon Arm, BC  
Kenneth Ferguson Toronto Soaring 83.0 km Ka6 Conn, Ont.  
Michael Krieger Quebec 71.2 km Ka6CR St. Raymond, Que.  
James Bucknall Quebec 144.2 km Skylark 4 St. Raymond, Que.  
Andrew Jackson Edmonton 57.3 km Libelle 201 Chipman, Alta.  
Neil Bell Edmonton 316.8 km Jantar Std. Chipman, Alta.  
John Fisher Toronto Soaring 84.5 km Ka6CR Conn, Ont.  
C. de Saint Riquier Quebec 72.1 km Pilatus B4 St. Raymond, Que.

## C BADGES

Jenö Luxemburger Kawartha 5:18 Hungary 1961  
Willem Stevens Winnipeg 2:35 2-33 Pigeon Lake, Man.  
Leslie McIntosh Winnipeg 1:07 2-33 Pigeon Lake, Man.  
John Wachnian Winnipeg 4:02 1-26 Pigeon Lake, Man.  
Allan Johnson Vancouver 1:29 Blanik Hope, BC  
Leonard Johnson Rideau 1:02 1-26 Gananoque, Ont.  
B. Renton Goodwyn Winnipeg 1:20 2-33 Pigeon Lake, Man.  
James Bucknall Quebec 7:30 Skylark 4 St. Raymond, Que.  
Neil Bell Edmonton 5:33 Jantar Std. Chipman, Alta.  
Mario Lepire Quebec 2:00 2-33 St. Raymond, Que.

# Campbell

Printer ad,  
Ottawa

# FAI RECORDS

Russ Flint

Records processed to end June

**Speed 1000 km O&R (Citizen)** 94.7 km/h, 26 Apr 83, Brian Milner, Kawartha Soaring, Jantar Std 2 C-GCGJ, flown from Ridge Soaring, Pennsylvania to Fincastle Country Club, West Virginia, USA and return.

**Goal and Return Distance (Citizen)** 1000.7 km, 26 Apr 83 Brian Milner, as above.

**Speed 200 km Triangle Multiplace** 76.0 km/h, 12 Jun 83, Lloyd Bungey and Tony Burton, HP-14 (mod) C-GQLB, Claresholm A/P, Picture Butte, Milo and return. Previous record: 60.2 km/h by Jones/Pandur in June 82.

**Speed 300 km O&R (Territorial)** 115.2 km/h, 11 Jun 83. Hal Werneburg, Cu Nim, Mini-Nimbus C-GSXA, flown from Black Diamond to Delia, Alberta and return. Previous record: 102.7 km/h. by John Firth in May 77.