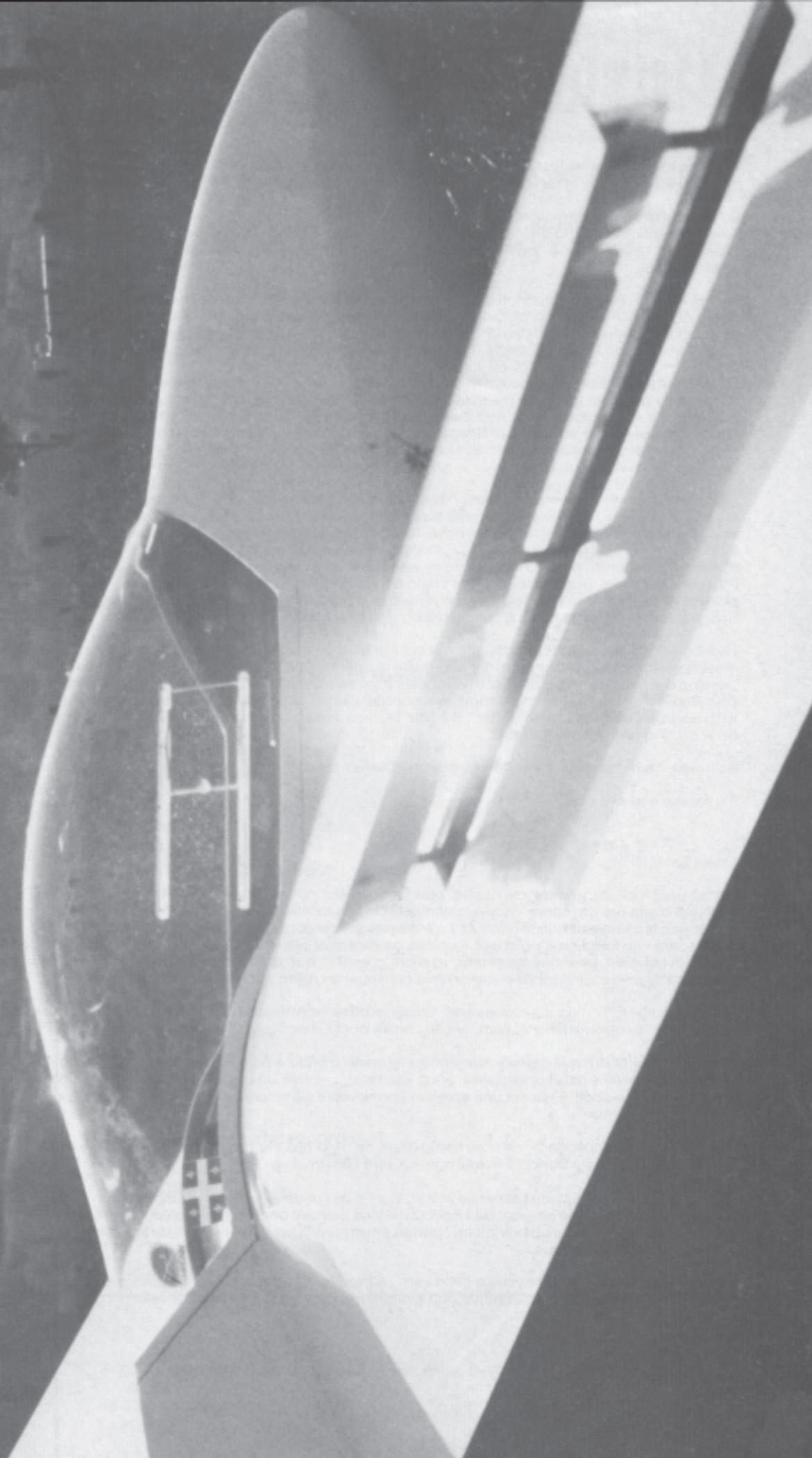


free flight • vol libre

6/83 Nov-Dec



MUSINGS

One has to learn to anticipate the time of year when these words might be read. When you receive this it will be mid-November; many of us will not be flying because of weather, and the Holiday Season will not be far off.

So to each of you may I extend my best wishes and those of my wife Ruth, and of course the Board and their wives, our office staff and their spouses: a Happy Holiday Season and, when the bells chime, a Happy and Prosperous New Year. We hope your soaring in 1983 was safe, enjoyable and that you achieved your personal soaring goals.

The government funding story drags on, mostly because External Affairs is reviewing and re-evaluating their South African policy. Our consultant at Fitness & Amateur Sport, Michel Pellerin, will be in touch and working for us as soon as there is a decision. In the meantime we will prepare our presentation for 1984 this year, both to Sport Canada and Fitness Canada. There appears to be money in both places!

However, there is a rather remarkable circumstance that I want to share with you. Simply stated, Sport Canada has as their principle mandate the development of excellence in competitive sport not only at the domestic but mostly at the international level. And therein lies the problem. Sport Canada does not fund sport or grant resident status for the sole sake of recreation or fitness; they fund sport for competition. Thus to qualify, we have to have a competition hierarchy, at the local to national level, and a strong international program. The Sporting committee is at work.

Last month I made reference to trusts. I want to expand a bit on this, and as necessary, I will write more after the Board accepts the terms of the three that are immediately practical. A trust is simply a fund of money set aside and managed for a specific purpose. Ideally there are continuing donations or bequests that allow the fund to grow and some of the income or interest earned is reinvested. The proceeds are used as prizes (Elemer Balint Fund), helping top cadets fly with SAC (Glynn Memorial Fund), or international competition (Wolf Mix Memorial Trust). A fourth trust could be established for the general purposes of the Association. The point of all this is to free us (ideally entirely) from external fund sources that may be capricious or political. The Soaring Society of America has, I understand, significant sums and income from trusts.

I will be asking your Board to ratify and accept the trust deeds for the three trusts named at our January 1983 meeting. I am asking you to consider and make tax deductible donations to whichever trust you prefer to develop our financial independence. Bequests from estates will also be received with thanks and sympathy. If your Board agrees, I will acknowledge, in a special way yet to be established, every donation made in 1983/84 to these trusts as a "founding donor". It would be nice if each donation was at least \$25. Regardless, all will be accepted and acknowledged.

As I write, I am unaware of any new accidents. Thanks folks for your care. Let the crocodiles starve.

Fly safely, well and often.

Chers amis,

C'était pour moi une grande joie quand, plus tôt au début de cette saison, j'ai eu l'occasion, lors d'un de mes voyages d'affaires de rendre visite à la compétition provinciale à Bromont. Mon seul regret était que le temps n'était pas favorable et que le concours n'avait pas l'envergure que nous avions tous espéré. Cependant j'ai pu voir encore une fois à quel point ces réunions de pilotes et planeurs sont encourageants pour les participants, pilotes et équipes, ainsi que les pilotes visiteurs. J'espère que d'année en année le nombre et le niveau des concours au niveau provincial et régional va continuer à croître et prendre de l'envergure.

J'espère aussi que le vol sur campagne individuel deviendra de plus en plus la règle contribuant ainsi à la compétition au niveau national comme c'est arrivé pour Gilles Boily, Denis Gauvin et Robert DiPietro.

Je crois comprendre que cette année encore le camp d'onde à Baie St-Paul fonctionne, juste en cette période, comme déjà depuis plusieurs années. C'est une belle initiative. Je souhaite à tous les participants de beaux vols, et à tous ceux qui essaient une épreuve une réussite complète, avec des vols sécuritaires et à la satisfaction de tout le monde.

Jusqu'ici j'ai été empêché de venir au camp, mais ce n'est pas impossible que je réussisse encore cette année de vous rendre visite à Baie St-Paul. Si non, ce sera l'an prochain.

Il y a aussi deux choses que j'aimerais savoir. Y a-t-il de l'onde exploitable dans la région montagneuse de Vallée-Jonction? J'y vois souvent des lenticulaires en passant par la route 108 vers Sherbrooke. Deuxièmement, comment se portent les clubs de moins grande envergure? Des contributions de leur part à **vol libre** seraient d'un grand intérêt pour tous.

J'espère que chacun d'entre vous a connu un été productif. Jusqu'à présent, l'automne se présente très bien. On devrait encore pouvoir voler beaucoup avant que la neige, elle, se mette à voler.

Salut à tous,



free flight • vol libre

Trademark pending • Marque de commerce en instance

6/83 **Nov-Dec**

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Le Journal de l'Association Canadienne de Vol à Voile

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A Libelle waits for the wave at Baie St-Paul. Photo by Robert Binette

DIRECTORS' MEETING



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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Russ Flint

The fall meeting of the SAC Board of Directors was held in Moncton on 1-2 October. Moncton is the home of a small gliding club struggling to grow beyond the situation so typical of small clubs – too few instructors, no capital reserves, and a small fleet of aircraft. They didn't manage to get flying until September this season!

However, although they are not a SAC club, they were gracious enough to invite us to come to Moncton for our fall meeting, and we decided that we would give them whatever stimulus and encouragement we could by going there. On Saturday evening, we enjoyed a good two-way exchange of information and ideas and met some really keen glider pilots. We wish them well with their club and hope to see them back as a SAC sustaining member club next year. It was good of Chris Purcell to fly in for the evening from Halifax just for the event.

The business meeting took up the rest of our time in Moncton. A brief summary of some of the topics covered follows.

Procedures Manual The first major update of the SAC Procedures Manual (first published in 1981) is nearing completion and should be ready for distribution by the AGM 1984. There was some discussion on whether the manual was primarily a set of operating "guidelines" or a "rule book". Actually it is both – parts of it are one, part the other.

Trust Funds Beginning in this year (1983), the Board decided to set up three trust funds to provide a continuing source of funding for specific events. Two of these already existed as savings accounts, but had never been formalized as trust accounts. The **Elemer Balint Fund** has for many years annually provided a cash prize to the highest placing Canadian in the World championships. The **Jessie Glynn Memorial Fund** was established in 1983 to provide funds for training an Air Cadet at a SAC club. To be added to these trust funds is the **Wolf Mix Memorial Trust**. The purpose of this last one will be to provide an ongoing independent source of funds to support the SAC World Contest Team. Currently the funds in each of the three accounts approximately \$1300, \$1000 and \$1000 respectively. Donations to any of these trusts will be tax free.

Six Year Planning Locations and dates for contests, instructor schools, and AGMs are set as far in advance as possible to provide for adequate planning time for the hosts. However, gaps still occur. At present it looks as if the 1984 combined Nationals will be held at Virden, Manitoba. In 1985, the Standard class will be held in the West (location to be determined) and the 15 Metre and Open class in the East (Quebec). Bids for all events to 1988 are invited now.

National Soaring Week for 1984 is set for June 25 to July 1.

Free Flight Tony Burton, who stood in as interim editor of free flight following Ursula's resignation has been officially installed as our new editor. We are glad to have Tony taking on this task.

Commercial Glider Pilot Licence After months of letter writing and arguing with Transport Canada, our goal of having the word "commercial" removed from the proposed instructor's licence has been achieved. Our thanks are due to the Flight Training & Safety committee for spearheading this fight.

Funding for a meeting of this important committee was approved, and the directors also provisionally approved attendance at the 1984 International Coaches Meeting, given the budget can stand it. We were represented at the first such meeting in March 1983 by Ian Oldaker, Chairman of the (then) Instructors committee.

Financial Situation We again appear to be suffering a shortfall in budgeted membership dues. Otherwise there have been no big surprises in the financial state of the association.

As for 1984, a budget will be prepared on the basis of no government assistance. If there appears to be some chance of government funding, a second budget will also be prepared to include additional planned expenditures.

Soaring Site Directory This popular booklet is being updated and is expected to be available in January. Any changes (especially in club addresses or locations) should be sent to the editor of free flight as soon as possible. [Every club has been mailed a letter with such a request, and first returns have been received. Thanks. Ed.]

continued on page 13

5 Deadlines for contributions
5th day of each even month

L'ASSOCIATION CANADIENNE DE VOL À VOILE

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

L'ASSOCIATION est membre de "L'Association Royale Canadienne des Aéro Clubs" (RCFCA – Aéro Club National Canadien), représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI, administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale). Selon les normes de la FAI, 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 refléter leurs idées.

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

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

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

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

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5

OPINIONS

WHAT IS SAC DOING?

Over the last few years, I've been quietly watching the actions of SAC with a growing sense of disquiet. However, the most recent happenings – the Sport Canada decision, the resignation of Ursula Burton as editor of **free flight**, the insurance problems, and the proposed new MoT regulation amendments – are so wide reaching and so deleterious to the future of soaring in Canada that I cannot remain silent (and hence acquiescent) any longer.

The Sport Canada/Hobbs decision is so damaging and so self-seeking that it removes, completely, what little confidence I had in the directors of SAC. I really do appreciate the feelings of the team who would be disappointed not to compete. However, the expressions of indignation at Canada's foreign policy ring very hollow. The fact is that the **average** SAC member has gained absolutely nothing. Indeed, he has lost a great deal in present and future financial support. The national team has gained a very selfish and Pyrrhic victory. It is a classic case of the few benefiting at the expense of the many.

The most significant aspect of the decision is that it was of such great and lasting importance that it ought to have been debated in the movement before being passed. Perhaps the majority of the SAC membership would have been in favour of it. However, they were not consulted. I think that the decision was of such great importance that the directors exceeded their authority in deciding it at a single meeting.

The resignation of Ursula Burton was another great shock. I have been reading **free flight**, one way or another, for most of twenty years. There is no doubt that she has been the best editor that we have ever had. I don't know any of the details of the breach or what caused it; I am just dismayed that it was resolved in such a way that I am the loser.

The topics of insurance and MoT regulations are connected since, I presume, the proposed regulations are motivated by the same costly accident rate which has caused the insurance premiums to be so high. I think that adding new, more restrictive regulations will do little to help since it attacks the symptoms and not the causes. Safety is rarely improved by legislation. To be sure, there is a superficial effect in the sense that the ultimate in regulation (banning of flight) results in the ultimate in safety (no flight-related accidents). We already have so many well-meaning but absurd MoT regulations that adding a few more will only increase the

contempt for and the breach of the rules which is widespread now.

I strongly feel that the soaring movement needs a minimum number of externally imposed (governmental) rules and a maximum amount of internal policing. Real progress will be made only when the practices are changed. The real causes of the high accident rate are poor training and the great discrepancy between the 1930s performance of the gliders used to train pilots and the 1980s performance of the gliders that they graduate into. If pilots are going to fly 40:1 fiberglass machines with flaps and retractable gear, let's put some real effort into convincing clubs to abandon their 2-33s and 1-26s. We build habits into pilots during their training which are dangerous. No number of flights in a 1-26 will prepare a pilot to fly a modern open class glider; a modest number in a modern two-seater will.

In the interim, the insurance problem, at least, ought to be resolved in such a way that the smaller clubs are not put out of business.

In summary, these and other situations have made me wonder how closely the directors are following the wishes of the SAC membership. What few positive changes have occurred over the last five or so years seem to be largely due to the efforts of individuals. For example, Ian Oldaker has revitalized the training aspects of this sport with, I am sure, great personal effort. But the SAC executive as a whole seems to be living in a dream world unconnected with the realities of soaring in Canada.

How many of us would stay in SAC if it were not for the fact that you cannot get FAI awards without belonging to it? Is this kind of blackmail any kind of basis for a healthy national organization? What do we get for our annual fees?

I think these are sort of questions that the directors ought to be considering these days.

J. A. Koehler
Saskatoon Soaring Club

Dave Hennigar responds

Dear Mr. Koehler:

Thank you for taking the time to voice your opinions on paper. The more input that SAC receives, the better. I hope I can give you some background on the points you have brought up.

continued on next page

OPINIONS

The "go, don't go to Hobbs" decision, (ie. risk losing government assistance) was not made in haste. The Board spent most two directors meetings on the World comps participation and the possible repercussions. Discussions were spirited to say the least. The Board was divided on the issue and the president cast the deciding vote **not** to send a team and a motion to that effect was made at the AGM. Matters of importance should be presented to the general membership, and the Hobbs decision was taken in this manner through club representatives at the AGM. Many people feel as you do on this matter but the **majority of SAC members** represented voted to participate regardless of consequences.

The insurance problems experienced recently have been irritating and frustrating, you are not alone on this subject either. The insurance chairman had things well in hand until the underwriters pulled out at the last minute. Of necessity, another firm had to be found immediately, some administrative and coverage changes were made, however there was very little time available if we were to have continuous coverage.

The plans for the 1984 insurance program are well underway, information should reach the clubs very early in the new year. As a matter of interest, the claims for 1983 are well down and hopefully will lead to lower rates in the future. With the exception of two towplanes, most payable claims are for lower performance aircraft.

Government and regulation are a fact of life and SAC has to live with it in the form of MoT. Your observation on regulation not providing a safer operation is correct, however **reasonable** and **enforceable** regulations and standards are necessary. The Dubin Report makes very interesting reading. SAC has been working very hard with MoT to temper the forthcoming regulations and standards. Through the presentation of reasonable arguments and perseverance, it now looks as though MoT is now adopting a more flexible attitude and the final draft regulations will be more workable.

The performance of the average private aircraft is increasing but few clubs can afford to pick up a couple of twin Astirs at \$42,000 per. Your observation on training pertinent to the type of aircraft to be flown is correct and the Flight Training & Safety committee support this view. I believe the Board would be exceeding its mandate if it tried to tell clubs what type of aircraft to buy.

You have mentioned some very hard working and valuable people. I would hate to think of the bills to SAC if we had to pay these people what they are worth. There are many more volunteers who make SAC work, although not as visible. The Board works for the benefit of the **whole** association and not any group or region. The bud-

get reflects this goal. Traditionally, general funds are not used for the world team competition – this practice is still rigidly adhered to. If the Board makes a decision, and the general membership disagrees with the problem, it can be rectified at the next AGM and through the provisions of our constitution.

Once again, thank you for expressing your views in print rather than having constructive criticism go to waste in a dark corner. Hopefully I have been able to provide some information – not excuses.

Dave Hennigar
Director, Prairie Zone

THANK YOU TO SAC

Dear Mr. Carlson,

We would like to thank, through you, the SAC for its sympathy and floral tribute on the death of Samantha in a flying accident at Hawkesbury.

The support of fliers everywhere has been heart-warming.

Thank you.

Yours sincerely,

Bryan Hiscox

A CONVERT SPEAKS

About ten days ago I returned home to find the latest **free flight**, featuring Ian Oldaker and the Puchacz...

Interesting, because I was returning from the Eastern Instructors Course, and had flown with Ian, and had flown the Puchacz... I also flew a Blanik and a Lark for the first time.

Humbling, because I was not quite the pilot or natural instructor I imagined, and because of the gradual realization of the tremendous responsibility instructors assume when training a new student.

Gratifying, because of the new friends made when in an organization consisting of many fine people, people happy to share their skills, knowledge and facilities with a small group of strangers – and make them welcome.

Exhilarating, because of the new flying skills learned – especially in strange (to me) attitudes in a 2-33.

Absorbing, because of the volunteer work and effort of Ian and the guys at SOSA to make the experience meaningful and rewarding.

Thank you gentlemen (and Kit) for a most rewarding week. I hope I can pass on some of your philosophies and skills to others.

Ray Lawton
Rideau Gliding Club

BETTER THAN SOARING!

...I have taken the odd hour to browse through the **free flight** magazines you've been sending me and, take a bow, I think they're far more interesting to the common pilot than SOARING, bless it. I mean, the latter is crammed with stuff for aeronautical engineers and/or Texas billionaires, and not being either...

Reading **free flight** I noticed that not only do you have Rainer Zimm as a member of Cu Nim, but he is the bloomin' president no less! Well, congratulations, it couldn't happen to a nicer guy. We were both members of York Soaring in the murky past, and browsing through my log books I see we shared Doppelraabs and a K7 together on half a dozen occasions. I sat in the back seat of the K7 and hoped that he could see to land the damn thing – I couldn't. It was fun also in the Doppelraab in which everyone held and stirred the same control stick – the instructor seated on something resembling a bicycle seat and pedaled away on the rudder pedals. Strange, but I grew quite fond of those old antiques.

Gil Parcell

Gill was a glider instructor in the late '60s and at that time had volunteered to draw cartoons in the hope of bringing a message home: fly safely. Gill turned to other sports, but his graphic contributions to SAC and 'free flight' are invaluable and we are indebted to him. Tony.

BADGE THANKS

Today I received approval for my latest FAI badge leg from Boris. That reminds me how much all SAC members owe to our volunteers. My thanks to Boris, and to Charlie Yeates, Ken Round, Tony Burton, and all the other past FAI Awards chairmen, who did such an exacting job. They deserve better documented claims than I suspect they got.

My thanks too to Walter Chmela and all the other unsung official observers for their help, patience and encouragement.

We owe both groups a lot.

Yours sincerely,
Neil Macdougall

PRAISE FROM CALIFORNIA

A short note to say thank you for making our Canadian contest experience a positive one. I and my crew have many exciting memories of the Claresholm championship. Some of mine include long slow glides to lift, wave induced thermal streets, and finishing with the parachute teams. These experiences were made possible by a small group of hard working organizers and helpers – most being members of the Alberta Soaring Council. To them I wish a special thanks.

John Seaborn
Three Rivers, California

32,000 km Out & Return

Dave Hennigar

An ambitious task, but worthwhile if you examine the soaring potential of Manitoba in December. The pilots I have belaboured with Australian soaring tales were polite enough to appear interested, so possibly free flight may be as well.

Vacation rolled around without any definite plans laid out. After a few diplomatic overtures to the boss of the house, I threw some summer clothes in a suitcase and grabbed the first available flight. Three airlines and a long cab ride later I was talking to the people at Narromine Soaring Centre. Usually pilots make reservations well in advance, but they will try and fit you in if there is an aircraft available. After 22 hours flying and 40 enroute I had a good rest and appeared the next morning for a checkflight.

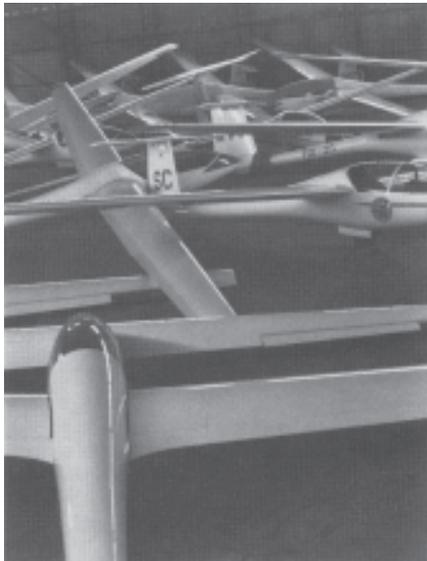
Most of my first day in Australia is a rather vague memory, one exception was the first look at the main hangar (wartime B24) full of rental fibreglass.

Packed very carefully are more than two dozen top of the line aircraft up to and including the Janus and Nimbus. A second hangar has another six or eight. Even in my numbed condition I was oeing and ahing like the kid in the candy store.

After a Blanik checkflight they gave me a Mosquito to play with. The smart people who had made reservations have first choice of aircraft available. I had to take what was left. Such leftovers would be nice to have at home; Mosquito, PIK-20D, Cirrus, Hornet, Jantar, and Janus.

John Rowe and the staff run a pretty good operation – a nice balance between unintrusive supervision and encouragement on any realistic task you wish to attempt. The daily 0900 briefing covers weather, aircraft assignment, laying out standard 300 and 500 tasks. Pilots planning some other tasks advise of planned routes. Wash and prepare your aircraft and tow to flight line, no wing-walking as some smart towing gear is used. When you wish to launch there is little or no waiting; two and sometimes three Pawnee 235s provide good aerotows on even the hottest days.

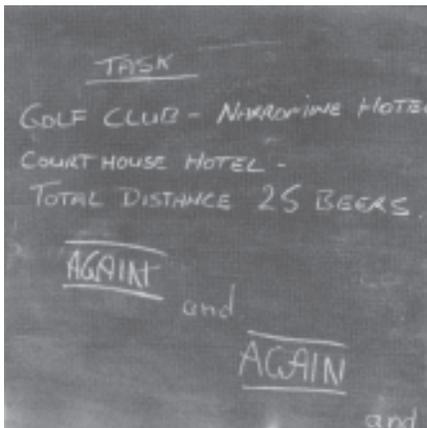
The conditions in November and December at Narromine are generally pretty good, flyable almost every day and suitable for x-country about three-quarters of the time. The day I arrived last December there were three people attempting 1000



A hangar stuffed with diamond mining tools.

kilometres flights. The previous day a Diamond flight to 18,500 feet was completed. The fantastic conditions sometimes encountered have escaped me so far (flyable thermals for over 12 hours on occasional days) but I have had some good flights and a lot of fun. On a couple of occasions it was necessary to leave extensive cloud streets to avoid going into cloud or exceeding "red line". Most of the country is suitable for outlandings. Aerotow retrieves are the rule rather than the exception. About 25% of the land is cropped (wheat, cotton, etc.) most of the rest is fairly open pasture land.

"Paddocks" are favoured for outlandings to facilitate aerotow retrieves. Some power lines of single bundle, three strand type, are hard to see. Single strand cattle fences on metal posts are impossible to detect



Ambitious tasks are set even on non-flying days.

unless the cattle paths give a clue. My first (ever) outlanding was a little tricky; from height the paddock looked good but on downwind some sheep had moved into the landing area. No problem, the next field is sparsely cropped, lots of room. On landing about twice as many sheep appeared from under the trees, fortunately the Mosquito stopped before the sheep got too far.

The conditions in New South Wales were the driest in recorded history; 2 inches of moisture in the last year. You really had to feel sorry for people trying to grow crops on un-irrigated land. Some were forced to harvest two bushel per acre, crops just to get seed for next year. Obviously no one was happy about the situation, but accepted things rather philosophically; one comment was, "Oh, the land needs a rest now and then."

Most of the pilots at Narromine (except weekends) are from the northern hemisphere; lots of Germans with a sprinkling of Swiss, Belgian, French, Danes, and Japanese. The radio transmissions are really something, especially when you are trying to decipher a message from an excited pilot who isn't too sure of the exact position of an imminent outlanding.

After a hot and dusty day at the airfield, it is rather pleasant to walk across the golf course to the motel for a much-needed shower. Dehydration is a very real problem, and post-flight liquid needs are well taken care of at the golf clubhouse next to the motel. Yes, the Australians do drink beer, but I noticed most of the visitors didn't do too badly at 40°C either! After relaxing for a while, the day's tasks became easier and the thermals stronger, and plans for tomorrow become more ambitious. The "locals" have been known to stretch a point as well, but tend to use fairly straightforward comments to puncture the more inflated tales. Pompous "pommies" are a favoured target. All very pleasant, but early starts and long days usually get everyone back to the motel pretty early.

Commercial operations are not planned as non-profit organizations, so you will find the fees higher than at your home club, but less than some American operations. Rates are quoted on an hourly, daily or weekly basis. I believe the other Australian operations are similar to Narromine; ab-initio, advanced and x-country courses are available. If you are seriously considering a gliding holiday in Australia, I would suggest a very early reservation, a year in advance is not uncommon.

It's a long trip and not cheap, but if you want some good flying in the off-season, I haven't heard of a better place than Australia. □

Bumble and the Gremlins

Eric Newsome

Eric begins a brand new series on the foibles of glider pilots. Read and wince (and maybe laugh at that fool over there in the mirror). Superbly illustrated again by Gil Parcell.

THE CASE FOR GREMLINS

One of the few good things to come out of the war – the last big one that is – was the science of 'Gremlinology'. Gremlins are a species of 'wee folk' and if the Irish believe in wee folk, how can the rest of us possibly disbelieve? Perhaps part of a poem written about gremlins gives a good idea of what we are dealing with:

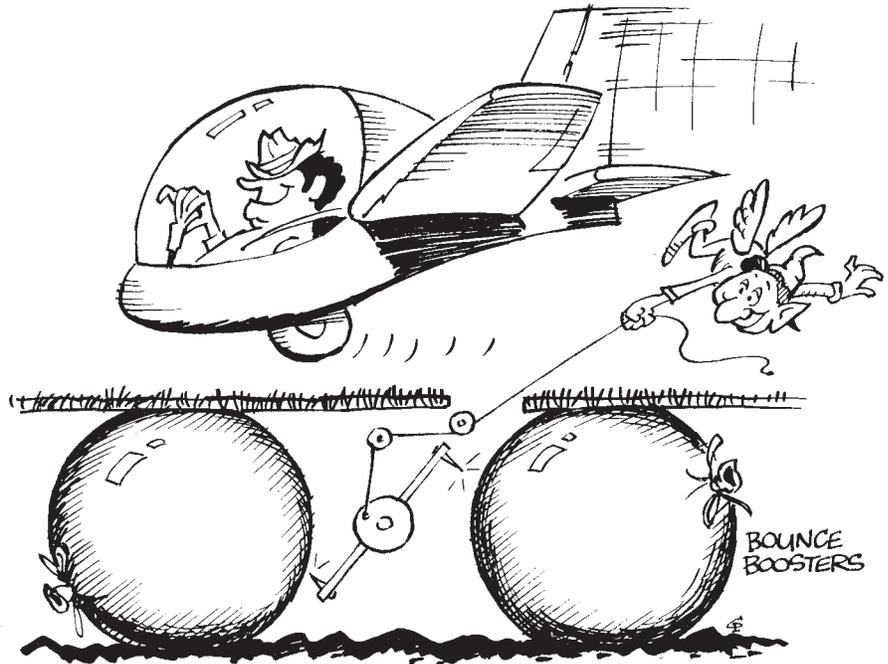
When you're seven miles up
in the heavens,
And that's a hell of a lonely spot,
And it's fifty degrees below zero,
Which isn't exactly hot.

It's there that you'll see the gremlins,
Green, gamboge and gold,
Male and female and neuter,
Gremlins both young and old.
White ones'll wiggle your wingtips,
Male ones will muddle your maps,
Green ones'll guzzle your glycol,
Females will flutter your flaps.
Pink ones will perch on your perspex,
And dance pirouettes on your prop.
There's a spherical middle-aged gremlin
Who spins on your stick like a top ...

Ha! what a lot of nonsense, I hear you say, obviously dreamed up by power pilots. But hold a minute. Who is it that steals all those small but vital glider parts put down in full view for a moment? Who takes your tools? Who breaks ropes on tow?

Does it not seem likely that there is a reason for always being lower than the altimeter suggests? Why do airbrakes open on take-off after being so carefully locked during the cockpit check? How do you explain the vagaries of the wind gradient? Who steals thermals out from under your wings? Ever wondered why so many cross-country flights are ruined by barographs not operating – you can't really suggest that barographs are capable of switching themselves off!

Three of the most senior of the gremlin groups are the *Runway Winders*, the *Bounce Boosters* and the *Wingtip Grabbers*. These characters are never seen, which is why some people have difficulty in believing in them, but the results of their handiwork are quite obvious to the unusually large audiences before which they prefer to perform. Don't tell me you have never held off the glider inches above the grass and then



suddenly dropped six feet to hit the ground with a resounding thud – who do you think lowered the runway? This is where the *Bounce Boosters* take over – how else could successive bounces increase in magnitude while a large appreciative audience counts your 'landings' and marvels. As for the *Wingtip Grabbers*, how do you think groundloops occur?

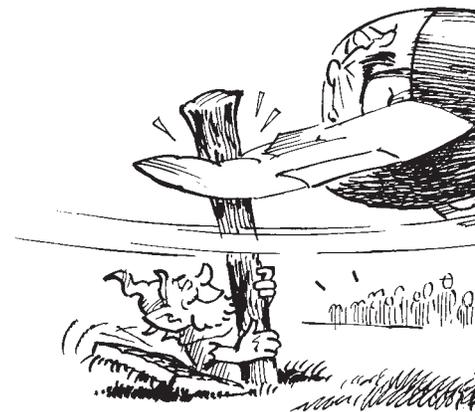
Sure there are gremlins. What else could it be? Surely not poor flying!

But then again, things are seldom as simple as they seem and I have some difficulty believing that it is all caused by gremlins alone.

I think Bumble has something to do with it...

BUMBLE

Perhaps, like other flying organizations who seem to find it necessary to invent a pilot of incredible stupidity, we need a figure who's an amalgam of the stupidities of glider pilots. In smiling at his follies it is possible that the wise might profit.

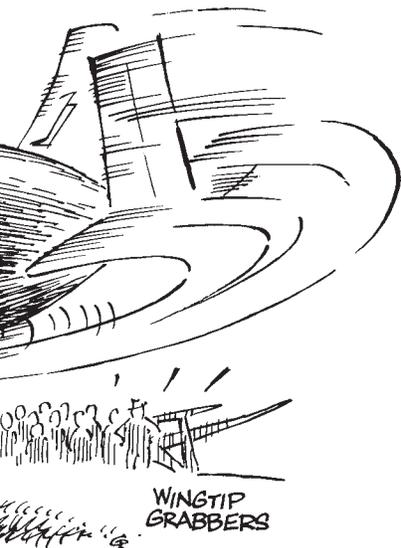


Glider pilots often have an attitude of smug superiority towards those who need a blasting engine to fly. And yet, it seems that they too are capable of being somewhat less than perfect. To them I give Bumble, 'ace' glider pilot and prime gremlin bait.

Bumble is a good pilot. He says so. So good, in fact, that he has a touching belief in his own powers which far transcend the natural forces of aerodynamics. That's where the gremlins come in.

One of Bumble's tricks is to fly sideways. This, he explains, is a sensible procedure for ordinarily the nose of the glider blocks the view somewhat and swinging it out of the way must necessarily improve flying safety. This easy trick requires only a hefty bootful of rudder and a modicum of opposite aileron to hold things nice and straight. It also has an aesthetic side effect, for the ball of the turn and bank indicator drapes itself artistically in one corner of the instrument which is a big improvement on having it squatting lumpily dead centre.

Somehow Bumble always seems to come down faster than anyone else, but this he attributes to having bad luck in finding thermals. What he does not realize is that each time he flies sideways a colony of gremlins, known to the clan as the *Dragging Devils*, get to work against the broad keel surfaces of his glider and try to hold him back. In this process they manipulate a curious formula known as the L/D (*Lowering Devils*) ratio which makes his up go down. As they do this they sing their theme song, 'Straighten Up and Fly Right'. However, Bumble cannot hear them for the howling of the slipstream. As they are doing their dragging behind him he never sees them, for no matter how sideways he flies, his tail always stubbornly stays behind him and he can never get a good look at them □



WESTERN INSTRUCTORS COURSE

some personal glimpses...

Anne Pickard
Bulkley Valley Soaring Club

Our flight from Vancouver to Winnipeg began to prepare us for the prairies. We were en route from Smithers, BC to Pigeon Lake, Manitoba for the SAC Western Instructors Course.

At 30,000 feet over Fernie in southeastern BC we could already see beyond the Rockies to the east. Then with the Crownsnest Pass behind us, there was nothing to break the monotony of the flat prairie land. To be sure, the prairies do have their own aesthetic appeal with their "patchwork" quilt effect, and we would get used to this flat relief during the next week.

It was 20°C when we arrived at Winnipeg airport at 1030 pm on Friday, August 12, and that heat was another shock to the system after a cool, very mediocre summer in northern BC. Jeff and Helen Tinkler from the Winnipeg Gliding Club met us and took us out to the club's gliderport at Pigeon Lake. We were made to feel welcome immediately and enjoyed a cup of coffee sitting around a campfire under a brilliantly starry sky. We pitched our tents under the trees and luxuriated in the balmy warm air that hardly warranted our down sleeping bags.

The next day we were introduced to the special prairie soaring conditions, 30°C temperatures and winds gusting up to 20 knots. No gliding at all that day, so we relaxed and puttered around the campground, meeting more WGC members and other participants in the course. On Sunday we formally convened in the club hangar, which would be our "classroom" for the next seven days.

Our days usually began with discussion in the hangar. Depending on the weather, we would then get the two 2-33s out for some practical flying or continue our classroom discussion in the shade of the campground trees. We learned about the art of instruction, the laws of learning, the methods of learning, the structure of lessons, as well as a review of the basics of soaring. Course leaders Ian Oldaker and Al Sunley put us through our paces and by the end of the week we had all demonstrated teaching the basic maneuvers.

Prior to the course we had all received a tape recording of standard air instruction, together with accompanying notes, and we were encouraged to become familiar with this, so that the demands on our concentration while instructing would be less and we would be able to concentrate more on

actual airmanship. During the course we took turns being the "instructor" and the "student". The "instructor" hooked a microphone up around the neck, and with a tape recorder snugly tucked down beside the seat, recorded all the instruction patter. This provided some interest and amusement at subsequent discussion sessions!

A few of us had not flown a Schweizer 2-33 before, so we had the pleasure of learning the characteristics of this beast at the same time as trying to demonstrate flight maneuvers in it. Simultaneously we were introduced to prairie gliding. For those of us who have always soared in view of hills or mountains, the feeling of soaring over an endlessly flat terrain was rather intimidating and it took several flights to become familiar with local landmarks. This very fact contributed to yours truly making her first outlanding when she "lost" the airstrip! (with the possibility of making a safe landing just about anywhere, I now know why so many cross-country flights are accomplished in the prairie provinces, and I understand that corn fields are to be avoided!)

As the week progressed and the temperatures continued in the low 30s, our discussion sessions in the relatively cool shade of the trees became even more appealing and the cold shower at the campground even more tolerable (finally even welcome!). Apparently the area hadn't had any rain for five weeks and one inch wide cracks were opening in places on the airstrip. The 2-33's cockpit became a sauna on a couple of days! We had strong winds for at least part of every day and one day we didn't start flying until 7 pm.

On Saturday, the last day of the course, we were all up early to get our final flights in before club members arrived. It's just as well we made this extra effort, for by midmorning the sky had clouded over and rain was imminent. We hastily struck our tent and packed everything up before it came. We wound up the course in the hangar with rain pounding on the roof.

That evening the WGC had their annual corn roast. The rain didn't let up until dusk, so tables were set up and the corn was roasted in the hangar. Another first for some of us – delectable barbecued corn in the husk! A great way to end the week. Thank you WGC members for making our stay so enjoyable, with special thanks to the hard-working towplane pilots. Thank you SAC, Ian and Al for the work put into organizing the course. □

KEEPING YOUR STUDENTS (& KEEPING THEM HAPPY)

Why do so many apparently enthusiastic and well-motivated people give up on learning to glide?

Derek Piggott

THE PROBLEM

Why do so many apparently enthusiastic and well-motivated people give up learning to glide?

With some, it is obviously because they realize that soaring will be too time-consuming and that other things have priority in their lives. But I suspect that the vast majority of them give up because they feel they are not making reasonable progress. Often they are doing really well, but somehow their instructor has failed to convince them that this is the case. During the first two or three flights it is an easy matter to show the student that he is learning fast. But the latter part of the training soon becomes a rather tedious repetition of the tow, pattern and landing with very little improvement to be seen by either the student or the instructor.

Every individual has his motives for flying; with instructors, much of the joy is to see the student making rapid progress. But perhaps this is the main cause of the problem. If the instructor romps ahead with the instruction on those first few flights, the student is carried along on a wave of enthusiasm, only to be stranded for the next twenty or thirty flights with very little new to learn. No wonder his enthusiasm begins to wane. Some instructors manage to avoid this problem by sheer force of personality – the binding relationship between the student and instructor becomes so strong that neither feels that he can let the other down.

EARLY TRAINING

Consider the various reasons that a student gives up or becomes depressed about his flying during the basic training or solo. The introductory flight may eliminate quite a number of would-be soaring pilots. How often have you witnessed a green-looking passenger getting out after a first flight? As an attempt to help prevent this kind of problem I have been running a special two-day course for passenger carrying pilots of Lasham. The first flight is all-important and worth taking extra care over. It is a tremendous help for a passenger to understand that it is normal to experience quite vivid and sometimes rather alarming sensations on the first few flights,

but no beginner would believe that this was normal when looking at the other slightly more experienced students. Moreover, most people find it difficult to talk to strangers about their innermost feelings, especially when they are ones of fear.

Also it is only too easy for a pilot to try to explain far too much about flying so that it all seems complicated and skilful. If, instead, the pilot allows them to try out the controls and find out for themselves how easy it is, the whole possibility of learning becomes more realistic.

When I first started training soaring instructors, I used to tell them that it was 90% a matter of knowing how to set about it and how to lay out the instruction into flights which could be digested by the average student. At that time we were flying the old Slingsby T21b on winch launches with an average flight time of between four and five minutes. Even the most experienced instructors were finding it difficult to get it altogether in the rather short time available.

It was clear to me that the instruction had to be broken down into stages, because to attempt to teach the handling at the same time as the planning and judgement, was too much for any but the very best of students. With aerotowing and better training machines, the instructor and student have more flying time, but this seems to have hidden the need for the careful planning of the training which is obvious on the shorter flights.

The secret of effective instruction is to break it all down into simple logical steps.

If you are tempted to jump some of these steps with an above average student, remember that it will mean fewer steps to cover at a later stage. This may make it more difficult for the student to recognize that he is still making satisfactory progress and he might even give up.

Some instructors believe that, when they have covered the mandatory exercises and the standard of flying is satisfactory, the student is automatically ready for solo. An imaginative student will often still be worrying about the possibilities of things going wrong and of not knowing what to do. Obviously if the students feel insecure and anx-

ious about their ability and knowledge, they are not safe or ready to solo – however well they handle the aircraft. It is neither good nor safe to try to persuade the person that all will be well. High pressure salesmanship can be very dangerous. It may work for a flight or two under the close supervision of that instructor but usually, soon afterwards, the student begins to realize that he has been 'conned'. His doubts return and if he is rational about it, he will almost certainly give up flying.

FIRST SOLO FLIGHTS

It is usual to have a surprisingly high drop out rate just after solo. We usually try to get the student to make at least two consecutive solo flights when they first go solo, and I advise them to fly again as soon as possible afterwards. If they have a gap in their flying at this stage, any small doubts often become major worries. Perhaps the weather is poor on the next day available for flying, or some neglected and kind friend suggests a nice game of golf or tennis. After another week or so, that little problem has become a nagging worry and it will be even harder to refuse the game of golf or tennis.

The instructor can guard against this kind of thing by explaining it all to the student and by emphasizing the future program of training. A discussion of the first flights is essential to make sure that any and every small occurrence is fully explained and understood. A really bumpy landing or a traumatic approach requires an immediate dual flight to enable the student to regain confidence. It is also important to explain that having gone solo is only one step towards becoming a solo pilot. He must realize that he will have further dual flights before there is any question of flying solo again. Otherwise the student may think that his flying has deteriorated and, once again, his morale may suffer so that he is tempted to give up.

The first fifteen to twenty solos are critical and are the time when the student should be gaining in confidence.

Inevitably the student will make the occasional poor landing or will get himself into situations which he has difficulty to sort out to his own satisfaction. If these go unnoticed, and no one talks them over with him, the student will usually go home and worry about them and about the possibility of the same kind of thing (or worse) occurring again. Once again there is a high risk that this student will opt out and will not be seen again. To avoid this kind of problem we endeavour to watch every early solo flight and give advice and a friendly comment on each one. In addition, any instructor will have a word with any and every pilot, **however experienced**, if they see some point of airmanship or flying which might be risky, or set a bad example to the less experienced pilots who might be watching. Because all the pilots are brought up to appreciate the advice of the instructors and to accept criticism when it is justified, very, very few ever take exception to the system.

All these reasons for students giving up during training must be the concern of every soaring pilot and instructor.

TECHNIQUES

Here are some ideas on simplifying the basic training for a beginner. The idea is to deliberately spread out the introduction of new items to make the student's progress more obvious for him to recognize.

Many instructors start off on almost the first flight explaining all about the pattern, airbrakes and speeds. None of these things are essential at that stage and without them, the beginner can concentrate on the two really essential things, establishing the look-out and the correct coordination of the stick and rudder. Learning to land is made much easier if the instructor operates the airbrakes and tells the student when to turn to set up the approach.

- **The object during the first few flights is to teach good handling habits.**

Every unnecessary distraction is eliminated. The flying is primarily by attitude with little or no mention of airspeeds, or of the planning or positioning on the pattern. The instructor can make all the decisions and judgements and using the airbrakes, talks the student round the pattern and down to make the landings.

If you are used to teaching the student how you join the pattern, fly downwind and use the airbrakes, you may find it quite difficult to cut all that out. It is all an unnecessary distraction for the beginner on these early flights.

- **As far as possible avoid flying straight.**

It requires almost perfect coordination and is difficult if not impossible unless the air is very smooth. Then it is quite useless as it does not require any control movements! Explain the difficulty, and then concentrate on turns and more turns, establishing the lookout before each turn and the correct coordination. Do not mention the yaw string at this stage. You need to teach the correct habits of using the stick and rudder to avoid the need for the string as far as is possible.

Even in easy soaring conditions these flights should be limited to about twenty minutes of concentrated instruction. Longer flights will not help as the average beginner gets tired quickly and his performance may deteriorate, which is depressing for the student.

- **In good conditions, after the first demonstration landing, the student should be making the landings.**

The instructor may have to damp out any swinging oscillations which occur on the final approach. To simplify the landing he operates the airbrakes without comment about them. He controls the approach speed by telling the student to raise or lower the nose a little. The essential thing is that the landing should be made without any change in the airbrake setting. Only a bad ballooning or a very high hold-off will necessitate a reduction to save a possible heavy landing.

If the landings are slow to improve, the introduction to stalls, and later to incipients, will help to keep the student feeling that he is still making progress and learning new things. This is also the time to gradually

indoctrinate him into interpreting the desirable angle to the airfield during the downwind and base legs. Landing problems should be sorted out before introducing the use of the airbrakes as operating both the stick and airbrake lever often causes problems.

- **The aerotow takes good coordination and therefore should not be started too early.**

However, during the early tows it is valuable to demonstrate high and low tow positions and boxing the wake. This makes being out of position on tow less traumatic. A trained glider pilot takes about five tows to reach a satisfactory standard and therefore there is no rush to start learning. It is easier to teach if the student has already reached a good standard of handling and coordination before starting it. Introducing the towing later is another help to reinforce the impression that definite progress is still being made.

- **The introduction of the use of airbrake moves the student into the phase of learning to plan, judge and make his own decisions.**

The instructor's job then becomes more difficult. After two or three flights on which the instructor will be trying to establish the procedures for a more or less normal pattern, the student should be encouraged to think aloud. It is useless to tell the student what to do. Rather he must be prompted into making judgements himself and into being decisive, without prompting or helping unless things are getting badly out of hand.

At this final stage situations such as rejoining the pattern from abnormal heights and positions need to become the norm. Whenever possible the student should be taught how to find and use thermals, but the decisions to leave to rejoin the pattern must be left to him.

Briefings are no substitute for experience. Situations such as rope breaks and running short of height on the pattern, so that an alternative landing area has to be selected, must be practised to see that the student recognized the situations and deals with it satisfactorily without help or prompting.

Progress reports on the student's log book, or a Progress Chart with items to be signed off, help both the instructor and the student to see that definite progress is being made.

Of course I have only touched on this subject of training but perhaps these notes will help to draw your attention to the plight of many students. Don't let your promising students get disheartened because they cannot see their own slow progress.

REORGANIZE YOUR INSTRUCTION TO MAKE THEM HAPPY. □

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ROTOR WINDS

Rotor winds, I hate you
You are no friend of mine
You shake my plane,
You shake my frame,
You jar my very spine.

The only thing you're good for
And it's not much, I fear,
Is that when I'm tossing in your grasp
I know the WAVE is near.

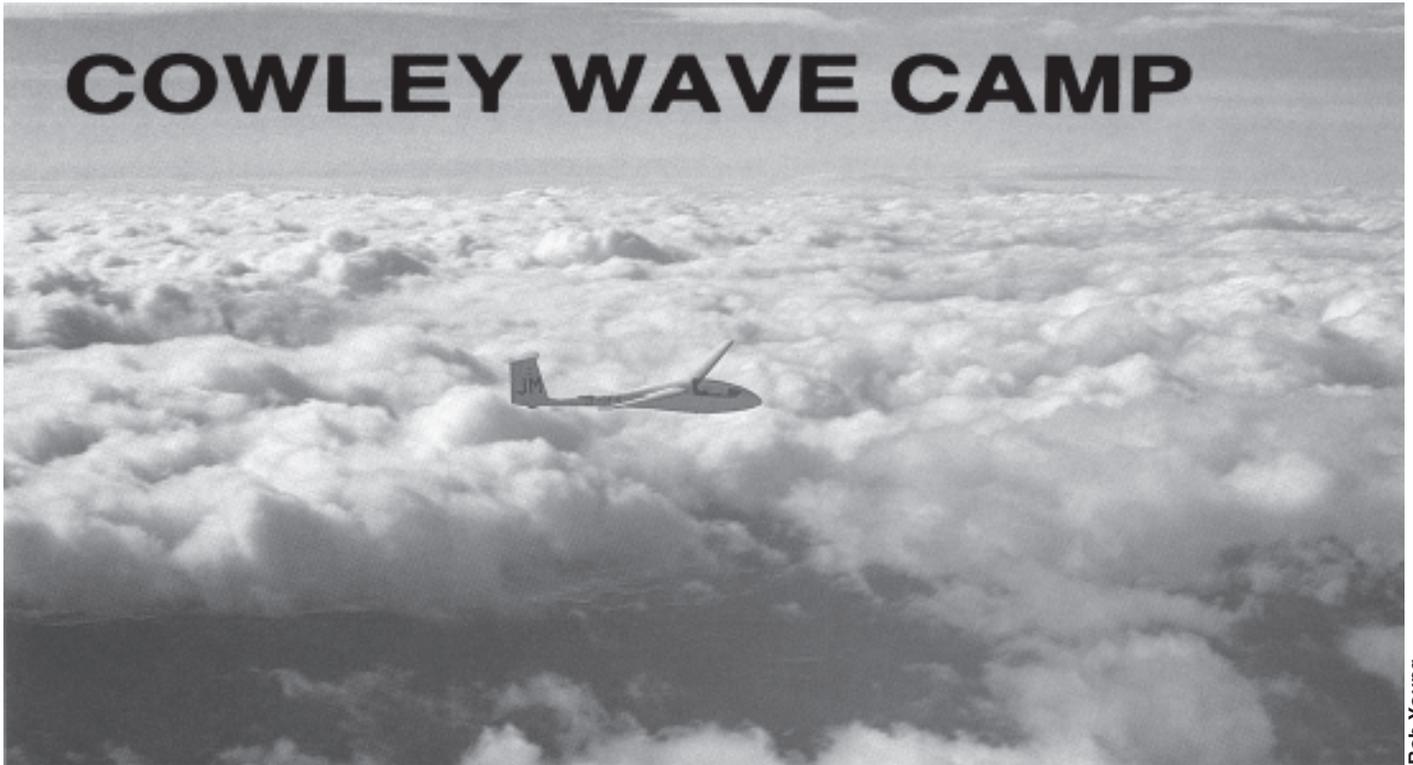
I know that I'll soon leave you
For the peaceful, smooth ascent
And I'll soon forget
The bit of sweat
It cost me going through.

So you're nothing but a signpost,
"Rough Road" is what you say
But on the other side
Is the rising tide
So I'll travel by your way.

I'll take your up,
I'll take your down,
And take it like a slave
If you'll let me pass
For that air like glass
We call the Cowley Wave.

Tom Schollie
Edmonton Soaring Club

COWLEY WAVE CAMP



Rob Young

Stu Pritchard with 'Jolly Miller' in the wave

Andrew Jackson Edmonton Soaring Club

The traditional wave camp this year got off to an earlier start than normal with the Edmonton pilots arriving on Tuesday, 4 October to give themselves a better chance of contacting the wave.

Wednesday was a poor day and no flying took place. The following day, however, two pilots secured Gold climbs to 21,500 feet. The wave pattern was normal but an unusually heavy overcast resulted in difficulties being experienced in locating the field on returning to land. Friday's weather gave plenty of opportunity for training flights to take place by which time other club members were starting to drift in and the camp began to form.

Saturday was THE day. The wind at ground level was light (not the usual 20 to 30 knots) and spectacular lenticulars were seen to form one on top of the other high above the field. The wave started by early morning and continued through darkness. Eight pilots will be claiming Diamond climbs and three their Gold climbs, with 28,000 feet being common. Lift was averaging 3 knots at this altitude with temperatures running at -38°C . The highest flight of the day was logged at 36,500 feet by Peter Masak. Unfortunately he didn't have a barograph with him to prove a potential record.

Sunday was not a particularly good day, with one or two pilots reporting mediocre climbs, although the conditions were just

as exacting as always with two experienced pilots landing out! Monday as usual was wrap-up time with 8 knot winds providing a general gliding day. The camp was one of the more successful meets in many years with the Livingstone Range living up to its reputation as being one of the premier wave generators in North America and the best in Canada. □

One of the great wave days at Cowley. This photo was taken south of Calgary.



Hans König

HANGAR FLYING

THE FIRST 1000 KM IN THE ALPS

This story should certainly be read with an atlas close at hand.

The Swiss pilot Frederico Blatter (three times Swiss Open class champion), had prepared for this flight since 1979, logging seven flights of over 750 km the previous year and some 1000 km attempts of 923 and 920 km. Finally his fourth attempt on 13 April 1983 rewarded him with the successful flight of 1016 km, a narrow eastwest triangle from Valbrembo, Italy, east to Obervellach, Austria then to La Thuile, Italy (at the French border south of Mt. Blanc) and return in 9:45 hours, over peaks rising from 7,000 to 15,000 feet.

According to the conventional wisdom, the northern part of the Alps was considered best for such enormous flights, where Blatter experienced alpine soaring as an instructor in Bad Ragatz, Switzerland. Some very successful attempts have been made from this area already, and the "master flight" was expected here. However, as Blatter was now living in Lugano, Italy, he discovered that the south flanks of the Alps were much more favourable for such a huge triangle; and maps and satellite photos clearly show the Alps' curvature being exposed well to the sun. Northwest winds usually produced great ridge soaring on the south slopes of the valleys.

Although 13 April 1983 was not a particularly great day according to the weather maps and the forecast, Blatter took off from Valbrembo near Bergamo heading east, flying in his Nimbus 3 with 24.5 metre wing span. However, progress on the ridges was hindered by lee turbulence, forcing him to return. Finally at 0955 hours he departed a second time, now detouring 60 km north for the Veltlin valley. The first part to Colico at the north end of Lake Como was very slow and required all his experience and technique, but at last he reached the entrance to the Veltlin valley and turned east. With 10 knot lift along the ridges he raced at 180-200 km/h in dolphin style up to the Tonale Pass (6180 feet), but 1 hour 12 minutes for 96 km (not counting the 60 km detour) averaging only 70 km/h was a poor beginning.

The mountain orientation on the next portion of the course line was less favourable to the wind, allowing 99 km/h. Snow showers obscured the visibility, but he was still able to climb in the ridge lift. The next 80 km to San Candido in the Puster valley were flown at 110 km/h average, then he had to fight a NE wind and snow showers for 145 km to Lienz at an average cruising height of 5300 feet asl. At 1300 feet he reached his first turnpoint at Obervellach which is nestled in the Hohe Tauern, the highest part of Austria.

On his second leg he reversed course back to San Candido, and the Foehn wind helped him considerably, giving an average speed of 148 km/h. He then raced via the city of Bolzano, over the Tonale Pass, back to the Veltlin valley and over the mountains north of the lakes of Como and Maggiore to Villadossola. At 1645 he reached the Monte Rosa massif (15,367 feet, SE of the Matterhorn) and found ridge lift of 10-14 knots, but only for a very short time, which gained him no more than 650 feet and allowed barely enough height for jumping over each ridge. In a long glide to the south side of the Aosta valley he noticed a thermal, marked by a small cu and smoke, which gave him 14 knots up to 11,800 feet. This was enough for him to reach his second turnpoint, La Thuile near Little St. Bernard Mt. (7178 feet) and back towards Aosta on the third leg. The spurs of the Monte Rosa massif ahead run north-south and produced much turbulence in the NE wind. However, in aerobatic flight style he was able to negotiate each barrier, and finally a wave of six knots between Chiasso and Como saved his flight. At 1920 hours, Frederico Blatter landed in Valbrembo, 9:45 hours later, at an average speed of 104 km/h.

Blatter believes in using thermal and ridge flight for alpine soaring as high altitude flights with wave disguise too many dangers such as frozen water ballast, oxygen deficiency, and high wind speed. He says that a 1250 km triangle may be possible with today's super racers.

from aerokurier

EUROPEAN FEMININE CONTEST

Women pilots gathered for Third European Championships from 21 May to 5 June in St. Hubert/Belgium.

24 women pilots from Sweden, Netherlands, Belgium, France, Switzerland, West and East Germany, Yugoslavia and USSR participated: nine in the racing class, fifteen in the standard class. The weather was marginal, six rain days and others with very low cloud base and strong winds. However, seven contest days were flown with average tasks around 160 km, fair if one considers the endless rain records in England, floods in West Germany's rivers in the wine valleys and the Seine, and closing of roads and passes in the Alps at this time.

First and second places went to West German pilots unexpectedly, the third prize to the favourite from Belgium.

The social highlight was the traditional "witches baptism" of the young women pilots. [Sounds like a lot of fun. Anybody interested next year?]

TAKE A CHICK UNDER YOUR WING

Mirth Rosser

One of the nicest soaring flights I've had took place on a Friday in June when Jim Oke and I both appeared at the field Pigeon Lake on a reasonably good, but not super, flying day. Jim had been hoping for a long out-and-return triangle and I had come out to practise some soaring locally in my new glider. Jim quickly realized the lift was not good enough for a long cross-country and said, "Let's go to Carman, Mirth", an offer I couldn't refuse. (I had still not got over my nervousness about 'cutting the cord' and leaving the airfield on my own yet).

By about 1300 hours, we were launched and on our way. The extra confidence I gained while flying alongside someone with cross-country experience would be hard to exaggerate. Jim pointed out landmarks - towns, rail lines, highways, etc. - all the way and helped me get a sense of ground distances viewed from 5-6000 feet. (Very deceptive when you've done most of your flying around 3000 feet; I was underestimating by a factor of three and could easily have got disoriented alone). He was better able to find lift when we got nervously low and helped me improve my thermalling technique. ("Tighten your turns!...Steepen the bank and fly slower!"). I also was able to follow his example in contacting ATC on the way home. I feel a little uncomfortable establishing contact with Winnipeg Terminal. It really helps to listen while the 'pros' do it. [*Even they get "mangle-mouth" occasionally. Ed*].

We were down to 3700 feet asl on reaching Carman, but found lift over the town; the home stretch was downwind, so we arrived back at Pigeon Lake easily with a round trip time of three hours.

For any of you nervous new-ish pilots wanting to go cross-country, I can't think of a better way to introduce yourself to the airspace away from home than by finding a sympathetic experienced pilot who is not feeling overly ambitious some day and will let you tag along on a reasonable task. It won't qualify as your Silver badge flight, but it will give you the confidence to try again on your own next time. Even if you and your 'tutor' are flying unmatched gliders, as long as the task is possible for the glider with the lower performance, the better glider's pilot has lots of options for lowering its performance, eg. ignoring some of the lift. And if you do have to land out, you may be able to get some helpful advice from your partner flying overhead!

So take advantage of the fact that your club is full of super people who are glad to help novices when they can - and break away! □

from SOCKTALK

SAFETY

GIVE YOUR STICK A BOOT

Gerry Nye

MSC Safety Officer
from "DOWNWIND"

The long-time glider pilot, because of car problems, arrived at the flying field late in the morning. This was something that had not happened to him in years. It was just after 11 am and already most pilots had been launched, all wanting to take advantage of what was shaping up to be a "booming" day. He wasted little time in obtaining the assistance of two other club members in rigging his glider, which he had owned for over five years. It was his pride and joy and he had enjoyed many hours flying it locally and cross-country. Satisfied with a quick inspection of the aircraft, controls, connections, etc, the pilot and his help trundled the glider to the launch position on the runway. Following a perfunctory pre-take-off check, a hook-up was requested and received, the release mechanism checked and hook-up for take-off complete. Our stalwart friend was then towed into the wild blue.

After take-off and at about 200/300 feet agl, the towpilot initiated a left turn, closely followed by the glider. On reaching the downwind leg of the aerotow circuit, the towplane was seen to level off. The glider, however, continued to turn left and appeared to suddenly yaw violently to the right. At this point, the towrope was observed to part at the towplane end. The glider then stalled, entered a spin to the

left and after about two and a half revolutions collided with the ground, fatally injuring the pilot. There appeared to be no attempt by the pilot to recover from the spin. Upon landing, the towpilot reported that the glider's failure to level off had placed the towplane in a critical attitude and he had no choice but to release.

Subsequent investigation of the glider wreckage revealed that a foreign object had fallen through a tear in the fabric of the stick boot some time prior to the flight and became lodged between the stick mechanism and the base of the fuselage, probably during the initiation of the left turn after take-off. A series of tests, conducted by investigators following the accident, confirmed that the object severely restricted stick movement to the right, when placed in a prone position to the left of the control linkage. On the basis of the tests and other evidence supplied by witnesses, it was concluded that the cause of the accident was the failure of the pilot to discover the foreign object during the preflight daily inspection of the aircraft.

The above accident is purely fictional and never really happened; it is nevertheless within the realm of possibility. The prime objective of this narrative, therefore, is to draw attention to the **extreme** importance of conducting a proper daily inspection on all aircraft (club or private) before flying operations commence. Additionally, al-

though the cause of the accident was a foreign object, it is important to note that it occurred as a result of a series of linked events. In the case of our hypothetical friend, five factors contributed to his untimely demise. In going over the report, we find that:

- his car broke down and he arrived at the field late;
- he was overeager to take advantage of an exceptional soaring day;
- he disregarded the principles of good airmanship and performed a haphazard inspection following rigging;
- he failed to conduct a proper cockpit check prior to the take-off (ie. full control movement); and
- he must have previously noted the torn boot and failed to do anything about it.

From all of the preceding, it can be concluded that, no matter what the circumstances, daily inspections are functions requiring patience and dedication; in other words – **take your time**. It is obvious that our late friend would still be with us if he had followed this rule. In his case, a proper inspection would have discovered the tear in the stick boot, which would (in turn) have necessitated the removal of the boot to ensure that no foreign object (eg. comb, cigarette lighter, metal ball-point pen, etc.) had found its way into the control linkage. Further, one could not consider the aircraft airworthy until the tear was repaired. You only have to read the account of the HP-14 accident at Winnipeg last year (**free flight** 1/83) to find that foreign objects really can find their way into the controls in flight.

The message then is quite clear – **take your daily inspections seriously** – and above all, give your stick a boot. Preferably one that will not allow foreign objects to slip through and make you pay a price that could be forever. □

The ALERT AREA

what is it and can your club use one?

Dave Tustin

Chairman, Airspace committee

The Alert Area concept has been established now for several years and you will find them all over the country. They provide the user with a defined area in which training, aerobatics, soaring or parachuting may be enjoyed while being protected from the intrusion of IFR aircraft.

Let me emphasize that IFR aircraft must remain clear of all Alert Areas. They will be separated over the top by a minimum of 1000 feet and when passing alongside of the area, by at least 3 nautical miles. VFR aircraft can enter Alert Areas at the pilot's discretion.

How does the club arrange for the establishment of an Alert Area? You may process the request yourself through the MoT Regional Office serving your area or you can work through the Airspace committee. First, the CFI must decide how large an area is needed around the gliderport. The best boundaries are roads, rivers, railway lines, etc. rather than a simple arc around the field. The reason is obvious, an easily identified boundary will help the pilot stay within the area. The cap altitude of the Alert Area is the other consideration. Your requirements may dictate a high cap, say at 4000 feet agl; whether or not this will be

ultimately approved will depend to a large degree on just where your gliderport is located in relation to airports where IFR approaches are designated and to the airway system. Remember that IFR aircraft must fly over the Alert Area, so that in the case of a gliderport located below an airway, the MEA (minimum enroute IFR altitude) may have to be adjusted. The MEA is the lowest altitude that an IFR pilot can file as his requested altitude for that portion of his flight. The base of controlled airspace for the airways is now 2200 feet agl with the MEA normally above that at 2500 agl. Note also that the MEA is a combination of the MOCA (minimum obstruction clearance altitude) and the MRA (minimum reception altitude) which means that the MEA must be at least 1000 feet above the highest obstacle within the airway and be high enough to receive the required navigation signal from the two facilities forming the segment of the airway.

continued on next page

NOTES FROM THE (NEW) EDITOR...

...or reflections on a 20 page issue.

Simply stated, the further your gliderport is from airports and airways, the easier it will be to establish an Alert Area specifically tailored to your requirements. However, SAC clubs located in close proximity to major airports should be protected by Alert Areas even if we have to accept a low cap altitude. As an example, the Winnipeg Gliding Club has been operating from their gliderport 17 nm west of the International airport for many years. Prior to the implementation of the Winnipeg Terminal Radar Service Area (TRSA), we operated freely, but there were constant reports of sightings of every description of aircraft around the gliderport – not a healthy environment. The TRSA was established within an area 22 nm around Winnipeg. This of course completely covered us 2000 feet above the gliderport. After several meetings with MoT we were able to establish an Alert Area up to the base of the TRSA and also a new type of airspace within the TRSA, a Soaring Extension, which we were able to use to whatever altitude was appropriate at the moment after receiving permission from ATC.

Now we have a very safe environment because all known aircraft, both IFR and VFR, are kept clear of the SAE (Soaring Area Extension); VFR aircraft still fly through the low level Alert Area but they normally don't create much of a problem for us. This example is somewhat of a unique one, as to my knowledge it is the only glider operation within a TRSA in Canada; however, it shows what can be achieved when reasonable people talk about a problem. The WGC operation will move next year to a new gliderport 21 nm southwest of Winnipeg airport which is just about clear of the TRSA. We have reached agreement with the MoT on a new Alert Area, bounded basically by roads, and have decided to continue with the SAE concept above the gliderport because of its inherent safety factor. In the future, the TRSA equipment requirements are revised making transponders mandatory, we will then request a higher cap altitude on the Alert Area to provide us with adequate vertical airspace for our training requirements. This will be no problem because the new gliderport is well off the airway system and thus will not affect any MEAs.

I hear reports from time to time of clubs which are encountering troubles with the Air Regulations and the Air Navigation Orders in the area of aerobatics and airspace. I stress, just rumours, nothing in writing from the club concerned. It will be to everyone's benefit to document the problem area and approach the appropriate SAC committee in order to resolve it. For instance, a pilot can't legally perform aerobatics (any abrupt change in attitude or airspeed) in controlled airspace, and if you are confused about what constitutes this airspace, find out. There is no point in putting your club's reputation and your licence on the line when with a little time and effort this problem can be resolved by establishing an Alert Area for your club operation.

Think about it. If you need some assistance, please contact the Airspace committee. □

Well here I am officially taking over from Ursula. If you see **free flight** change, it will only be for the better – that's my commitment to you as it was for her. I will always chase after a good story if I hear of one out there, and will hound the prospective story-teller by letter – then by phone – as the deadline approaches.

Not being omniscient, however, let me remind you of another responsibility – yours. If you wish to retain the privilege of getting a **free flight** that you will read avidly from cover to cover, then consider that no matter your level of skill or where you live, you have probably experienced something this season which is of interest to many glider pilots all across this country. Write it up... my file is dangerously low. If 'dead air' is the horror of radio station managers, blank paper is the editor's nightmare.

Ursula's questionnaire indicates that you want to see more on soaring techniques, local and provincial contests, equipment supplies and sources, club organization and management, equipment maintenance, instrumentation, and **anything** on your flying experiences

A good network of club correspondents has been built up and many clubs send us their newsletter; we get all the major foreign journals, and you are certainly getting less reticent about offering your opinions.

All this is good stuff to flesh out each issue. But the **feature stories** are hard to extract from you. Where are the exciting special flights or the learned (and practical) pieces on soaring technique? **free flight** has had one in each issue (even if I wrote it myself), but having a second and third in the basket would be a whole lot less nerve-racking, believe me.

If you happen to see a lot of news from the west, it's because my spies are hard at work out here...and perhaps the strong and popular schedule of inter-club events generate a lot of newsworthy happenings. Also, I print what I get. So, not having such direct contact with the majority of soaring pilots east of Winnipeg, I must make a special plea to the authors and scandal-mongers amongst you to come forward more. I will rest now, lest I be mistaken for an evangelist or a PBS pledge break.

Rising on a point of order. I perceive that there could be some quarrel with the editor also being on the Board. Even though I have been assured this is not a problem, I don't have the energy to do justice to both jobs, so I will step down as a director as of the AGM 1984.

Lastly, have a happy holiday season.



continued from page 2

World Contest Team Some discussion took place on the image of our World Contest Team, as perceived by the general membership of SAC. It was regretted that there is both apathy and antipathy in SAC on world contest matters, and this attitude is naturally returned by some team members. At the same time it is recognized that a number of world contest team members have a consistently high profile of involvement in Canadian soaring affairs. A suggestion was made that one of the more visible forms of contribution to the soaring movement which would be appreciated by all members, would be more articles in **free flight** on performance soaring, as practised by the team pilots.

New Executive Director Thirty-one individuals had applied for the post to replace Jim Leach. Six had been placed on a short-list to be interviewed on October 12. By the time you read this, the successful applicant will have been announced.

Sporting Committee Restructuring A restructuring of this vital committee was proposed at the AGM in March 1983 and is well underway and should be formalized at the 1984 AGM.

Insurance Our new agents, Johnson & Higgins Willis Faber Ltd. are serving us

well. They appear to be well-informed on our insurance picture and are providing us with advice and information regularly. The picture to date is rather better than last year. Claims so far amount to \$62,000 from a total hull premium of \$235,000. East and west have been sharing the "honours" on number of claims, and club owned ships hold a 9 to 4 lead over private aircraft for insurance claims in 1983.

New Club We welcome Blue Thermal Soaring Association of Medicine Hat, Alberta, as a new member club.

New Logo for SAC A proposal for a new logo for SAC has been made, based on the design by Jim Carpenter, now familiar to us as the symbol of our World Contest Team. Our current logo is based on the FAI badge design and thus carries with it certain historical and symbolic significance. No decision was made, but will be open for discussion at the AGM 1984.

Writer's Note While the above briefs represent a condensation of much that was discussed at the meeting, I have, of necessity, omitted many details, and also some items of "unfinished" business which have yet to be brought to a conclusion. A full account of the proceedings may be obtained from your zone director in person, or by requesting a copy of the minutes of the meeting from him. □

CLUB NEWS

LONDON'S YEAR

The damp spring and hot hazy summer combined to give us a below average season, with slightly fewer flights than in previous years. The weekends produced few really good cross-country days. They did of course occur regularly between Monday and Friday. Our average flight time at the end of summer had, however crept up to 48 minutes, which I suppose proves that although we did not fly as far this year, we did at least take longer getting there!

Paul Chevalier (Pioneer II), Simon Davies (HP-18) and Fred Sinclair (Ka6) have all been actively trying for their 300 km triangles. So far no one has made it all the way round, however they have given us plenty of practice at retrieving.

A new privately owned Twin Astir has arrived at our field and already is chasing the single-seaters. We are looking forward to seeing the Twin out on cross-countries when its trailer is completed.

We now have four club gliders and nine privately owned ships at the field. At times it seems we have more aircraft than members. Our membership has remained static in recent years, and over the winter we will make plans for a membership drive.

Finally, we would like to congratulate EXLSS members Ed Hollestelle and Ian Spence on their success in the Nationals. Scratching around in the South Western Ontario murk does bring some rewards.

Dave Miller

A SAD TALE FROM COLD LAKE

Imagine pulling your newly acquired glass bird for 1000 km under a teasing crowded sky back to your club. Then, Sunday was flyable, but the whole club had disappeared for the day. The next day produced terrible weather but wasn't a loss as two friends helped me wash and wax and care for the new 'baby'. The week following we were grounded because the CF-18s were flying in the evenings. Then, the Base Electrical Section cut the power to our hangar (to improve the electrical system?), and we haven't been able to get any of our aircraft out since then all of September!

All this seems fitting for the season our club has had this year. In general, it has been a disappointing one because we lost over half of our members (20 out of 33), mainly due to the large turnover of the Base for the CF-18 arrival. The poor weather at the start of our season also cut down on the recruiting we could do. We lost virtually all of May, June and July due to weather. Yet on the good side, we had several club members get their C badges and Dave Paterson achieved his Silver height gain. The rest of us could have also claimed our Silver height gains, but we left the barograph on the ground.

We are looking toward next season for another upswing in the club. A lot of people who were transferred this fall have expressed an interest in the club and should be out next year.

Cross-country flying has been non-existent here for the last few years. With two "plastic" ships in the club now, this should change and also inspire some of our other members to explore cross-country flying.

Rob Minchin
Cold Lake

HAVE BLANIK, WILL TRAVEL

Since our excursion to the Woodcock airstrip near Terrace, BC (free flight 5/83), our club has made two more trips away from home base. The July 23 weekend found BVSC members (and Blanik) at the Vanderhoof Airshow. We set up our campsite at the north end of the runway and operated our gliding activities from there. We were able to take up 35 members of the public to experience the 'Joy of Soaring'. We also attracted a new member for the club from the Hazelton area (80 km from Smithers). We were flying from 0830 until noon and from 1630 to dusk.

One of our members experienced a rush of adrenalin when bad weather moved in rather quickly. It really is hard to see in torrential rain! This same storm front brought an unscheduled holiday for some members, as they were unable to fly the towplane and Blanik back to Smithers and were forced to take a day off work! It was a most enjoyable weekend for everyone.

Our next trip away from home was Aug 14. BVSC was invited to attend the Houston Flying Club's official opening. We took 16 people for flights in the Blanik. It's good experience flying at different airports, plus it's good PR. We hope to continue our "Have Blanik, will Travel" motto next year, making the Vanderhoof Airshow in particular an annual event.

Jenny Feenan
Bulkley Valley Soaring Club

2nd GENERATION SOLO

On September 3 this year we recorded a solo flight in the 2-33 by Stephen Foster. Stephen, who has just passed his eighteenth birthday, has been a regular visitor to the club since he was about one month old.

His parents are Alex and Yvonne Foster, both of whom are long-time club members. Alex, who is our Technical Director, soloed in June 1965 and Yvonne soloed in August 1968. Alex' Silver badge is dated July 1967.

We were pleased to welcome Stephen as a flying member this year and we hope that

his studies will not interfere too much with his flying activities.

A tip of the TSC hat to Walter Chmela at York Soaring Club, which is located about 15 miles south of our field. Our Bergfalke was recently grounded due to failure of a seat belt. Walter did not hesitate to lend us a replacement while our order for a new belt was being processed. Thanks, Walter.

Ken Ferguson

TWO 1000ths AT CU NIM

On separate occasions this season, two of our female members, Joanne Bennett and Ursula Wiese, flew their one thousandth flights.

Joanne saved her 1000th for her first flight in the Open Cirrus GORT (2L), which Kevin Bennett had been monopolizing. On Saturday morning Aug 27, she took a tow to 4000 feet and returned 50 minutes later. Joanne was of course very excited about this First and said that the Cirrus flies much nicer than the club's B4 (which Joanne had flown many, many times.)

Ursula had several choices such as flying Tony's RS-15 as a first, or racing for a super downwind dash in her faithful friend 'Cloverleaf', or waiting for another "high flight" at Cowley. Sunday, Sept 25, promised a great soaring day and 'Cloverleaf' was to take her across the golden countryside. However, lift was difficult and scarce, and every Cu Nim hot-shot pilot had trouble remaining airborne. So she practised gaggle flying and according to her Ka6 'Book of Fame' outclimbed them in an easy dance. Later, some pilots were able to contact the rare Black Diamond wave from 9000 feet. Unfortunately, Ursula had to be content with its smooth but erratic bottom.

Now, on to the economic side. We decided to boost the declining membership and placed our Blanik in a local mall at the beginning of the season. As a result, eighteen new students registered, and six of them have soloed already.

For the greater part of the season, members have been trying to determine the secret editor of "Barograph Traces", our club's newsletter/scandal sheet. That's right, Cu Nim, the only well-established club without a newsletter now has one. The anonymous nature of "Barograph Traces" allows fun to be poked at everyone and everything (the news is passed to the editor via carrier-pigeon).

The less than perfect soaring season in Southern Alberta has given the private owners the "trade-up" bug. It seems that at least half of the club's thirty privately owned sailplanes are on the market. Sales pitches have been coming fast and furious from every direction. We have recently purchased a Scout (C-GNJK) to replace our lost Citabria. In addition, we are looking into re-engineing (re-engining?) our remaining Citabria up to 180 HP.

Gary Burniston

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 July 31 to September 25, 1983.

DIAMOND BADGES

51 James Brayshaw World Number pending

GOLD BADGES

196 Robert DiPietro Champlain
197 Hermann Ksander Kawartha
198 Alexander Fulton Gatineau
199 Kevin Conlin Montreal
200 Harold Yardy COSA
201 Denis Pepin Quebec

SILVER BADGES

656 Bryce D.Gormley Gatineau
657 Robert DiPietro Champlain
658 Gary Paradis RVSS
659 Cass Bieniak York
660 Mark MacAulay Montreal
661 Richard Zabrodski Cu Nim
662 A. Paul Chalifour Bulkley
663 Jean-Guy Bernier Quebec
664 Jean-Guy Hélie Quebec
665 Al Scott COSA

DIAMOND DISTANCE

James Brayshaw 504.5km Jantar Std. Cocowa, Australia

DIAMOND ALTITUDE

Tony Brett Montreal 6309m Pilatus B4 California City, CA

DIAMOND GOAL

Robert DiPietro Champlain 354.0km Jantar Std. St.Antoine,Que.
Hermann Ksander Kawartha 317.5km Jantar Std. Omemee, Ont.
Alexander Fulton Gatineau 310.4km Jantar Std. Pendleton, Ont.
Kevin Conlin Montreal 312.7km Kestrel 19 Hawkesbury, Ont.
Harold Yardy COSA 309.1km RS-15 Chemung, Ont.
Denis Pepin Quebec 314.1km ASW-19 St. Raymond, Que.

GOLD ALTITUDE

Kevin McAsey York 3780m 1-26 Estrella, Az

SILVER ALTITUDE

Bryce Gormley Gatineau 1402m Pjk-20B Kars, Ont.
Wes Snihur Toronto 1340m Blantik Conn, Ont.
Cass Bieniak York 1844m 1-26 Arthur, Ont.
Barbara Estebany Montreal 1223m 1-26 Hawkesbury, Ont.
Robert Harte Montreal 1097m Astir Hawkesbury, Ont.
Otto Doering Montreal 1189m 1-26 Hawkesbury, Ont.
Gerhard Betsch Air Sailing 1433m Ka6CR Belwood, Ont.
Kelvin Cole Toronto 1067m 1-26D Conn, Ont.
Leonard Johnson Rideau 1310m 1-26 Ganoquoque, Ont.

SILVER DISTANCE

Robert DiPietro Champlain 240.0 km Jantar Std. Bromont, Que.
Gary Paradis RVSS 58.0 km 1-26 Kars, Ont.
Cass Bieniak York 63.0 km 1-26 Arthur, Ont.
Richard Zabrodski Cu Nim 89.0 km Pjk-20B Black Diamond, AB
Jean-Guy Bernier Quebec 58.6 km Blantik St. Raymond, Que.
Jean-Guy Hélie Quebec 72.1 km Blantik St. Raymond, Que.
Al Scott COSA 112.7 km Monerai Ridge Soaring, PA

SILVER DURATION

Bryce Gormley Gatineau 5:36 Pjk-20B Kars, Ont.
Wes Snihur Toronto 5:06 Blantik Conn, Ont.
Terence Filgate SOSA 5:10 Blantik Arthur, Ont.
Perry Ryan Kawartha 6:06 Blantik Omemee, Ont.
Bela Vados SOSA 5:17 1-26 Rockton, Ont.
Gerhard Betsch Air Sailing 5:08 Ka6CR Belwood, Ont.
Paul Chalifour Bulkley 5:16 Pilatus B4 Smithers, BC
Jean-Guy Hélie Quebec 5:07 Ka6CR St. Raymond, Que.
Fred Kallin SOSA 5:07 1-26 Rockton, Ont.
Gary Signarowski Rideau 5:12 1-26E Ganoquoque, Ont.
Al Scott COSA 5:25 Monerai Ridge Soaring, PA

Campbell

Printer ad,
Ottawa

C BADGES

Terrence St. George	Cu Nim	2:01	1-26	Arthur, Ont.
Samantha Hiscox	Montreal	1:02	1-26	Hawkesbury, Ont.
Mayer Berger	Toronto	2:32	Ka6CR	Conn, Ont.
Andy Wood	SOSA	1:31	1-26	Rockton, Ont.
Edward Savage	Montreal	1:18	2-33	Hawkesbury, Ont.
Erik Hagberg	Bonnechere	3:30	1-26	Deep River, Ont.
Albert Seaman	York	1:07	1-26	Arthur, Ont.
David Maven	York	1:10	2-33	Arthur, Ont.
Ronald Lim	Cu Nim	1:12	1-26	Black Diamond, AB
Gerhard Betsch	Air Sailing	5:08	Ka6CR	Belwood, Ont.
Robert Minchin	Cold Lake	1:31	K7	Cold Lake, AB
Kevin Towers	Vancouver	1:19	Blantik	Hope, BC
Fred Kallin	SOSA	5:07	1-26	Rockton, Ont.
Guy Debroux	Champlain	1:11	1-26	St. Antoine, Que.
Serge Morin	Champlain	1:03	1-26	St. Antoine, Que.
Gary Signarowski	Rideau	5:12	1-26E	Ganoquoque, Ont.

FAI RECORDS

Russ Flint

Records processed to end of September

Speed 500 km O&R 88.5 km/h, 27 May 1983. Joint record by Mike Apps, ASW-20F, C-GULX and David Marsden, DG 202/17, C-GVRR; flown from Chipman, Alberta to North Battleford, Saskatchewan and return. Previous record: 85.5 km/h by John Firth in August 1976.

Goal and Return Distance 615 km, 27 May 1983 joint record by Mike Apps and David Marsden, as above. Previous record: 554 km by John Firth in August 1976.

Speed 300 km Triangle Feminine 55.6 km/h and **Distance Triangular Course Feminine**, 307 km, 11 June 1983, Ursula Wiese, Ka6CR, CF-URK, flown from Black Diamond, Alberta to Claresholm to Crowfoot and return.

COMING EVENTS

Get this space filled up with any of your club events that may be of interest to other pilots.

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.

Jan 14-15, 1984 **Winter Directors Meeting**, Ottawa. Location to be determined.

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

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

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

Glaser-Dirks ad

1984 SSA CONVENTION

The Hartford '84 Convention is going to be a little different from previous SSA Conventions you might have heard about. We have several innovative programs which we think will be of significant interest to soaring enthusiasts world-wide. For example:

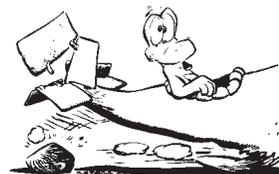
1. Homebuilt Sailplanes We are planning to build up to three gliders during the event. The winners of the SSA's Homebuilt Sailplane Contest will be invited to start Tuesday, February 29, 1984, with a kit in a crate and produce a finished sailplane by the Banquet Saturday night! They can work 24 hours a day.

2. Computer Soaring We have software written for an Apple home computer which is a full sailplane cross-country simulator. You fly with a "joy stick" for speed and bank angle, using a full instrument panel on the TV screen. Courses will be set (the computer has a map it will display to show where you are), and we are inviting the World's Soaring Teams to a "World Championships". Attendees to the Convention will also be able to try their hands.

3. Speakers and Exhibits We are already getting commitments from some of the world's best speakers and most famous exhibitors to come to Hartford. We expect to have the best collection of speakers and sailplanes ever collected in one place.

CROCODILE CORNER

Pigeon Lake, Manitoba August 7, 1-26, C-FPPM. Heavy damage - struck trees on final in a misjudged circuit. No injury.



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WORLD CONTEST
vacant