



free flight • vol libre

6/96
Dec/Jan



Airspace??

Liaison



Will you let it be the last picture show?

Well boys and girls, hold on to your hats with good quality locking wire because what follows *is not* pleasant. Our hopes to forestall further fee increases and generate a war chest from increases in membership have not been realized. Overall membership has continued on a downward trend since 1991.

In order to continue providing services we have gone through an annual exercise of paring our expenses to the point where we are at a crossroads: we either do dramatic things or shut down operations for good.

At the same time, our sport is under unprecedented attack from Transport Canada through changes to airspace utilization and huge increase in fees for services. If we do not react, we will be expropriated from the airspace we have been using for decades and will lose our God-given privilege to

freedom of flight. This situation forces us to have a qualified representative at no less than five Transport Canada committees: the Canadian Aviation Regulation Advisory Council (CARAC) Plenary, Category IV Medical Working Group, Recreational Aviation Working Group, Recreational Aviation Steering Committee, and the Regulatory Service Fees Technical Committee (CAR 104). Another of our rights under attack is the Class IV medical.

Now is the time to ask yourselves WHAT CAN I DO FOR SAC. Think about it now because, should you procrastinate, you may not have a second chance. If we do not act now, we may be out of soaring and have to take up basket weaving as a sport.

In order for SAC to protect your ability to soar, we must have someone in the office to support Jim's on-going work on your behalf as well as some additional professional assistance, and I ask for your financial support to do this. Have a look at the Treasurer's report on pages 5/6 of the insert in *free flight* 2/96 to see how we currently spend your membership dollars. For 1997, we have to consider many if not all of the following actions:

- 1 raise fees significantly
- 2 cut off Aeroclub/FAI funding (\$9500)
- 3 reduce *free flight* issues by 50% (\$12,000) or cancel it completely (\$30,000)

Otherwise we are looking at a deficit of \$28,000 in 1997 and we cannot have that. Some will say, "Get creative". Okay, that is fine, give us workable ideas that still look good when all minds are sober.

We will propose that we make changes to the Board by reducing the number of directors and that meetings be more virtual than physical, even though we are more productive when we meet face to face. This is one of the last cost-cutting measures available to us.

It is your choice and your decision. Serious decisions will have to be made at the upcoming AGM in Vancouver. Now is the time to pass your opinions and suggestions along to your club executive and your Region Director. By now I mean in the next couple of weeks at the latest, so that the Board can get a sense of where your support lies in order to draft a notice of motion for discussion and ratification at the AGM.

La combinaison de la bureaucratie aveugle au service du néo-libéralisme est entrain de nous voler nos droits fondamentaux à des cieux ouverts pour le vol libre. Il semblerait que le gouvernement tente de nous exproprier d'un espace aérien que nous utilisons depuis des décennies pour le remettre aux compagnies aériennes. *Est-ce le socialisme au profit des riches et les rigueurs de l'entreprise libre pour les autres!*

Nous devons tous nous impliquer *maintenant* si nous tenons au vol à voile, ou nous devons adopter le macramé pour meubler nos fins de semaine. Cessons de gémir, le temps est venu d'agir. AUX ARMES CITOYENS!

Pierre Pepin president

free flight • vol libre

6/96 Dec/Jan

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

ISSN 0827 - 2557

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STOP PRESS! 3 February 9-10 pm,
CBC Radio "IDEAS"

This 1 hour program about the wind, titled *Chinook Country*, will feature a long segment on soaring at Cowley.

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Cover

It's not true that wave is found only over Cowley! On 14 October, André Pepin soars at 12,500 feet over Baie Saint Paul in a DG600 in its 15m/winglet configuration.
photo: André Pepin

see the SAC home page – <http://www.pubnix.net/~rmacpher/sac.html>

Does free flight need to change? – editorial

Tony Burton

I have been editing this magazine since 1983, and thirteen years have seen a lot of changes in style, content, and technology. In the early days, I would have to pull together enough material for an issue, estimate how much type this would be, draw up 'dummy' pages of how the type was to be layed out on the page, mail the whole mess to the printer, and then cross my fingers! What I wanted and what the printer thought I wanted would rarely coincide — my ability to control the process to the final output was limited... Skipping now through several increments of gaining control of the look of *free flight*, and the arrival of the desktop publishing revolution, I can now do almost everything except push the button to start the printing press.

Your board of directors would like to see what changes if any can be made to *free flight* to better serve the changing needs of SAC, so I want you to consider what else you might want out of it in the future. The magazine is, after all, SAC's single biggest budget item and the most important means of communication to everyone, so getting it right and keeping it right is important. For example, could you live with fewer issues per year? Or, in order to present the sport to the public more, could *free flight* content and presentation be redesigned in a more general way or would this compromise the magazine as a journal for our community interest? Would it be practical to roll other aerosport content into the magazine for purposes of gaining a larger readership and potentially more advertising revenue?

I have my own interpretation of what is interesting and important to Canadian soaring pilots, and that of course has gone a long way to shaping the magazine content and style as you see it today. Perhaps one of your questions would be, "what determines what goes into a current issue?" The content is comprised of stories, reports, and filler.

Stories This is all the stuff about sharing the experiences of the sport — articles, club news, letters, etc. The one thing that a magazine can't stand is an empty IN basket, so an editor's main job in a world of reluctant scribes is to actively chase down stories and events and browbeat pilots into being writers on cue. Sometimes I have no good lead story for an issue until one appears out of the blue just in time (that's nervous making!).

Some complaints of too much "foreign" material have reached me, so I want to emphasize that local stories are not sacrificed in the selection process. I will reprint an article from another magazine if I need to fill a page and the story is topical/funny/useful/interesting and adds some variety to the content. For example, I'm sure you have appreciated the series on meteorology by Tom Bradbury from *Sailplane & Gliding*. By the way, remember that the magazine can only be printed in multiples of four pages — that is often a consideration in the content and size of a given issue.

Given the times when I have more than enough material, then I have to edit — if a story is not time sensitive it will go onto the pile for later; sometimes I won't print an article because I don't think it has general interest; sometimes I will send it back to the author with suggestions on modifying the content.

Reports This is all the information you either need or should know — "Liaison", SAC news, training and safety items, announcements, events, committee reports, board meetings, FAI badges and records, ads, etc. All this goes in. To get it all in may require my years of practise at word wrangling — if the item is ten lines too long to fit the space then I will have to omit redundant phrases, join two paragraphs to save a line or two, use a shorter synonym for a word to wrap the sentence up a line, etc. without losing the sense of the text. (You would have to be sitting ⇒ next page



The SOARING ASSOCIATION of CANADA

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

free flight is the official journal of SAC.

Material published in *free flight* is contributed by individuals or clubs for the enjoyment of Canadian soaring enthusiasts. The accuracy of the material is the responsibility of the contributor. No payment is offered for submitted material. All individuals and clubs are invited to contribute articles, reports, club activities, and photos of soaring interest. A 3.5" disk copy of text in any common word processing format is welcome (Macintosh preferred, DOS is ok in ASCII text). All material is subject to editing to the space requirements and the quality standards of the magazine.

Prints in B&W or colour are required. No slides or negatives please.

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 whose name and address is listed in the magazine.

The contents of *free flight* may be reprinted; however, SAC requests that both the magazine and the author be given acknowledgement.

For change of address and subscriptions to non-SAC members (\$20 per year, US\$22 in USA, and US\$26 overseas – extended subscriptions available at cost savings), please contact the National Office, address below.

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Deadline for contributions:

5 January, March
May, July
September, November

L'ASSOCIATION CANADIENNE DE VOL A VOILE

est une organisation à but non lucratif formée de personnes enthousiastes cherchant à développer et à promouvoir le vol à voile sous toutes ses formes sur une base nationale et internationale. L'association est membre de l'Aéro Club du Canada (ACC) représentant le Canada au sein de la Fédération Aéronautique Internationale (FAI), administration formée des aéro clubs nationaux responsables des sports aériens à l'échelle mondiale. Selon les normes de la FAI, l'ACC a délégué à l'Association Canadienne de Vol à Voile la supervision des activités de vol à voile telles que tentatives de records, sanctions des compétitions, délivrance des brevets de la FAI etc. ainsi que la sélection d'une équipe nationale pour les championnats mondiaux biennaux de vol à voile.

vol libre est le journal officiel de l'ACVV.

Les articles publiés dans *vol libre* sont des contributions dues à la gracieuseté d'individus ou de groupes enthousiastes du vol à voile. Le contenu des articles soumis est la responsabilité exclusive de leurs auteurs. Aucune compensation financière n'est offerte pour la fourniture d'un article. Chacun est invité à participer à la réalisation de la revue, soit par reportages, échanges d'opinions, activités dans le club, etc. Le texte peut être soumis sur disquette de format 3.5" sous n'importe quel format de traitement de texte bien que l'éditeur préfère le format Macintosh (DOS est acceptable). Les articles seront publiés selon l'espace disponible. Les textes et les photos seront soumis à la rédaction et, dépendant de leur intérêt, seront insérés dans la revue.

Les épreuves de photo en noir et blanc ou couleur sont requises; pas de diapositives ni de négatifs s'il vous plaît.

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 personne désirant faire des représentations sur un sujet précis auprès de l'ACVV devra s'adresser au directeur régional de l'ACVV dont le nom apparaît 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 (\$20 par an, EU\$22 dans les Etats Unis, et EU\$26 outre-mer) veuillez contacter le bureau national à l'adresse qui apparaît au bas de la page à gauche.

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Any service of Canada Post to above address. Any commercial courier service, c/o "Claresholm Local Press"

COMMERCIAL ADVERTISING

National Office (613) 829-0536
e-mail sac@comnet.ca

Date limite:

5

janvier, mars
mai, juillet
septembre, novembre

Letters & Opinions

THANKS FOR THE GREAT TIME

Thank you for your [Jim McCollum's] kind invitation to soar in Canada and attend the Canadian Advanced Soaring Beginner's Cross-Country Clinic.

... I had a wonderful time. The weather was excellent, the instructors were great, and the SOSA Gliding Club gave Diana and me the most friendly reception imaginable. To top it off, the beginners flew in the SOSA "Dust Bowl" which began immediately after the clinic. Thanks also for your instruction sheet on flying my glider in Canada — it made the process easy.

Canadian soaring pilots are a great group.

Leonard Dolhert
Clarksville, Maryland

OPEN LETTER TO SPOUSES & CREWS

Spring into 1997! Spend a weekend in Vancouver celebrating your spouse's involvement in a sport like soaring, one which attracts people from all walks of life. This now provides pilots with an opportunity to say a special thanks to "she who is seldom

obeyed, but made it all possible" (apologies to Rumpole); the spouse/crew who does all the chores but seldom experiences the special highs which the soaring pilot enjoys for his or her effort!

We think that you too should be a special part of the SAC Convention in Vancouver next year. It's payback time!

The Hotel Georgia's special double occupancy rate of \$89 a night including breakfast for spouse, means no extra charges if you make a trip to Vancouver with your spouse next March. It's a great opportunity to reward yourself for all those late into the night retrieves, or hours spent patiently waiting at home to do 'family things' again. The Georgia's central location provides many opportunities for nongliding activities. The banquet on Saturday is being planned to include entertainment and big band live music for dancing, as well as the traditional awards ceremonies and a speaker.

Accompany your pilot and make this a convention to remember for everyone involved in our sport. [see page 22/23] for registration and more information.

Christine Timm
secretary, BC Soaring Society

Does "free flight" need to change? ...

next to me at the computer to appreciate the amount of massaging required to get the annual twelve page SAC AGM insert prepared.) Safety and training items are sometimes halfway between a story and a report and every year forms a major portion of the material appearing in *free flight*. Since we are fortunate in Canada not to have suffered all the problems that occur out there in the world I will, again, pull safety-related articles from other magazines.

Filler For all the holes in the pages and general interest — hangar flying, quotes, photos, gossip, lies, etc. This is the mortar needed to finish off the issue after all of the stories, news and reports have been poured or squeezed onto the pages. This is the fun, newsy, inconsequential stuff that I have fun unearthing from many sources.

free flight will be the first order of business at the SAC board meeting at the AGM, so the board and I are very interested in getting specific ideas about how the magazine can better serve your interests in the future, and in getting any specific beefs you have with any aspect of the magazine as you see it now. You see above that the letters to the editor column is thin this time around. I would like you to respond with your thoughts on *free flight* for the next issue (which should be in pilot's hands just before the AGM). Your opinions will be very useful to the debate. Deadline? — look to your left!

In this issue you will see reports on a great deal of recent SAC work related to Transport Canada activities which are NOT in the general interest of soaring, particular the problem of encroaching airspace. Ian Grant suggested to me that the name of this magazine may have to be changed to "flight subject to clearance"!

Given the number of meetings Jim McCollum has been attending lately to protect your flying privileges, I expect he wishes he were back doing a civil service job! ❖

CHAOS IN THE AIR

Eileen will be able to dine out for months on this story!

Eileen Tomalty
Pemberton Soaring

SUNDAY, 11 AUGUST, JUST BEFORE NOON. The weather was clouding in with dark-looking “cu” so that by the time my husband Gord and I were at the field in Pemberton, 25 miles from Whistler (Gord was going to the driving range to hit a few golf balls while I flew over), it did not look promising for lift.

I had left a request a couple of days earlier with Christine Timm and others at the Pemberton airfield to give me a call any time if things looked hopeful for me to fly the new Solo L33 up to great heights. Lift had been a little elusive lately for me, and Chris had phoned me about an hour earlier to say that lift was building and clouds were growing, and it looked hopeful. Whistler was the same too, so Gord and I left immediately for the airfield.

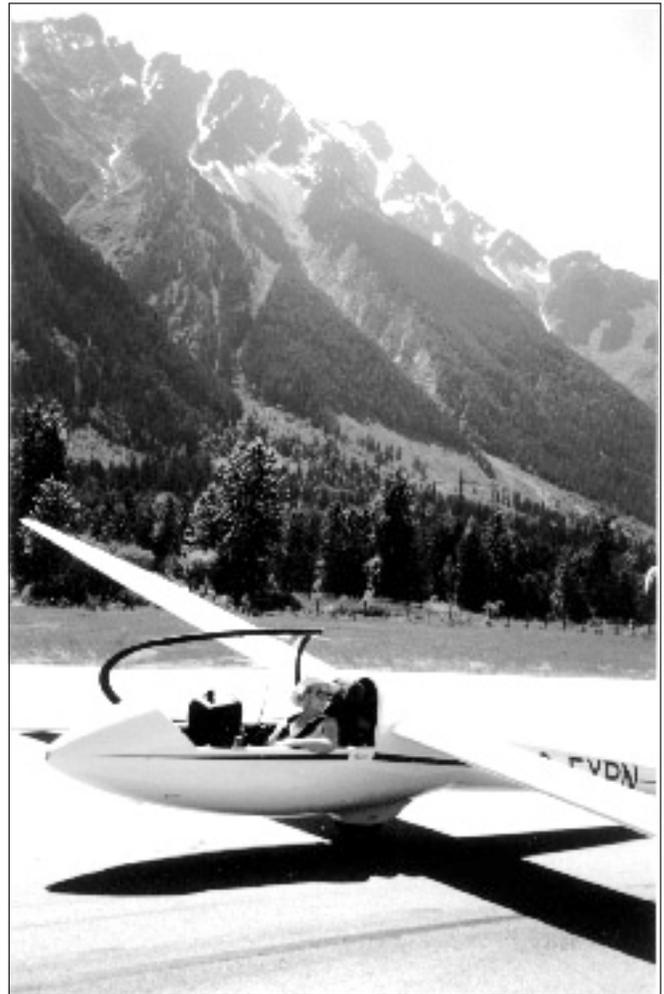
By the time we got to Pemberton it was pretty well all clouded in. Tracey, Chris, and I decided that the clouds would cut off the lift so we didn't bother to get the L33 ready for flight. When Rudi Rozsypalek, Pemberton Soaring Centre's chief towpilot, instructor and co-owner with Peter Timm, got down from his last tow he told us the lift was terrific, so I decided to go up.

There was no wind at all on the field and the takeoff on runway 06 (west to east) was smooth. At my 2300 foot release near the hang glider ramp I got great lift to 5000 and Rudi pointed out to me from the towplane that there was “mega lift” across the valley nearer the Whistler exit. At this point I heard on the radio that landings were now being done on runway 24 (east to west) and minutes later Peter was telling of strong winds while landing in one of the Blaniks. The feeling on the ground was that I was safer staying up for the time being. I said that the lift was good and I was enjoying it and would stay up until it was better lower down as I headed in the direction of the Whistler exit ... then it started! At first each gust giving great upheavals and drops of the aircraft only caused me to grunt as I hit my shoulder straps hard each time. I still felt in control of speed and attitude of the craft but felt I should start down.

The impact of the wind was occurring intermittently at first so I had time to readjust, but then it started hard and fast so that it was difficult to keep control of everything, including my feelings! I had never experienced anything like this before in all my flying life.

Starting about now I began to lose track of events and time. I was being tossed around like a ball, losing my feet off the pedals at times and having the stick jerked around without control. I found it very difficult to get the radio on but did a couple or three times — at first to try to convey how bad it was getting but that I felt I would find my way out of this horror. I was becoming very frightened and worried whether I could continue to control the plane. Once I had to lean forward to see if my right wing was still on because my left wing was perpendicular to the ground and I could not see the right one ... It was on!

During all this time my eyes were continually going to the instruments and I could see the needle indicating over 100 knots, and the variometer was going from the upper limit to the lower and then back. My fear was growing but I also felt a little surge of confidence that I could get out of this mess if I calmed down as I knew I had to.



Gordon Tomalty

I began to review all my training. What should I do? Of course — slow down! So I started to use the brakes — full out at first — then more gradually as I got a bit of control. At times I found I was using the controls too roughly, so I would be “gentle” or at least “more gentle”.

This did not always work and there was one time I called on the radio to tell them that I was terrified and that I didn't know what to do — and to keep talking to me so that I had some touch with reality. I could hear Rudi trying to tell me something but I couldn't make it out as the noise in the cockpit was so great and I had so much to cope with just trying to keep level and to slow down while enduring the terrible bashing around that was now continuous.

Then it got worse! At this point the radio came out of its pocket, the mike flew off my strap, and they both started to fly around the cockpit. I could still hear Rudi's calm tone of voice but that was all.

If he was keeping his cool, I figured I could also. I even thought of all the pilots and air traffic controllers who always sound so calm and assured in times of crisis. I knew I was not sounding like them but, even though the ground could not hear me now, I had to keep myself in hand if I was to get back safely. I knew God was up there (as my copilot), and Gord and all my flying friends were down there watching and hoping, and that made me feel less alone.

All this time I was being bounced around so much that I was inadvertently groaning, grunting, and shouting with the pain in my shoulder and from hitting of the cockpit's sides, canopy, and the straps — and from some fear! I was also praying *very loudly* and very glad that I had gone to church that morning. I should mention here that just five days earlier I had been finally diagnosed as having a ripped rotator cuff on my right shoulder from a skiing

injury in January and surgery was needed. There was no rush though because I had had complete movement and no particular discomfort, at least while flying. Several days after this flight I was told that I had further injured my bicep muscles on the right arm and it required quite a bit of physiotherapy before I could use the arm without too much discomfort.

This new Solo L33 was terrific to fly and the controls were very sensitive to the slightest touch. I had flown it about five times before this flight and was feeling quite comfortable with the controls — in quieter winds! By now, however, I found that I had to hold my right hand on the stick with my left for the times when I was not using it for the airbrakes. As time went on I was finding that I had to use the brakes most of the time. I was gradually losing altitude but the winds still were unbelievable. I was moving very fast and not always going in the direction I wanted in order to set up a landing pattern. Rudi was asking me to talk on the radio and I knew they were trying to get a message across to me but, as I said before, it was all I could do to keep straight and, of course, the radio was out of reach.

I kept thinking that I must make a big base leg so I stayed away from the runway — which proved to be the wrong thing to do because it brought me too close to the ridge and into turbulence. As I got near to starting my downwind I was going at least 80–100 knots at times and I was still quite high (1300 feet). I was working very hard to slow to at least 65 knots. I was finding that the “correct” speed of 60 knots in these circumstances was very difficult to obtain. I wanted to get this new aircraft back in one piece, and in consequence of that, myself!

I was very frightened of the wind shear which might still be at a couple hundred feet that Peter had encountered earlier so it was important to keep my speed up. Even so, during the last 100 feet the plane slowed to 55 and I shoved the nose down again and put the brakes in a little. There must have been a gust when I flared first (or I flared too high) but I bounced once. Then I did a reasonable landing under the circumstances but could not understand why I found it difficult to keep from swerving side to side. Suddenly I realized that my spoilers were in. I pulled them out at the very moment Rudi brought it to my attention by radio (I could hear him clearly now). The plane was now under perfect control and I braked to stop right in front of hitching post.

I had done it! I saw people coming out to help and Rudi had his thumb up for okay. I was down safely but I couldn't move. My arm was killing me and all I wanted to do was to sit quietly to enjoy the quietness, relief, and to give thanks. I had come as close as I had ever been to death and had a reprieve — and there were my husband and friends looking as relieved as I felt. By the time they got to the plane I noticed swirling winds along the side of the runway making dust devils. After I was helped out of the

cockpit, the L33 had to be held down to keep it steady by several of the men. I had just missed some very strong gusts and I felt as if I had been well watched over by Someone to have been able to come down at a comparatively quiet time.

On rethinking it all, I have come to several conclusions:

- don't fly if there is a question about the weather. Having said that, there was *no* prior warning of high winds that I had heard. The next day when I was making inquiries about how bad the winds had been at the top of the mountains in Whistler I found that people who were up there said the winds had started suddenly at noon and were some of the worst that oldtimers had ever encountered. Weeks later when the incident was discussed, people immediately remembered the terrible winds that hit Whistler that day on their way to the Pemberton Valley.
- use a steady, firm, but light hand on controlling the plane's attitude. Talking after with Rudi it was obvious from the ground that I was overcompensating for the wild winds that were pushing me up and down causing the aircraft to react in an exaggerated manner. One must establish a suitable attitude of the plane for the conditions and then just hold it as constant as possible.
- try to figure out where there will be less turbulence (over flat land, not under big cu, not near ridges, etc.) and go there.
- keep your cool and use your training and common sense.
- pray a lot — have confidence in yourself. and above all, keep flying!

An instructor's perspective from the ground — Rudi

Pemberton airport is at 630 feet asl with the mountains reaching 8000 feet close by. Strong inflow winds from the Squamish inlet can cause very turbulent air over the airport area as it happened on that day August 11, 1996.

As we did the last tow of the day, which was Eileen in our L33, the wind from the Squamish inlet increased its velocity very rapidly from approximately 10–15 knots up to 35–50 knots in about 10 minutes. At that point, we had two Blaniks coming in for landing and were busy tying them down. That's when we spotted the L33 flying erratically and at high speeds in the downwind leg area at about 2000 feet agl. On the ground we were debating if we should tell Eileen to stay in the air, hoping the conditions would calm down a bit which often happens. Strong winds usually begin with gusts and later the airflow stabilizes itself somewhat. I was about to discuss this with Eileen, however from her voice I could tell that she was very shaken up and that it would be best to get her down safely as soon as possible.

I kept on talking to Eileen to keep her company and to give her advice and encouragement. When Eileen didn't follow my instructions to fly to the southeast of the airport where the air would be less turbulent, I realized that she probably could not hear me (I didn't know that at that point the radio had been thrown into the nose of the glider). I asked her to transmit on the radio, but no reply came through to me. I didn't know what happened to the radio, but I hoped that she could at least still receive so I kept on giving her instructions until she safely landed.

The feelings on the ground were intense but there was nothing we could do for Eileen except to try to reach her by radio even though we didn't know if the radio was working or not.

From my perspective, the most important thing we should have done differently was to install the radio into the instrument panel and as a microphone use a boom mike or headset. The flying conditions can change very rapidly and the pilot and aircraft have to be ready for that. I'm sure Eileen would have appreciated, in her situation, to have an option of talking to someone on the radio. The inability to do so surely didn't make her feel any better about the situation, but she overcame all the difficulties, got herself under control and brought herself and the aircraft safely to the ground. ❖

Come and soar with the bald eagles!

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Mon premier solo

photo not available for pdf file

Daniel Bernier

Aero Club des Outardes

EN CE DERNIER SAMEDI D'OCTOBRE me rendant à l'Aéro Club des Outardes pour terminer mon apprentissage, je me disais que le temps était idéal pour faire mon premier vol solo. Naturellement si Paulo (Paul Daudin) considérait que la formation reçue de mon instructeur précédent ainsi que la sienne rendaient les responsables du club confiants de "lâcher" leur dernier élève de la saison, soit le dixième! Nous verrions bien au cours de la journée si l'instruction avait été adéquate et l'élève devenu enfin compétent.

9:30 arrivée au club (le premier, j'avais hâte!)

9:35 Paulo et Gerry Savey se présentent enfin. Gerry me dit "qu'est-ce que tu attends pour faire ton solo?" Oups, grosse journée en vue... mais c'est mon vœu le plus cher, alors! Okay Gerry, va faire chauffer ton poêle (le Cub), je prépare ma brique(!) volante (2-22).

Tout le monde s'y met. Julien Bélanger prépare et vérifie le câble de remorquage, on ouvre la tour de contrôle, Dorval est avisé que les "fous volants de St-Esprit" ouvrent les opérations pour la journée, bref on s'installe. Et moi, je jubile intérieurement.

La journée débute du bon pied et je suis dans l'état d'esprit idéal, serein et confiant! J'espère arriver au but tant rechercher ces dernières semaines, car le temps presse, nous sommes le 26 octobre! Faut dire que

l'apprentissage n'a pas été des plus reposant pour les instructeurs. Avec un élève qui deux mois auparavant n'avait aucune notion de pilotage et surtout devait assimiler une somme importante de connaissances nécessaires pour en arriver à piloter un "simple" planeur, je dois dire que ce sont des instructeurs hors-pairs, très consciencieux et d'un professionnalisme qui impose la rigueur aux apprentis-pilotes. Pour tout cela, merci messieurs!
Retour au terrain...

10:00 Inspection terminée, mise en piste du planeur. Un premier entretien avec Paulo et les instructions pour un premier vol "un vol normal à 2300 pieds". Okay me dis-je, un vol de routine pour se réchauffer et amener Paulo vers une décision très importante à mon égard.

10:05 On s'installe, Paulo à l'arrière et moi au command, s'en suit les "checks". Julien me présente le câble, "c'est beau", on attache, un premier test de largage, je tire la boule jaune... c'est bon. Au tour de Paulo, c'est réussi. J'ouvre de nouveau, Julien insère l'anneau, je ferme. Au tour de la verrière, Julien prend position au bout de l'aile, le Cub tend le câble, j'ouvre les aéro-freins, le câble est bien tendu, je ferme les aéro-freins, les yeux font un tour d'horizon. Je montre enfin le pouce à Julien qui prend l'aile et la soulève.

10:10 Le Cub s'élançait doucement. On se déplace... tire sur le manche, pousse à gauche sur le palonnier, pousse à droite pour

corriger, bref on s'enligne à l'arrière du Cub, "pas trop haut, ne tire pas trop, à l'arrière... dans l'axe", dit Paulo. La journée d'instruction est belle et bien débutée. Paulo semble bien disposé et y va de questions qui ne me surprennent qu'à moitié, comme:

"50 pieds, bout de piste, où tu vas s'il y a un bris de câble?" Vite, vite on pense et on répond: le champs près de la cabane à sucre, 350 pieds — le champs en dessous... malheur la saison des labours, ouf il y en a un qui est encore vert, 700 pieds à la verticale de la piste, assez d'air pour retourner avec un circuit abrégé, mais pas de temps à perdre!

Okay, on se concentre sur le vol, ça grimpe, Gerry commence à "tourner" à gauche, à droite, on grimpe 1500, 2000, 2300, on vérifie le trafic et on largue... manche à droite et palonnier, un premier virage on redresse, vol linéaire, à gauche, la pédale... ça glisse, la ficelle part, on redresse, on reprend à gauche, manche-pédale c'est mieux, on est rendu à 1500, on s'est éloigné un peu... puis que de la descente, plus rien... la journée va être calme du côté des thermiques. Bref les "briques ne volent pas" mieux vaut ne pas trop s'éloigner.

10:20 1200 pieds on se met en vent arrière, on fait les "checks": aéro-freins, ceinture, volet, train d'atterrissage, instruments. 1100 vent arrière, "la vitesse" dit Paulo, ça baisse, on est rendu à 900, 850, premier virage, en base, "vitesse" dit Paulo, ça baisse pas assez, 750, "la" ➔ p13

A visit to Baie Saint Paul

Pierre Pepin
Champlain

FEVERY YEAR for the past twenty-five years, the folks of CVV Québec have moved a few birds 100 kilometres east of their home field in Saint Raymond to Baie Saint Paul where they operate from Labour Day to the end of October. Because of the topography, this site offers ridge, wave and thermal soaring.

Baie Saint Paul is a charming little town east of Québec City, in one of the most beautiful parts of the province called Charlevoix. The area was first discovered as cottage country when US president Taft and his entourage took a fancy to the area in the early 1900s.

Baie Saint Paul is inside what used to be a bay in the St Lawrence but now looks more like a river. The east bank has a ridge, about similar to what you find in Pennsylvania, on a north/south axis that does a sharp left turn as it becomes the north shore of the mighty St Lawrence River. When the winds are strong enough and coming from over the Laurentians, wave is formed. That's what brought the Québec club to the area.

On Thanksgiving weekend, a bunch of us from Champlain visited our friends from CVVQ. My partners and I brought our Diamant, while Réjean Dallaire brought his Jantar 2, Yvan Chasse his Pioneer II, Jean Lapierre (our CFI) his PIK-20 and our club president André Pepin his DG600. We arrived late on Friday night. We had a reservation at l'Auberge de la Plage. This place is a kind of B&B but also features a nice dinner buffet for \$12.95. It is situated right besides the landing field. Good prices,

good food, and 200 feet from your bed to your glider with an ocean view to boot!

On Saturday morning we all took an area check with the instructor in the club Puchacz. This was the first encounter with this beautiful training ship for most of us from Champlain. Takeoffs are spectacular. The Pawnee pulls you out of the field and right over the St Lawrence. We released at 1700 feet and went for the cliff on the St Lawrence shore. We were flying over what looked like a painter's palette, as trees were at the apex of their fall colours. Ocean going vessels were passing by on their way to the Atlantic. In the middle of the river, which is quite wide at this point, lies l'Île aux Coudres, a most picturesque and interesting place. To the south, near the horizon line, you could see the Appalachians stretching to the east. What a sight for us! Our turnpoint was over a small hotel, situated on top of the ridge. At any time during that afternoon, the patrons could see eight or ten plastic birds graciously zooming in front of them.

Sunday was rained out. It allowed most of us to visit the local sights. We rode the ferry (it is free) to l'Île aux Coudres and took the scenic drive around it.

Monday morning, the wind was quite strong but the wave was there. André took off with his DG and was soon at 12,500. My partner Claude won the toss, took off, and soon he also was way up there. An hour later it was my turn, but when I was all strapped in ready to go, the wind became very strong and the hole in the cloud cover closed, cutting access to the wave. We waited a while, but then it was clear that it would be

quite late in the afternoon before we could fly the wave again. We then elected to de-rieg and take an early drive home.

I plan to return next year. The town of Baie Saint Paul is charming with some nice samples of early Québec architecture. Many artists show their work in the many galleries. Accommodation is plentiful and will meet the tastes of the most discriminating to the most frugal. And there is plenty of things to do for your "significant other" when you are up flying. If you like to eat well, Charlevoix offers the best regional cuisine in Québec. But the best thing of this weekend was beyond any doubt the great hospitality of our friends from Club de Vol à Voile de Québec. A good number of them were staying on for a flying week. How lucky can one get?

Comme la plupart d'entre vous êtes bilingue, je ne vous ferai pas l'insulte de vous redire les mêmes choses. J'ose espérer avoir donné un peu le goût à nos amis du reste du Canada de venir pratiquer leur sport dans un endroit absolument superbe et de rencontrer les vélivoles de Québec, de goûter à leur très grande gentillesse et camaraderie. Après tout, un référendum ne devrait pas être la seule raison pour venir nous visiter.

L'an prochain, je compte rester quelques jours de plus que les trois jours de cette longue fin de semaine. Si vous êtes seul, les gens de CVVQ louent un chalet et pour une très modique somme, peuvent vous accommoder si c'est prévu d'avance. Si par contre et pour votre plus grand bonheur, vous êtes accompagné d'une âme sœur et de son corps, les endroits sympathiques et romantiques ne manquent pas. Baie Saint Paul a des airs de Saint Paul de Vence avec ses galeries et ses cafés sympathiques et qui rendent même les jours de grisaille agréables. J'ai vu une maison à louer au bord de la rivière. Je m'imaginai étendu devant le foyer après une longue journée de vol, un verre de mousseux à la main ... ❖

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Aéro Club des Outardes

OCTOBRE 1996. L'automne s'est installé. On sent que la saison de vol tire à sa fin. Et pendant que les grands vents du nord-ouest sèment la joie et la bonne humeur dans le ciel de Charlevoix, un autre vent apporte inquiétude et confusion dans celui de Saint-Raymond-de-Portneuf. Transports Canada vient de terminer son plan de réaménagement de l'espace aérien et la TCA de l'aéroport Jean-Lesage de Québec faisait partie des régions visées. Le Québec Soaring Club — Club de Vol à Voile de Québec (c'est son nom officiel) devenait le deuxième club québécois, après l'Aéro Club des Outardes au printemps 1995, à devoir apprendre à vivre avec le contrôle aérien.

Gros village et petite TCA

Comme le disent si bien les Montréalais, Québec n'est qu'un gros village et non une grande métropole. Son aéroport régional est le reflet de cette réalité: rien qui ressemble à Amsterdam, Genève, Paris ou même Montréal. Le bruit des hélices nous est beaucoup plus familier que celui des turbosoufflantes. Québec n'a donc eu droit qu'à une TCA à la superficie réduite de près de 50 % par rapport au plan initial. La limite extérieure de cette TCA a été fixée à 25 milles marins de l'aéroport plutôt qu'à 35, et sa classe est passée de E à D, avec transpondeur obligatoire (sauf pour les planeurs et les ballons).

Le QSC/CVVQ a sa base principale à l'aérodrome Paquet de Saint-Raymond-de-Portneuf et y tient de 70 % à 80 % de ses activités vélivoles (le reste étant à Baie-Saint-Paul). Cet aérodrome est situé à moins de 18 milles marins de l'aéroport de Québec et, par conséquent, sous la TCA. L'altitude de l'aérodrome est d'environ 600 pieds et celle de la base de la TCA à 3500 pieds, laissant 2900 pieds de quasi liberté, au-delà desquels, classe D oblige, il faut entrer et demeurer en contact radio avec l'ATC.

C ou D, cherchez la différence...

L'espace aérien de classe D a été redéfini il y a quelques mois. C'est un espace où les aéronefs VFR peuvent entrer et voler sans obtenir d'autorisation, à la condition qu'un contact radio ait été établi avec l'ATC avant d'y entrer, et que ce contact soit maintenu tant et aussi longtemps que l'aéronef évolue dans cet espace. Bien que contrairement à l'espace A, B ou C, le pilote n'ait pas besoin d'autorisation pour y voler, il doit s'attendre à recevoir des instructions auxquelles il doit se conformer. En théorie, il y a une différence entre une autorisation et une instruction. En théorie il y a aussi une différence entre l'espace C et l'espace D. En pratique, cette différence est telle que

nombre de pilotes et même de contrôleurs ne semblent très bien la saisir. Par exemple, un contrôleur peut vous refuser l'autorisation d'entrer dans l'espace C mais pas dans l'espace D. Ce même contrôleur peut vous donner l'instruction de quitter tant l'espace C que l'espace D et vous devez vous y conformer. Où est, en pratique, la différence ?

Une fenêtre ou une porte ?

Suivre la trace d'un aéronef motorisé qui va du point A au point B, c'est relativement facile pour un contrôleur de la circulation aérienne. La tâche est d'autant plus facile dans les régions où le transpondeur mode C est obligatoire. Mais avec ces étranges oiseaux sans moteur, incapable de garder la même altitude pendant deux minutes, et dispensés en plus de l'usage du transpondeur, c'est autre chose. Dans l'espoir de minimiser les problèmes causés par les changements du 10 octobre, des gens de l'ATC sont venus rencontrer des représentants du QSC/CVVQ afin de leur proposer une entente identique à celle conclue avec l'Aéro-Club des Outardes en 1995. Selon les clauses de cette entente, les gens du QSC/CVVQ pouvaient obtenir une fenêtre aux dimensions précises, à l'intérieur de laquelle ils étaient exemptés des exigences de l'espace D. Cette fenêtre pouvait être ouverte quotidiennement sur simple appel téléphonique.

La réaction des membres du club a été partagée. Certains, les plus jeunes surtout, ont vu plusieurs avantages à ce changement, comme l'occasion d'avoir un peu plus de discipline, ou celle de faire l'apprentissage des communications aériennes. Les adeptes du vol sur la campagne de leur côté y ont vu l'occasion d'espérer que les vélivoles soient plus portés à s'éloigner de l'aérodrome (il suffit de moins de 15 kilomètres vers l'ouest pour se retrouver en dehors de la TCA), ce qui pourrait aider à «casser la glace» et ajouter quelques dizaines ou centaines de kilomètres à notre maigre bilan annuel. Les amoureux de Charlevoix ont pressenti une bonne raison d'allonger la durée du très populaire camp de Baie-Saint-Paul. À l'autre extrémité, quelques radicaux ont jugé la situation totalement inacceptable et ont réussi à bloquer la signature de l'entente entre le club et l'ATC.

Blanik ou Airbus ?

Il faudra bien trouver un terrain d'entente. D'un côté, les partisans du statu quo devront faire leur deuil d'une telle option. La nouvelle TCA est là pour y rester, à moins qu'on assiste à une réduction sensible de l'achalandage autour de l'aéroport de Québec. À l'autre bout, ceux qui acceptent le changement doivent demeurer conscients que l'arrivée de Nav Canada dans le ciel canadien appelle à la vigilance. Nav Canada est la société qui a, depuis le 1^{er}

novembre, la responsabilité des services de la navigation aérienne au Canada. Bien qu'elle soit à but non lucratif, cette société est privée, a été mise sur pied par des compagnies aériennes, et entend tirer la quasi totalité de ses revenus de l'aviation commerciale. Nav Canada a investi la rondelette somme de 1,5 milliards de dollars pour acquérir le Service de la Navigation aérienne (qui était exploité jusque là par Transports Canada), prévoit y investir environ 200 millions de dollars par année pour l'améliorer, et enfin, compte 6000 employés rémunérés. Nav Canada doit faire ses frais puisqu'elle est privée et ne jouit en principe d'aucune subvention de l'État.

On a souvent accusé Transports Canada de favoriser l'aviation commerciale au détriment de l'aviation sportive. Ce n'était qu'une opinion, mais une opinion alimentée par certains incidents et un sens des priorités presque avoué. Avec Nav Canada, la tentation de spéculer sur ses intérêts et ses intentions réelles sera encore plus grande, compte tenu de ses origines et de ses sources de revenus. Nav Canada pourrait-elle se retrouver en conflit d'intérêt face à l'aviation sportive? Évitions les conclusions trop hâtives sur les sujets si nous ne voulons pas être accusés de paranoïa.

Diplomates et soldats – un même combat

Comment aborder le problème de l'espace aérien? Pierre Pepin, dans son éditorial d'octobre, nous donne un peu le ton, mais en français seulement. Dans la version anglaise de son éditorial, il se mérite quelques remarques. Ainsi, lorsque Pierre écrit, en français, que la situation de l'espace aérien est avec nous pour toujours, il vise juste. Quand il nous invite à «tisser des liens» avec les gens de l'ATC, il nous donne un sage conseil. Que de fois n'avons-nous pas entendu des gens dire que les contrôleurs de l'air ne comprenaient absolument rien au vol à voile! Mais qui va les sensibiliser à nos problèmes si nous ne le faisons pas nous-mêmes? Les inviter, les faire voler: excellente suggestion! Il faudrait cependant que cette campagne de sensibilisation se fasse à double sens. Combien de vélivoles se sont-ils déjà donné la peine d'aller visiter une tour de contrôle? Par ailleurs, comment pouvons-nous juger de la capacité des contrôleurs à travailler dans un environnement vélivole si nous leur refusons l'occasion de s'exercer?

Autre langue, autre pensée: la partie anglaise de l'éditorial de Pierre suscite quelques réserves. Pierre écrit: «change that could be significantly damaging to many of our clubs». La plus grande menace pour certains de nos clubs, ce ne sont pas les changements eux-mêmes, mais bien l'attitude des membres face à ces changements. Le refus de s'adapter au changement est, dans certains clubs, un véritable cancer. Des planeurs qui évoluent dans l'espace aérien contrôlé, il y en a des centaines en Allemagne et en France et Dieu sait si le vol à voile se porte mieux là-bas qu'ici. Ne serait-il pas mieux d'inviter les gens à s'adapter plutôt qu'à s'alarmer ? ➔ p13

the Allegheny Express

Hans Berg
Windsor Gliding Club

THIS SHORT STORY was written to share a recent flight I had. The place is, where else, Pennsylvania, at Tom Knauff's first class operation. It's the perfect place for all types of lift, rich thermals and waves, and lest we forget, rotor lift. Later on you will see why I mention that.

Now let's go flying! This last April 23, around noon, a cold front passed through. The next day everyone was busy. Tom Knauff declared a 2000, while others declared 1000, 500, and 300 kilometre flights. With over thirty years of experience flying along and on top of these hills, the time had come for me to do some serious flying — I declared a 1000 kilometre flight to Mountain Grove, Lock Haven, Bedford and back.

After some last minute running around I was in the air by 8:30. I was carrying about 130 lbs of water in my 25 year old Standard Cirrus. The water and a five point harness made fast ridge flying not too bad.

I got down to Tyrone in good time, and looking across the first gap at Altoona made me realize that extra height was needed. I found some lift and climbed to about 2500 feet where normally I would push across the gap. On looking up though, the clouds seemed to indicate some wave action, so I decided to take a little more time and go up. Having flown wave many times in many locations in the Eastern US, I knew a wave can be an enormous help. Reaching 4500 feet, and pushing long enough into the wind, the wave was contacted. The smooth and strong lift always amazes me. Turning south, and quickly reaching 7500, I had to level off to avoid freezing the water ballast.

Before I relate the next part of the trip, I want to talk about a little black box called a GPS. Purchasing a Garmin 55 with a Jeppesen database a while ago gave me a new way to fly; having a list of the nearest airports when in doubt about lift sure calms one's nerves.

Back to the flight at hand. Reaching cruising altitude at 7500, I found myself above clouds which obscured the entire ridge. This was not a problem, as bringing up key points along the route on the GPS, and coming abeam of same gave me my precise location. I also noticed that my flight path was 10–15 kilometres upwind from the ridge, and that my indicated airspeed of 120 mph

was far less than the GPS ground speed of 150 mph. Needless to say, this development was a big morale booster. Soon the Bedford Gap was behind me, and I started thinking about Cumberland and the 'Knobblies'. I managed to get past this stretch faster than I had hoped for.

My progress was very good, but how long would it last? The GPS was telling me Seneca Rock was approaching. I noticed a change in the wave system — looking south, the lennies seemed to merge with a cloud street upwind. There was also some indication of wave lift downwind in the form of small clouds that looked like a string of pearls. I now had to make a decision. Anticipating heavy sink to reach this wave, I made a 30° turn to the left, and shifting 6–8 kilometres downwind with very little loss of altitude, the wave was contacted. On my left, Seneca Rock came into view. I could not resist flying a 360 around it to get a better look.

Pushing on with Mountain Grove on my GPS, the fact that it was minutes away allowed me to relax a bit. This turned out to be a bad idea. Flying any distance is more demanding mentally than physically. The turnpoint was coming up fast, but it was 4–5 kilometres downwind. To get the picture, I left the wave and found myself 500 feet over the ridge. Two pictures later, the next task was a long trip to Lock Haven. It was now 3 hours into the flight.

After the easy trip south, heading back, I was in survival mode. Heading north, I was slowly falling below the reasonably high ridge. I was looking at landable fields while creeping along the ridge with all my ballast on board, and the air bumping me up and down. Reaching Hopeville Gap, I met Tom Knauff, who was also flying north and had caught up with me. He asked me what I

was doing so low? Very funny. I was flying figure eights on the south tip of Hopeville Gap and not gaining any altitude. Now what? Since it makes no difference whether to land here, or on the other side, I pushed on, and with the help of a little lift, reached the other side of the gap, which was higher yet. Tom disappeared into the distance heading north, so there was no help there.

Bumping along, I finally realized that the rotor lift was causing all the trouble. A careful left turn into the wind improved my situation to the point that wave was contacted for a short time. Because I was too impatient, I promptly lost the wave. But I realized that the rotor lift was better than no lift at all. At this point, due to the roughness, my stomach began acting up, which settled down with some food. My indicated airspeed was now about 90 mph. Soon the Knobblies came up, but because I was still in the rotor lift, they were no problem.

Since the ridge is more upwind in relation to the wave generating plateau, I made a decision to run the ridge, which at this location works well. At Bedford, starting out to cross from ridge top is not a good idea, so a quick 180 and a couple of thousand feet of climb got me across. After crossing Altoona, I checked my magic box and found that my airspeed was steadily going up.

I realized that the wind was blowing more and more from the south, and with the ridge turning more easterly, it could not be used any longer. Tom's place was coming up, and having flown 706 kilometres in 6:48 hours, I made the decision to end the flight.

The flight taught me a few new things about the ridge and it was also my longest trip south. I hope I'll have the opportunity for another attempt another day. ❖

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Towing is a 'boy' thing

Cresswell Walker
from *Vancouver Soaring Scene*

DO YOU REMEMBER THOSE EARLY DAYS? You put your trusting wee brother in your wagon, hitched it to the back of your bike, and off you went — rolling down the road as fast as you could go — heedless of all. In those days of invincible youth you were soon tumbling across the neighbour's forgiving lawn, shouting and ready to climb back on for more.

Or maybe it was your first experience in charge of the gang's shiny new one ton pickup truck. Grinding gears, trying to jerk an abandoned fire hydrant out of the ground with a length of chain or maybe it was using the truck to drag a footbridge across a narrow ravine. With one mighty final pull, the hydrant would pop or the bridge would slide more or less into place, the air filled with the smell of burning clutch plates.

Yes, towing is a boy thing. Racing ragtag and crack-the-whip on skates on the arena ice those Saturday afternoons, oh, so long ago — the whistle blowing rink cruiser trying to stop boys being boys. Or toboggans tied together in a chain, rolling over and over down the ninth hole on winter evenings. Smelly wet wool touques sinking over eyes, wet jackets, boys laughing, laughing, laughing.

Some years later, boys now men, yet still boys but towing gliders now, perched on the seat of the club's L-19 towplane. Not grinding gears, just trying to cover the checklist, not to miss that one *major* thing. More cautious now, but more able now too. Able now to challenge bigger risks in smaller, more thoughtful, increments.

Waiting on the flightline for a tow ticket to be thrust through the prop blast. Centre runway and waiting glider, check straps and hatches, controls, fuel, carb heat, mixture, cylinder heads and fuel within takeoff limits, traffic advisory, ready now ... now the "all out" signal ... OOH YAH!! ... that sweet churning power of a big six cylinder behind a six foot prop and a twisting, twitchy airplane. Throttle full forward, torque, right

foot down harder and harder, tail up with thrust and weight of glider and glider pilot in tow. Down the strip, slip off the field, slide into the climb, accelerate into the air, machines and boys at wonder in the magic of flight and the thrill of doing the undoable, flying the unflyable creature of boy now man. Towing gliders — the ultimate tow experience — engine roaring, airframes straining and boys at play.

Towing is a boy thing because it's simple and it's physical. Climb out at 70, tow at 70, approach and over the fence at 70, land when you're near the ground. (Note, as some of you may have observed, landing an L-19 is not always as simple, or as difficult as some might make it seem!). Not too many gauges and levers to remember. Do it again and again. Up and down. Yanking and banking. Man-sized stick, rudder pedals built to stand on, big round control surfaces, a great big growley engine, flaps like doors good to sixty degrees. Errant pilots on tow jerking your tail around. Hot sun, cool upper air, the scent of aviation fuel and old airplane in your nose.

Off to the sky. Towing is also about control. On the way to release height, the towpilot is in control, at least until his charge lets go. The towpilot gets to look for lift to help them up. This is, in truth, a lot less work for the 'tow-er' than 'tow-ee'. The L-19 rests solidly on its cushion of air, unlike its charge. We bob, you bounce. We come up on the straps, you hit the canopy. In the rear view mirror we can see a towline, and sometimes, depending on the pilot, a sailplane. Some stay stuck right behind as sure as a good pilot's butt is belted to the seat. Others skitter through the glass from right to left, top to bottom and bottom to top, hither and thither. Here you see how flying and flight is a statement of people's personal style and skill. It's fun to see who can stay in the mirror.

At altitude, there remains one final ground-defying act. After the 'smoothies' slip off the line without a trace or the Type 'A' personalities slingshot a few extra 100 feet on the tow, you're on your own. It's all you can do to put on 60 degrees of flap, execute a sharp clearing left turn and miss the clouds as you explode another 500 feet into the air. Ah, it's a rush.

Towing is a boy thing for boys who grew up to be men, without stopping being boys. Where is there a bigger rush than those first few seconds of flight down the runway as you accelerate to climb speed? Can there be greater joy than dragging your buddies and brothers to release altitude in a place beyond boys and men, in machines that deliver the magic power of flight to your finger tips?

So to those of you who suffer from imperfect speed control and less-than-steady turns on tow; to those of you who are destined always to be 'tow-ees' not 'tow-ers', we can only say, "Let's just see if you can stay in the mirror on this one!" ❖

vitesse!”, les aéro-freins, okay 650 dernier virage, en finale, face à la piste on détermine le “PA”, aéro-freins, vitesse, le “PA”, le sol monte 450 pieds... vitesse, aéro-freins, le sol monte 300, le sol monte 250, vitesse, vitesse, le “PA”, le sol — la vitesse, les aéro-freins, 50 pieds, on change notre point de vue, on rentre les aéro-freins lentement, on touche, on tire un peu trop, ça repart à voler, on sort les aéro-freins... trop, trop vite, on léger “bump”, mais on est arrivé. OUF....

10:25 Temps de vol 15 minutes. Debriefing: “Bon pour un premier vol après un semaine de repos, ce n’était pas si mal, travaille encore tes virages à gauche pour tes atterrissages (mon cauchemar), c’est beaucoup mieux, encore trois ou quatre, je te lâche”. Wow, phrase magique... soudain je me sens encore plus en contrôle, je vais y arriver!

Le manège s’est répété tout au long de la journée — on monte, on redescend, debriefing, nouveau vol on s’améliore jusqu’à...

15:30 On s’installe pour la cinquième fois de la journée: Paulo à l’arrière et moi au commandement, s’en suit les “checks” réglementaires. Daniel Bastien me présente le câble

et on poursuit la mise en train habituelle. On décolle, je suis concentré, Paulo est bien silencieux depuis deux vols — difficile à croire mais c’est le cas — le Cub lève, un premier virage à droite en bout de piste, puis un autre à droite, on retourne vers la tour. 500 pieds bris de câble... Et voilà le test! On pense vite, mais là, ce n’est plus de la théorie, l’avion est parti en battant des ailes... peut-être me disait-il bonne chance mais pas le temps de s’interroger, on doit agir et agir de la bonne manière, direction vent arrière, un premier virage à droite, vite les “checks”, okay, circuit abrégé 300 pieds, vent arrière, un deuxième virage en base et un dernier en finale 200 pieds le “PA”, la vitesse et on atterrit sur la bute, terminé...! J’en sort un peu ébranlé mais fier. Le moment tant attendu se rapproche.

16:15 Un autre vol avec Paulo, vol de promenade. Va-t-il enfin me “lâcher seul”? Suspense tout au long de ce vol; Paulo est encore muet. Pour agrémenter le vol, je le commente comme si j’étais avec un passager qui pour la première fois volait. Pas de commentaire de la part du passager. Bizarre! Okay, je retourne en bas. Pas de commentaire. On atterrit, j’ouvre la verrière et sans crier gare, Paulo me dit: “tu feras tes commentaires au prochain vol *sans moi*. Ça y est, je pars seul. Sentiments partagés; heureux d’avoir

atteint le but recherché et en même temps légère angoisse d’être seul là-haut!

17:00 Je m’installe au commandement de “mon” appareil qui soudainement me paraît imposant et pour lequel j’éprouve du respect. Ce 2-22 avec lequel j’ai fait toute mon instruction, ces douze jours de vol avec cet appareil que maintenant je maîtrise assez pour avoir atteint un niveau de confort et qui me permet de voler en toute sécurité, ce 2-22 qui en a vu d’autres, va encore un fois permettre à un élève d’éprouver la sensation d’un premier solo. Ce plaisir tant recherché et atteint après un apprentissage plus ou moins long, ce plaisir de voler en solo est personnel à chacun, et seul un pilote de planeur peut vraiment l’apprécier.

Je suis fier d’y être parvenu et ce avec l’aide de Michel Bernard qui a su me faire découvrir le plaisir du vol à voile, et Paul Daudin pour polir l’excellent travail que Michel avait entrepris durant son absence (parti faire du vol à voile à St-Auban... chanceux!). Chacun y allant de ses précieux conseils reliés à leurs vastes expériences personnelles et les partageant avec beaucoup de générosité. Merci encore messieurs, vous m’avez permis de vivre une expérience que encore l’année dernière je n’aurais cru à ma portée! ❖

Autre citation de Pierre: «It is ironic that we have to fight for airspace in the largest country in the world with so little population!» L’ironie attire l’ironie: «Comment at-on l’idée, dans un si grand pays, aux si grands espaces, d’aller installer un club de vol à voile juste à l’ombre des si rares aéroports d’importance?» Aurions-nous quelque part dans l’Histoire manqué de vision? Bon! D’accord! Certains clubs établis de longue

date ont été rattrapés tantôt par la ville, tantôt par l’espace aérien, d’une façon qu’on ne pouvait imaginer il y a quarante ans. L’excuse est acceptable mais les excuses ne suffisent que bien rarement à régler un problème. Faible densité de population ou non, le réaménagement de l’espace aérien a été fait selon des normes internationales et ça, on ne doit pas l’ignorer, même si on a choisi de se battre. Ça nous donne une meilleure idée de la taille de l’adversaire et nous prépare mieux à l’affronter.

Un débat, un combat? Bien sûr! On a vendu des pans de ciel entiers à des intérêts privés. Il serait naïf de croire en l’absolue pureté des intentions de ceux qui les ont achetés. Mais comme nous sommes bien petits, il faut être rusés. La volonté de s’adapter, l’esprit de coopération et une parfaite connaissance du fonctionnement du système seront nos meilleures armes. Le ciel de demain ne sera pas celui d’hier, mais celui que nous construisons aujourd’hui. ❖

Le nouveau Règlement Aéronautique Canadien

Autre événement à signaler: le 10 octobre dernier entrait en vigueur le nouveau Règlement Aéronautique Canadien (le RAC pour abrégé). Plusieurs documents ont été fondus en un seul et il est maintenant beaucoup plus facile de s’y retrouver. Adieu les Ordonnances de la Navigation aérienne, adieu le Manuel des Licences du Personnel! Tout ça et d’autres encore font maintenant partie d’un document unique: le RAC.

Quelques rares nouveautés pour le monde du vol à voile. Ainsi, les aéro-clubs qui forment des pilotes de planeur sont maintenant considérés comme des unités de formation au pilotage (même s’ils ne sont pas tenus d’avoir un certificat d’unité de formation). En décortiquant les textes relatifs à cette catégorie d’exploitant, on constate maintenant qu’il est devenu conforme de remplir les carnets de route des aéronefs en n’y faisant, à certaines conditions, qu’une seule inscription par jour de vol (presque

tout le monde le faisait déjà et c’était habituellement toléré, ce qui ne changera pas grand chose au fond). Autre changement: l’âge minimal pour obtenir un permis d’élève pilote est passé à 14 ans pour toutes les catégories (mais l’âge minimal pour la licence de pilote de planeur reste à 16 ans). Est-ce que ça suffira à faire baisser la moyenne d’âge élevée de certains clubs...

Le problème des planeurs à propulsion autonome (les motoplaneurs si vous préférez) ne semble pas résolu. À la première partie (Dispositions générales), on fait une distinction entre un *planeur* (sans mode de propulsion) et un *planeur propulsé* (qui a les caractéristiques d’un planeur lorsque le moteur est coupé). À la partie 4 (Délivrance des licences et formation du personnel), on spécifie que dans la définition des planeurs «sont compris les planeurs entraînés par moteur». Le moteur serait-il devenu un mode de lancement parmi les autres (re-

morqueur, treuil, voiture) et assujetti aux mêmes conditions? Dans les normes de la série 421, on spécifie que les «planeurs motorisés de tourisme» exigent une qualification de type particulier. À l’article concernant cette qualification, on y lit: «Réservé». Il n’y a pas de définition de ce type d’appareil (l’expression «de tourisme» laisse perplexe). Confus? On a l’habitude... Chose à noter cependant: les anciennes définitions qui classaient les motoplaneurs biplaces comme avions et les monoplaces comme simples planeurs semblent disparues.

En terminant, la remarque d’un confrère: «Le Règlement aéronautique, c’est très simple. Il est interdit de voler, sauf si vous trouvez un cas d’exception qui vous permette de le faire. Et c’est là que ça se complique un peu». Très juste! Mais il faut remonter très loin dans l’histoire de nos sociétés pour comprendre pourquoi il est plus facile d’interdire d’abord pour permettre ensuite que de procéder à l’inverse.

Jean Richard

training & safety

Fred Kisil

Flight Training & Safety Committee

WHAT ARE THE ODDS that we will experience a safe flight? In spite of our best preparations, seemingly random events that are beyond our control can seriously challenge the safety of our sport. Various factors such as: familiarity, complacency, ego, overconfidence, fatigue, impatience, inattention, carelessness, being unprepared mentally or physically, and just plain stupidity or stubbornness, can work against a safe operation. On the other hand, knowledge, skill, experience, and good decision making processes tilt the odds in our favour.

A system has been developed to stimulate pilots' awareness for a variety of possible situations which could compromise safe operations. Try it at your club sometime when nothing else is going on.

Random draws are made from a can containing slips of paper onto which a "WHAT IF...?" is printed (see the examples below). The *WHAT IFs* include a variety of events which could potentially happen to any pilot at any time. Some of the *WHAT IFs* are based on actual experiences, others are (so far) imaginary. The pilot draws a slip and discusses an appropriate response to the situation. Invariably, other pilots join in the discussion and all benefit from considering *WHAT IF...?* This ground rehearsal serves to exercise pilots' decision making processes to tackle a wide range of eventualities they may have to cope with in flight.

Even the most simple or trivial event can distract a pilot's attention from the task of flying the sailplane. Our first order of priority is to fly the sailplane as best as one can in whatever circumstances are being experienced. The second task is to apply the SOAR technique to try and resolve the problem.

WHAT IF? examples (in no particular order):

- The canopy blows open?
- The canopy begins to rattle just as you get airborne?
- You hear a clanging sound from the rear of the sailplane just as you become airborne?
- You hear a clanging sound from the front of the sailplane as you become airborne?
- During the tow, the pressure on applying rudder seems greater than normal?
- One of the rudder cables becomes disconnected during flight?
- A mouse runs up your leg?

- You haven't heard a transmission from a sailplane you are trying to contact?
- During ground roll on takeoff you are unable to level the wings despite maximum application of control input?
- During ground roll on takeoff, the wind shifts 180 degrees?



- On tow, you notice blue smoke from the towplane exhaust?
- The sky is so hazy that you can't see the horizon; what reference point do you use to stay in position on tow?
- You are receiving radio transmissions but can't transmit?
- While flying at 6000 feet asl you notice that the operations on the ground are moving down the runway?
- While flying locally, you lose sight of the field?
- Your water container falls to the floor of the cockpit and disappears from sight?
- You impact with a bird?
- In the prelanding checks for T = Traffic, you notice sailplanes and cars halfway down the active runway?
- You are flying downwind of the field and encounter very strong sink?
- On final you see a car move out onto the active runway and continue to head in the same direction you are flying?
- You start to feel unwell and think you may throw up?
- You see a significant buildup of very dark clouds about twelve miles away?
- You are flying several miles away from the field when you spot a sailplane in the middle of a farm field?
- During your prelanding checks you notice that the straps have become undone?
- During the prelanding checks you feel that it is very difficult to pull the spoilers out?
- During the prelanding checks you feel that the spoilers have no effect on your glide slope?
- You are having difficulty getting airborne during the ground roll?
- The wind has changed directions several times during your flight and there are no ground markers as to its present direction. How do you choose the right runway?
- You experience a premature release. When did you decide where you would go?
- You are flying on base and notice another sailplane coming at you?
- You have turned onto the base leg and see another sailplane also turning onto the base leg?
- You are on final approach and notice a sailplane flying just below you?
- You are on final approach when you notice a sailplane just above you?
- During a bumpy tow a big slack develops in the rope and it drapes over the wing of your sailplane?
- You experience PIOs during takeoff (or landing)?
- You have just become airborne on tow and are drifting towards an obstacle?
- You are landing and drifting towards the crop at the edge of the field?
- The operating procedure is different from the one you have always used?
- The airspeed indicator does not seem to be functioning properly in flight?
- The sailplane is in a shallow dive and you cannot pull the nose up?

This sounds like a great learning game to be tried at a winter/spring soaring safety seminar (you do hold them at your club, don't you?), or over a beer in the clubhouse in the evening. There's no correct answer to a lot of these, just a range of possible causes and maybe a best response. Add a few more goodies to the list and pull a card. If you have a good "What If?", send it to Fred at KISIL@bldghsc.lan1.umanitoba.ca Tony

Everything you need to know about the Tost release

Joe Baer
from *Airworthy*

THERE HAVE BEEN STORIES about difficulties in releasing from tow when using Tost ring-pairs with Tost releases. I have had some three months' worth of correspondence and conversations with Tost and others on this subject, and I think I now have a handle on it. There are three pieces to the issue: the Tost release, the ring-pair and the aircraft structure.

First, the release. An appreciation of the design and operation of the Tost release is essential for understanding its proper function as well as possible malfunction. The essence of the Tost release is a spring-loaded, over centre toggle link. (Over centre toggles are quite common in gliders. We find them in wheel retraction mechanisms and in divebrake linkages. The most familiar example is, of course, your knee.)

The essence of a spring-loaded toggle is that the spring supplies only the initial force necessary to close the release and hold it locked. Once the toggle is on the locked side of dead centre, the greater the tension on the towrope the stronger the release locks. Conversely, *provided the towrope is under tension*, all that is necessary to release it is the application of the small force required to overcome the tension of the toggle spring and move the toggle to the unlocked side of dead centre. The release linkage needs to be moved only a small fraction of an inch to do this. There is an audible click when passing dead centre under tension following which the towrope tension does the work and the hook opens.

However, *when the towrope is partly or completely slack*, there is no tension available to do the work. There is no click when the toggle passes dead centre and the release linkage must be pulled fully against the stop in order to release the towrope. This requires more movement and force — up to 31 pounds — than the habitual “normal” release, and the audible cue is absent. For these reasons, Tost recommends that the release be actuated completely several times. (*Note: the toggle spring is always under tension. This is a major reason for the requirement for periodic overhauls of Tost releases. Another reason is that the design of the release precludes an effective visual inspection of the moving parts.*)

The Tost release exists in two basic forms: the nose release and the centre of gravity (CG) release. The nose release will retain the tow ring with cable deflection angles up to 90° upward, downward and to either side. The CG release will retain the tow ring with deflection angles up to 30° upward, 33° downward and 45° to either side.

The essential difference between the two forms is that the CG release, unlike the nose release, incorporates an automatic backward release which functions when the angle between the towrope and the glider reaches $83^{\circ}\pm 7^{\circ}$ in a downward direction with a tension of at least 44 pounds. This ensures the automatic release of the glider in case it inadvertently overflies the winch.

Most Tost releases, nose and CG are similar in that the hook which engages the tow ring is located in a ring shaped “basket” which guides the tow ring. In the nose releases this basket is fixed. In the CG release the basket is pivoted toward the back and spring-loaded and this provides the automatic release function referred to above.

There is, in addition, a slightly different version of the CG release which is used on some gliders with a maximum gross weight of 1100 pounds (including the Salto as well as Glasflügel ships such as the Libelle and Kestrel). In this version the basket is absent. Instead there is a pair of pivoted spring-loaded pawls — one on each side of the main hook — which provide the automatic release function. In order to ensure the proper functioning of this type of release with the deflection angles mentioned above it is *mandatory* that the glider be equipped with a pair of cable deflectors, one on each side of the release. These deflectors are part of the aircraft, not part of the release. Typically they consist of a pair of metal angle pieces several inches long attached to the fuselage bottom close to each side of the release and parallel to the direction of flight. Their presence is an *airworthiness requirement*. If your glider has a CG release, check its version and if it is as described here, verify the presence of the cable deflectors.

Next comes the ring-pair. Until 1985 the standard was the so-called DFS ring-pair consisting of two *oblong* rings. The larger ring was connected to the towrope or cable and the smaller engaged the release hook. A major purpose of using a ring-pair instead of just a single ring (as in the Schweizer rings and release) is to prevent parts of the towrope from inadvertently jamming the release.

In 1985, the German Standards Institute issued a new standard (LN 65091) for ring-pairs. The major effect of this standard was to replace the smaller oblong ring by a *round* ring; also the material strength has been increased. There were several reasons for these changes:

- There had been reports of the old style rings becoming deformed with prolonged use and eventually causing release malfunctions. (I have even heard of some clever soul in Germany managing to insert the ring broadside in the release and causing a jam.)
- An oblong ring always seats in either of the same two positions in the release eventually causing it to become notched and resulting in accelerated localized wear. A round ring will seat in an infinity of positions and therefore wears evenly.

- The new ring-pair was optimized to work with other common release types (ie. British, French, and other European standards).

Tost states that the LN 65091 ring-pair will work properly with all old and new Tost releases which are in proper condition. However, the small oblong ring of the DFS ring-pair was 35 mm long and 30 mm wide. The small round ring of the LN 65091 ring-pair has a diameter of 35 mm! Here we come to the crux of the matter.

First, on pre-1985 gliders equipped with cable deflectors as described above, the spacing between the deflectors is designed to accommodate a 30 mm wide ring. If you are lucky it will be impossible to attach a 35 mm diameter ring. If you are unlucky, it may be possible to force it between the deflectors and attach it to the release; the chances are that in this situation it will be canted obliquely and may jam.

Second, if the CG release is recessed into the glider's skin, the skin's aperture may be slightly too small, either preventing the attachment of the ring or causing it to jam. The obvious cure for this is to slightly increase the size of the aperture.

Third, on gliders on which the release is not flush with the skin of the glider but recessed behind an aperture in the skin, it is conceivable that the dimensions of the recess could be such that the small ring could become wedged inside the recess after being released. Thus, although the release would have opened properly, the towrope would continue to pull the glider. This possibility exists with both nose releases and CG releases. Presumably in this situation the ring would eventually free itself if the glider pilot allowed slack to develop in the rope and removed the slack again.

If you have a glider with a Tost CG release and cable deflectors, take some time on a non-flying day and get hold of a weak link with the new ring-pair. Have a helper actuate the CG release while you verify that the ring-pair engages easily, has enough play to rattle when engaged, and drops to the ground (under its own weight) when the release is pulled. If it doesn't, you need to have your glider's cable deflectors replaced before taking a tow or a winch launch on the CG release using an LN 65091 ring-pair. In the meantime make sure to use only an old style DFS ring-pair for tow/launch.

Modified cable deflectors for Saltos are available for about US\$60 from Frank + Waldenberger GmbH, An der Kuhweid 3, 76661 Philippsburg (Huttenheim), Germany. (They should also fit the Glasflügel gliders mentioned above, but F+W will not confirm this.) In any case, make a test on the ground to ensure that a ring cannot become trapped inside your glider's structure.

A golden rule holds. After attaching the towrope or cable insist that the crew member shake it and listen for the rattle. *If the ring is not free to rattle, abort the launch!* ❖

hangar flying

SCHLEICHER NOW PAINTS

The deterioration and eventual cracking of gelcoat finishes on gliders after only a few years of service, particularly in harsh climates, has led to calls for an improved paint system. Sailplane owners kept asking for a finish that is capable of withstanding Australian operating conditions.

Schleicher is the first of the major glider manufacturers now offering a polyurethane (PU) finish as an optional extra for all new aircraft. New gliders ordered with a PU finish will only have a very thin coat of gelcoat sprayed into the moulds to avoid surface pinholes. After treating all seams and thoroughly sanding the entire surface, a high quality PU paint is applied by conventional spraying techniques using the "wet-on-wet" principle. This technique is time consuming and labour intensive, but has proved to provide an extremely well bonded and durable finish. It gives a high gloss finish not susceptible to deterioration or cracking.

The total paint finish is much thinner compared with conventional finishes. In fact the total weight of gliders can be reduced significantly, allowing an even wider range of wing loadings. A 10 kilogram lower empty weight can be very welcome on a weak day with broken lift! The biggest advantage is the durability of PU paints compared with conventional sailplane finishes, and no more expensive removal of cracking gelcoat and refinishing of sailplanes.

from Australian Gliding

ZANDER GPS FR APPROVED

The IGC has approved another GPS flight recorder, the Zander GP940, v1.16 or later.

TWO TORONTO AREA GLIDER PILOT GROUND SCHOOLS

Winter 1997 Sessions

York Soaring will be hosting two ground schools during the winter. The first is our regular Basic Glider Pilot Ground School directed at beginning pilots to prepare them both for basic flight training and the Transport Canada examination. The second is aimed at the post-solo and licensed pilots, a *Beyond-the-Basics* course.

Tentatively these courses will be conducted starting in January at the University of Toronto's Erindale campus in Mississauga. The Basic 10 session Glider Pilot Ground School will be held on Tuesday or Wednesday evenings from 7-10 pm or from 7:30-10:30 pm. The *Beyond-the-Basics* course will be taught on Mondays.

The Basic course meets Transport Canada's licensing requirement for 15 hours of ground school and to prepare the student to write the Glider Pilot examination. However, other aspects of soaring of a more general nature will be covered as well. The material will be presented in a lecture format supported by videos. A sample examination in the Transport Canada format will be given near the end of the course.

The *Beyond-the-Basics* will expand on the basic material and explore Human Factors, Soaring Technique, Meteorology, Cross-Country Flying, Aerobatics, Instructing among other topics. This course is suited to pilots wishing to expand their horizons.

Erindale College is on the east side of Mississauga Road just north of Dundas Street

in Mississauga. For registration information or if you have any questions on the course itself, please contact the instructors directly:

Basic Course Ulf Boehlau
(416) 410-3883 ulf@problem.tantech.com
(905) 884-3166 cm855@torfree.net

Beyond-the-Basics Paul Moggach
(905) 826-9357 paulm@pathcom.com

For updates visit the York Soaring web site:
www.agile-graphics.com/york

O₂ CYLINDER TESTING

Transport Canada has issued an airworthiness Notice (B034) that requires any pressure cylinders used in aircraft conform, as a minimum, to inspection, retesting and life limits set by the cylinder manufacturer. TC further requires that by 29 May 1997 latest, an installed cylinder must be within its due date for hydrostatic testing.

DID YOU KNOW?

Did you know? From 1891 to 1896, Otto Lillenthal made hundreds of glider flights of 600 to 1000 feet distance lasting from a few seconds to over a minute. But the first timed glider flight was in 1902 with Orville Wright at Kitty Hawk, North Carolina. The flight time was 26 seconds with a distance of 622 feet! On 24 October 1911, Orville made a soaring flight of 9:45 minutes, an unofficial record for over ten years.

Did you know? Hawley Bowlus, the American designer of the *Senior*, *Super*, and *Baby Albatross* gliders obtained a copyright on the word "sail-plane" which was a translation from the German "Segelflugzeug".

Eric Newsome

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ONTARIO SOARING LADDER

As of the end of October, seven pilots have claimed 35 flights totalling 7218 km. Sue Eaves and Jaro Felifar have joined the scoring without dislodging Dave Frank of Rideau Valley from top place. Although the cross-country flying season is over, pilots have until the end of the year to submit

claims to the Ladder — so club reps, shake the bushes! Hopefully we will have some airspace to fly in next season. The Ladder rules and latest scores may be seen through the SAC Internet home page. Safe flying.

Ian Grant, ladder administrator
phone (613) 737-9407(H), 995-2609(W)
e-mail grant.i@atomcon.gc.ca

Day 3 The day dawned clear. I decided to let my partner in the Standard Jantar fly the last day. James then proceeded to almost have kittens.

At 10:30 and the pilots meeting the sky had turned to altocu that soon turned to stratified altocu. The task was to be announced on the grid, and contestants were told to expect a small assigned task (about 150 kilometres). We were told to grid anyway. Not surprising to those of us that have flown contests before, James began to pump me for a game plan. I took my best WAG at it. I told him to only stop for strong thermals if he was still in the working band. Do gentle pull-ups to 60 knots and only slow down further if the lift was really good. Accelerate out of the lift to cruising speed in the lift, not to slow down going across weak areas if the area he was heading to looked good, etc. All that neat stuff he had just learned in the clinic the week before.

At 12:30 the overcast had blown off, and the sky was full of cu. It was going to be the third great soaring day in a row. James did all the right stuff. He was 8th for the day and preserved my 6th place position. Wadda pardner! Everyone made it home. JS went back after finishing to round up the Grob Twin II with team Carsten & Andrea. Even rookie 14 went back to help SQ.

The idea of a fun contest is to allow the better pilots to still fly for the boasting rights, but also relax on the "no helping each other" rule, so that pilots new to contest flying have a little bit of an easier time learning the ropes. The CAS has been sponsoring these fun contests along with the help of local Ontario gliding clubs such as London, Air Sailing, and SOSA. If your club is interested in hosting a fun contest, call us. We might be able to help. ❖

Pilot	Club	Glider	Call Sign	No. Flts	Total Kms	Pts	Place
Dave Frank	RVSS	ASW-20	SR	5	1690.9	1573	1
George Wilson	LSS	Libelle		6	1151.2	1107	2
Peter Vados	SOSA	Hornet	DW	4	867.5	1046	3
Chris Eaves	LSS	ASW-20	XU	8	1710.9	1042	4
Sue Eaves	LSS	LS-4	SU	6	849.1	700	5
Jaro Felifar	MSC	Std Jantar	BW	4	588.0	606	6
Ian Grant	GGC	LS-4	ZT	2	360.0	375	7

The SOSA Dust bowl

Fred Hunkeler

Well, it used to be the Mud Bowl in May, and it usually turned out like its name. So we dried it off and moved it to Labour Day. A basic "fun contest", where any pilot is welcome.

Day 1 The weather promised to bring a good day. This was expected to be the best day of the weekend as the high pressure system would be moving out on the Sunday, with another high building in behind, and expected to arrive late Sunday. The task was a three hour PST with two first mandatory TPs, Brantford and Plattsville. The day provided 3-4 knot average thermals that lasted until around 5:00. I was the last person to finish. The tone of the contest was very informal. Pilots that were flying near each other chatted on the radio. I decided to follow A1 and S1 to Mount Forest after Plattsville. I left an hour after the other contestants, caught up to some of them, but ended up at Mount Forest late in the day. On my final glide home I never got higher than 300 feet below final glide altitude. I fly with a 600 foot safety margin. I gained an extra 200 feet over the woods north of the field, and was able to do a low circuit rather than a straight-in finish.

There were three competitors: SQ and 14 from York Soaring and AR from Maryland USA that stayed to fly the contest to practise what they had learned the week prior at SOSA in the CAS beginners XC clinic. SQ and AR landed out, but 14 finished.

Day 2 Another great late summer soaring day in southwestern Ontario. The task was a 3 hour PST with Belwood as a first mandatory TP. The decision to use mandatory TPs was to allow the less experienced pilots to fly with others. It works to some extent, and the general feeling amongst the pilots was favourable. I started in the last third of the pack, bumped all the 2 knot thermals the rookies were circling in on the way to Belwood, and stopped for the 4-6

knotters. After Belwood I went to Shelburne, Arthur, Mount Forest, Belwood and home to SOSA. I only stopped for the best thermals, and flew to all the hot spots along the way to do it. There are definitely areas that (almost) always work, and work well. Local knowledge could have made a difference this day. I was initially 3rd for the day (a personal best) until Colin Bantin rescored our rookie visitor from the US who took third for the day in the final analysis. So much for local knowledge! Hans Juergensen finished high and then went back up the course to help the clinic rookies SQ and 14 struggle home.

What a great sport. Calvin Devries did not compete for the rest of the contest due to a flu bug. I don't know if his teary-eyed stare was due to not being able to fly, Gino's wife's peppermint extract or actually the virus itself.

			Day 1 – 3hr PST			Day 2 – 3hr PST			Day 3 – 160km Tri			total pts
			Dist km	Spd km/h	Pts	Dist km	Spd km/h	Pts	Dist km	Spd km/h	pts	
K2	Krueger	LS6	235.6	78.5	955	270.1	91.8	1000	150.3	102.1	695	2650
ET	Rumpf	HP-18	159.1	80.3	861	244.7	86.3	886	166.3	94.0	639	2386
A1	Hollestelle Sr	SZD-55	240.1	81.0	1000	217.7	84.8	828	153.5	85.7	542	2370
S1	Springford	ASW-20	224.2	74.7	879	241.8	81.4	812	150.3	85.5	536	2227
W2	Wilson	Mosquito	232.5	77.5	935	230.4	78.6	755	156.7	82.4	515	2205
1M	Fred&James	Std Jantar	203.0	67.7	737	240.1	87.4	896	159.9	80.1	498	2131
4Q	Longhurst	SZD-55	180.8	70.0	738	246.2	82.1	827	153.5	78.2	470	2035
TB	Bantin	SZD-55	206.5	70.8	791	206.7	82.1	774	153.5	69.4	387	1952
T2	Thompson	LS4	191.7	63.9	661	198.4	77.1	690	155.1	87.6	563	1914
55	Keith	SZD-55	201.0	68.0	738	224.9	75.0	696	153.5	79.1	479	1913
19	Burany	Kestrel 19	204.1	68.0	744	188.5	72.8	615	139.1	81.9	486	1845
135	Wood	1-35	177.8	67.2	689	205.1	76.6	692	159.9	61.5	320	1701
DW	Hollestelle Jr	Hornet	170.6	60.6	578	211.3	70.4	612	159.9	76.5	463	1653
HK	O'Hanlan	Jantar 2	144.3	63.1	574	201.9	77.7	704	159.9	66.6	369	1647
JS	Stieber	LS4 cottage & family	256.4	86.8	909	256.4	86.8	909	155.1	96.9	651	1560
KK	Juergensen	ASW-20	177.9	61.0	596	207.5	69.2	589	150.3	65.6	346	1531
AC	Carsten&Andrea	Twin Astrir	153.3	57.9	509	228.9	76.3	721	177.5	54.7	279	1509
14	Cauicchioli	Libelle	141.3	50.4	375	188.2	62.7	470	169.5	77.7	488	1333
69	Toplis	Jantar 2	156.0	L/O	246	164.6	69.9	541	159.9	70.7	408	1195
AR	Dolhert	DG 200	105.9	L/O	167	202.9	95.9	968			driving home	1135
HG	Stewart	Std Cirrus	120.1	55.1	413	159.2	61.2	408	159.9	57.3	280	1101
SQ	Wark	ASW-19	87.8	37.4	139	132.2	44.1	181	159.9	60.2	307	627
LT	Devries	HP-14	150.8	50.3	389			flu			flu	389

Board of Directors Meeting

Montreal, 9–11 November

Summary of Minutes

In attendance: Pierre Pepin, Karl Robinson, Richard Longhurst, Hal Werneburg, John Broomhall, Harald Tilgner, Jim McCollum.

Aero Club of Canada

- Pierre will phone Chris Eaves (president of ACC) to clarify the past president's present involvement with the ACC.
- Pierre will write to Chris explaining our concerns regarding the past communication breaks, specifically as they relate to Transport Canada issues.
- Dean Toplis (SOSA) will represent SAC at the 23 November Aero Club meeting.
- The Aero Club is to be informed that our contribution for fiscal year 1997 will be capped at \$7500.

Jonathan Livingstone Seagull trophy

The trophy will be renamed and be refurbished. The presentation criterion will be: the youngest SAC pilot to earn a Silver C while still a full time student.

Historical research It is recommended that the Historical committee prepare SAC archival material for storage at the National Archives. The office is not equipped for its proper storage and security.

Insurance Claims could exceed the premiums this year. An increase in premiums is to be expected.

SAC trust funds The funds have seen the largest increase ever in their value due to capital gains. Jim will approach Mrs Glynn on the possibility of widening the eligibility to the Glynn fund award to include all junior pilots. Jim was given approval to produce a brochure on donations and will consult with Revenue Canada on it.

Proposed new SAC educational fund

SAC will write to the individual concerned, thanking him for the proposal to establish the fund, but postponing an answer until we get data on the cost of administering such a fund. A decision will be made at the March meeting.

Balint and Wolf Mix funds The Balint fund is very small and will be merged into the Wolf Mix fund to simplify their administration and thereby reduce costs. A merger appears to be consistent with the trust deed of the Balint fund. The Balint prize would be incorporated into the Wolf Mix award.

Budget The Board instructed the treasurer to produce a balanced budget and to make adequate allowance to cover the costs of hiring a secretary.

Cheque signing authority Either the president or the treasurer can now sign a check rather than both being required. A second

signature serves no practical purpose and results in needless costs and delays.

Airspace: actions to be taken by *free flight*

- Gilles Rodrigue's letter to be published along with English translation
- print sample letter to Transport Minister by the Cu Nim Gliding Club for its members' action.
- print list of recent SAC actions re airspace.

Canadian Owners and Pilots Association

The SAC executive director is to continue to liaise with COPA and monitor their airspace activities.

A general aerospport airspace policy

The New Zealand Gliding Association policy statement on airspace is to be reviewed and "Canadianized" by John Broomhall, after which SAC will work towards having this document endorsed by other recreational aviation organizations. SAC will also attempt to recruit a consultant to work with us who is knowledgeable on airspace issues and the inner workings of Transport.

Club communications on airspace

The president will send accumulated data to clubs currently involved in airspace negotiations (Edmonton, Calgary, SOSA, Québec, Bluenose). A data package is to be available at the National office, and the Board will ensure that information gathered at the local level is channelled to the office.

Airspace committee The committee will be strengthened. Several persons involved in airspace discussions at the club level will be approached to be members/advisors.

Restructuring of SAC zones

The zones will be renamed "regions". In recognition of our financial realities and changes in the distribution of membership, the directorships-at-large will not be filled at the present time, and the clubs in the Atlantic region will be represented by the Québec director for the present and be considered as participating in the Québec region. This motion was proposed by Pierre, seconded by Karl (Atlantic Region director) and carried unanimously.

Membership

- John Broomhall's "*Soaring Marketing Strategies*" will be distributed to clubs again in the spring.
- a stock of supplies, post cards and a poster will also be mailed to clubs.
- the SAC Air Cadet program will be offered to clubs again in the spring.
- the SAC Internet site to be upgraded.
- put soaring advertising into aviation magazines such as AIR (hang gliders), COPA, MAAC in the early spring.
- make exchange deal for publicity in an airline inflight magazine for a *free flight*.
- place a page of clubs and contact numbers into the soaring instruction manual.
- Generate a bank of soaring articles that can be used by clubs in local newspapers.

Flight Training & Safety committee

- dates for the '97 instructors courses are

to be made available by early January.

- modifications to the instruction manual, *Soar and Learn*, are in progress. Photographs and artwork that we own the rights to are needed for it.
- the *Student Progress Booklet* needs updating (there are still 200 of the current version in stock).
- course material for the instructors is somewhat dated and needs revision.
- the committee is to meet at some other time than at the AGM, giving careful attention to minimizing meeting costs.
- the committee's working structure is to be reviewed with the chairman with the objective of further enhancing its operation.

Potential areas for cost cutting

- publish *free flight* 4 times per year (this is under study as there is a downside),
- increase the cost recovery of *free flight* from current \$2500 to \$4000
- ACC cost to be reduced by \$2000 to \$7500 in 1997 (implemented).
- the number of committee chairmen whose expenses are covered to attend the SAC AGM will be reduced.

CARAC Medical committee

Jim to attend this two day meeting on 12-13 Nov with objective of retaining the current Category IV status for most glider pilots.

New recreational aviation policy This policy gives gliding a background position to defend ourselves on airspace, user fee, and medical issues. Jim will attend a TC meeting on 14 November on the subject.

Canadian Sport Aviation Committee

SAC membership would require money and labour, both in short supply. Bruce Carter is involved with this embryonic organization, representing the Aero Club. This gives us some input. Currently CSAC is primarily focussed on issues relating to ultralights and the decertification of old aircraft.

free flight The Board will spend considerable time at the spring meeting to review the objectives of the magazine and how it can further meet the needs of SAC and further enlarge its readership. We need to see how the magazine can go beyond the scope of talking to members to attracting outside people to our sport.

World Gliding Contest, 1997

So far only Dominique Bonnière has signalled his intention to participate. ❖

more SAC News ⇨



Coming Events

Glider pilot ground school, Toronto area. Two winter sessions, beginning & advanced. See page 16.

14-16 Mar 1997 **SAC AGM**, Vancouver. See ad on page 22-23 for all info.

THE CU NIM GLIDING CLUB AIRSPACE INITIATIVE

In the editorial of the previous issue of *free flight* by Cu Nim CFI, Terry Southwood ("The one ton pillow"), you learned how the soaring community woke up to its imminent airspace problem. A fire alarm by Jörg Stieber and a letter writing campaign at Cu Nim in August got the ball rolling. There was a response from Transport Canada, although it was at the level of: "What's the problem, you have known this was coming for years?" and at the operational level by ATC officials, "Don't worry, we will let you fly in controlled airspace if you ask us."

This is not a long term solution to our loss of free airspace though — this will require SAC convincing other general and recreational aviation groups to recognize the problem and then mount a coordinated program towards changing TC *policy* on necessary and sufficient TCA size. For this reason, further writing to the Minister and your MP is not a useless exercise for an individual pilot, even as SAC is attempting to generate solutions in a larger constituency.

Below is the draft letter Cu Nim pilots were asked to send to the Minister along with the background notes to use to "customize" individual letters.

Tony Burton

— the bare-bones letter —

The Honourable David Anderson
Minister of Transport
House of Commons
Ottawa, Ontario K1A 0A6

Reference:
Revision to Terminal Control Areas per
Aeronautical Information Circular 2/95

Dear Mr. Anderson,

As a Calgary area glider pilot, I am deeply concerned about the effects of your department's current implementation of revisions to our terminal control area as well as others throughout Canada. I don't know why the new structure is being implemented, or who will benefit by it and how.

I do know that there has been no consultation process between Transport Canada and the soaring community on this structure, which is much larger than that proposed in 1988. The only thing that seems clear is the negative impact this revised structure will have on the sport of soaring, both locally and nationwide, and upon safe flying. This lack of consultation appears to put our flying into a category of flight operations that can be suspended or revoked at any time when and if those responsible for airspace control see fit.

I realize that the proposed structure is soon to be in place, but surely it's not too late for your department to properly inform us about why this has been done. Why, for example,

does Calgary require a 35 nautical mile radius for the structure, while 26 miles is deemed adequate for Toronto? (*Note: we learned Toronto is going to 35 nm – Tony*)

Since we have been excluded from the process of information and consultation, we believe that your department has an obligation to provide us with access to sufficient airspace to ensure the continued viability of our sport. I trust that this obligation will be reflected in our upcoming negotiations with Transport Canada officials.

signed ...

cc Gilles Rodrigue, Director General, Air Navigation System, Tower "C", Place de Ville, Ottawa, ON K1A 0N8

Background: other concerns about the negative effects of the enlarged airspace you may wish to highlight in your letter.

- **Safety** Great enlargement of airspace for IFR traffic squeezes uncontrolled VFR traffic into ever-smaller volumes of airspace. This does nothing to enhance safety of VFR traffic. Enlargement of IFR space compromises the safety of VFR pilots.
- **Cross-country soaring** Height above ground is the sailplane's fuel. If effective fuel is restricted, safety will be compromised.
- **Policy** If the Minister of Transport has a policy promoting general aviation, this restructuring appears to be so restrictive that it is counterproductive.
- **Shrinking VFR airspace** Further restrictions can cripple or kill soaring as a sport. They may well make it difficult, dangerous or impossible for participants to attempt competitive flying, obtain badges, or set records under the rules of the Fédération Aéronautique Internationale.
- **Training** Airspace restrictions as outlined in the restructuring plan would seriously restrict training for cross-country and soaring flight.
- **Financial** Soaring is the only segment of general aviation that must purchase and maintain its own airfields. This represents a serious financial investment now being placed in jeopardy by the threatened loss of airspace. The loss of viable airspace represents a form of government expropriation without compensation.
- **Provincial funding** Funding to encourage the sport of soaring is at cross-purposes to a federal policy further restricting the ability of the sport to function.
- **Aerodrome activity** The number of aircraft movements at a typical gliderport are significant: often in the order of 10,000. Nationally, movements are in the hundreds of thousands per year.
- **Economic impact** Substantial sums are spent by glider pilots in communities adjacent to gliderports for goods and services including food and fuel.
- 76% of aircraft registrations in Canada represent recreational aircraft.

Calgary, 25 August 1996

CU NIM AIRSPACE — AN UPDATE

Terry Southwood, Cu Nim CFI

Our September 26 meeting with Transport Canada was set up to finalize the local procedures which would hopefully provide us access to the expanded Class C airspace. A Memorandum of Understanding (MoU) was to be signed between Cu Nim and Air Traffic Control. In summary, what Cu Nim got from this meeting was essentially nothing.

The zones we thought would provide access (as at Cowley or Hawkesbury) turned out to be nothing more than verbal shorthand to help give the controllers a general idea of where we wanted to go. Each glider will still be required to obtain individual clearance to enter the Class C airspace and, of course, maintain a listening watch on the assigned frequency.

This, by itself, would be workable. However, if we carried out one very clear impression from this meeting, it was that the controllers did *not* want the added workload or responsibility of having to deal with us. This reluctance is in direct contrast to the assurances we are getting from other parts of TC, and it does not bode well, as it is the controllers who will determine whether or not we get access for local and cross-country soaring. The MoU went unsigned.

When October 10 rolled around, the implementation of the new TCA at Calgary was delayed, I am told, at the request of the controllers, until March 1997.

I continue to express my concerns to TC and a whole new cast of people at NavCan. Our letters to the Minister, meanwhile, remain unanswered.

What next? Personally I think that on the national level we must drop any reluctance to probe the soft underbelly of this beast. We — all of us — should *demand* to know why this structure needs to be the size it is. I have yet to talk to any pilot, flying ANY type of aircraft, who can even *understand* the need for this beast, much less endorse it. We must prevent TC cloaking it under the flag of safety or the guise of standardization — we need to question its very existence. If we are unafraid to probe, we may very well discover that the tiger is only made of paper.

Secondly, we need more help. To begin with, I think we need to build an immediate bridge to COPA, who appear to be every bit as concerned as us. I am told that a position on their Board is ours for the asking. Finally, at the local level, we have no choice but to continue negotiations on the basis that the structure is here to stay. Some of you, especially those with existing agreements, may be in for a shock. Cu Nim is not the first or only club with an airspace problem and unfortunately I don't think will be the last one either. ❖

TC Letter from Gilles Rodrigue

to SAC president, Pierre Pepin

Le 31 octobre 1996

Monsieur,

Merci d'avoir accepté de nous rencontrer afin de discuter des points que vous avez soulevés dans votre lettre du 18 août au sujet de la reclassification de l'espace aérien dans les zones de contrôle terminales (TCA).

Les révisions des TCA indiquées dans la Circulaire d'information aéronautique 2/95 ont été acceptées par les groupes d'utilisateurs aux termes de longues consultations. Ces changements ont été faits dans le but d'assurer la sécurité et l'efficacité des exploitations dans les zones de contrôle terminales et certainement pas dans le but de limiter ou d'interdire l'accès de l'espace aérien à vos membres.

Comme nous en avons convenue à notre réunion du 25 octobre, il serait possible d'établir des espaces aériens à service consultatif de classe F autour des aérodromes où ont lieu des exercices de formation. De plus, des protocoles d'entente pourraient être établis afin de permettre à vos membres d'effectuer des vols sur la campagne ou de s'attaquer aux records d'altitude. La mise en place de ces protocoles d'entente

translation by Jim McCollum

Dear Mr. Pepin,

Thank you for agreeing to meet with us to discuss the points which you raised in your letter of August 18 concerning the reclassification of airspace in terminal control areas (TCAs).

The changes to TCAs, as indicated in the Aeronautical Information Circular 2/95, were accepted by user groups after long consultations. These changes were made with the objectives of assuring the safe and the efficient use of airspace in terminal control zones and certainly not with the objective of limiting or prohibiting airspace access by your members.

As we agreed during our meeting of October 25, it should be possible to establish Class F airspace zones, on notification, around aerodromes where training occurs. Additionally, memoranda of understanding could be negotiated to allow cross-country flights and altitude record attempts. The establishment of these memoranda of understanding and Class F zones must be negotiated at the regional level with the participation of local airspace specialists and management of the TCAs concerned. I have advised our regional offices that they may be contacted by your local associations. I have no doubt that they will do everything

et de ces espaces aériens à service consultatif doit se faire au niveau régional avec le concours des spécialistes locaux de l'espace aérien des ESNA régionales et les gestionnaires des exploitations des unités de contrôle terminales concernées. J'avertirai nos bureaux régionaux que vos associations locales pourraient entrer en communication avec eux à ce sujet. Je ne doute pas qu'ils feront tout en leur pouvoir pour vous faciliter la tâche. Veuillez trouver, ci-joint, la liste des directeurs exécutifs régionaux.

L'inspecteur Deborah Martin préparera un article pour publication dans votre communiqué de nouvelles, *free flight*, expliquant la classification des espaces aériens et les règles d'exploitation, les niveaux de service de contrôle de la circulation aérienne et les exigences en matière de communications. Veuillez lui faire part de toutes les questions de vos membres afin qu'elle puisse y répondre dans son article.

Je tiens à vous assurer encore une fois que nous n'avons nullement l'intention de refuser l'accès des espaces aériens de classe C ou D des régions de contrôle terminales à vos membres.

Merci de nous avoir fait part de vos inquiétudes à ce sujet.

Le Directeur général
Système de la navigation aérienne

they can to be helpful. (An attached list of regional executive directors is omitted.)

Inspector Deborah Martin will prepare an article for publication in *free flight*, explaining the various classifications of airspace and the rules concerning their use, the levels of service with respect to air traffic control and communication requirements. Could you advise her of your members' questions so that she will be able to respond to them in her article.

I would like to assure you once again that we have no intention of refusing your members access to Class C or D airspace in terminal control zones.

Thank you for informing us of your members' concerns.

Gilles Rodrigue
Director General Air Navigation System

In the following letter, Ms Martin spells out "chapter and verse" on requirements for using Class C or D airspace but did not, in my opinion, answer in any meaningful way a list of specific questions which were passed to her by SAC. It is questions on the real "why" of the policy change on airspace that puzzle us (and even other major users like air transport pilots). I hope to hear some straight answers from TC at the AGM. Tony

TC Letter from Deborah Martin

TERMINAL CONTROL AREAS – RECLASSIFICATION OF AIRSPACE

The reclassification of airspace in the Terminal Control Areas (TCAs) on October 10, 1996, began with the implementation of certain recommendations made in 1988 as a result of the Canadian Airspace Review recommendations made in 1988. The review proposed changes to the structure and classification of radar-serviced TCAs, as well as expanding the airspace within which Mode "C" transponder use is mandatory. Over the past several years, Transport Canada has conducted extensive consultation with the Users through their associations regarding these issues. The airspace changes that have been implemented across Canada are the result of these consultations.

The structure and classification of TCAs have been revised to harmonize with international standards and to comply with the September, 1993 update to Canadian airspace. TCAs are established at airports which have a high volume of traffic, to provide an IFR control service to arriving, departing and enroute traffic. The lateral and vertical limits are configured to contain all of the published instrument procedures for the primary aerodrome. The operating rules and equipment requirements within the TCA are established by the classification of airspace. The designation of airspace Class is based on the level of ATC service that is appropriate for the number and type of aircraft using the airspace, as well as the nature of operations being conducted.

TCAs within Canada are designated Class C or D. Class C airspace is controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance from ATC to enter. ATC separation is provided between all aircraft operating under IFR and, as necessary, to resolve conflicts between VFR and IFR aircraft. All aircraft will be provided with traffic information. Conflict resolution will be provided to VFR aircraft after traffic information is passed. A person operating an aircraft in VFR flight in Class C airspace shall ensure that:

- (a) the aircraft is equipped with:
 - (i) radio communication equipment capable of two-way communication with the appropriate ATC unit, and
 - (ii) a transponder and altimeter; and
- (b) a continuous listening watch is maintained on a radio frequency assigned by ATC.

Class D airspace is controlled airspace within which both IFR and VFR flights are permitted, but VFR flights must establish two-way communication with the appropriate ATC agency prior to entering the airspace. ATC separation is provided only to IFR aircraft. All aircraft will be provided traffic information. Equipment and ⇨ p24

VANCOUVER

14-16 March 1997

host – Vancouver Soaring Association ☸ sponsor – BC Soaring Society

SAC Convention and Annual General Meeting

The Soaring Party of the Millennium!

WELCOME ☸

Your SAC directors and the organizers of the 1997 SAC Convention and annual general meeting invite your participation.

In light of serious changes to the Canadian airspace combined with smaller numbers of participants in this challenging form of flight, this convention needs your participation more than ever!

Convention Aims

- ☸ To provide a forum where flight techniques and experiences will be discussed to enhance your flying skills.
- ☸ To review and emphasize the safety considerations of all aspects of glider operations.
- ☸ To provide a setting where we can introduce this sport to other members of the general aviation community and the public **with particular emphasis on young people.**

How about some spring flying with the VSA?

Pilots, bring your licences!

Every year, the VSA starts their flying operation on the first weekend in March on a grass strip near Fort Langley (45 minutes by car/bus) on the banks of the Fraser River. Envious? Please join us and consider taking your season check early. On the flightline we'll have Blaniks and a Grob 103.

Win a Flight for Two!

Canadian Airlines

*have graciously donated
a flight for two to any destination
they fly in North America*

Register before 1 February and we'll send you one chance to win these tickets as our thank you.

Additional chances may be purchased for \$2 at the banquet. Only 200 tickets in total will be issued.

Agenda

Friday 14th

- 1 Directors meetings (old board)
- 2 Reception 18:00
(welcome to early arrivals)

Saturday 15th

- 1 Morning seminars/workshops
- 2 Lunch
- 3 Afternoon seminars/workshops
- 4 All day videos (Video room)
- 5 Reception (pre-dinner)
- 6 Dinner / Awards
- 7 Dance to live 'Big Band Sound'
with band leader, Peter Murray

Sunday 16th

- 1 SAC AGM (morning only)
Sunday morning, 9:30 until noon.
Are you new to the sport? This is a good time to find out what SAC does for you and your sport. Be there and give your opinions and support!
- 2 Directors meeting (new board)

Optional

- 1 Season check flights with the VSA in Ft Langley (45 minutes by car/bus).
- 2 Depending on demand, further flying may be available on Monday the 17th

Seminars

Presentation (30 minutes),
followed by discussions (20 minutes),
followed by break/refreshments.

- | | |
|-------|---|
| 08:30 | AIRSPACE
<i>Pierre Pepin & Transport Canada</i> |
| 10:00 | CROSS-COUNTRY SOARING
– Early Flights
<i>Nick Pfeiffer</i> |
| 10:00 | INSTRUCTING – SAFETY
<i>Ian Oldaker & Terry Southwood</i> |
| 11:00 | CROSS-COUNTRY SOARING
– Mountains
<i>Hans Baeggli & Trevor Florence</i> |
| 11:00 | SAFETY – pilot decision making
<i>Ian Oldaker</i> |
| 12:00 | lunch break |
| 13:30 | THE COWLEY WAVE
<i>Tony Burton</i> |
| 13:30 | PHARMACOLOGY and
PHLYING
<i>Dr. Peter Perry, MB, ChB</i> |
| 14:30 | EXPLORING THE REST OF
THE ENVELOPE
<i>Ray Maxwell</i> |
| 14:30 | COMPOSITES
<i>Dan Ursenbach</i> |
| 15:30 | PARACHUTES
<i>John Davies</i> |
| 15:30 | BADGE FLYING
<i>Tony Burton</i> |
| 16:30 | WORLD CLASS GLIDER
<i>Charles Yeates</i> |

Video room

From 10:00 to 12:00 and from 14:00 to 17:00 you may visit our video room. We will show an impressive library of soaring videos on a big screen. Please check at the registration desk for titles and playing times.

Lunch

Saturday, March 15, at 12:00 to 13:30, we'll have a casual get together over lunch featuring a set menu:

- ☼ salad
- ☼ breast of chicken with mushroom & tarragon sauce
- ☼ raspberry mousse cake with fresh fruit
- ☼ coffee / tea

Dinner

At 18:00 we will reconvene for cocktails and surprises, moving into the Ballroom at 19:00 for a gourmet dinner:

- ☼ soup and salad
- ☼ roast prime rib of beef au jus or
- ☼ fillet of BC salmon poached with fresh dill sauce
- ☼ tira misu
- ☼ coffee / tea

SAC Awards

The presentation of the awards and trophies to SAC's best, followed by a

Dance

Peter Murray's orchestra and the toe-tapping, hip-swinging sound of big bands. Dancing until 1:00 am.

location & rates

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Vancouver, BC V6C 1P7

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(604) 682-5566
fax (604) 682-8192

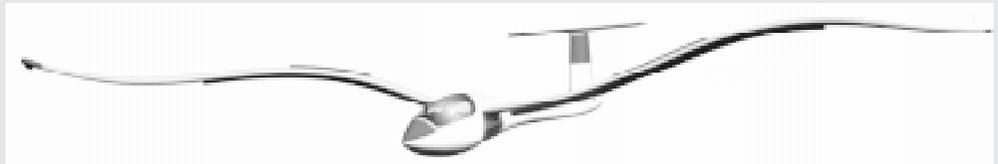
specify that you are
participating in the
SAC convention.

serviced by
the *Airporter* bus
from and to the airport



Plan to spend extra time in Vancouver before and/or after the convention. Should your significant other and/or crew be in need to escape from the seminars, consider the many things to do in Vancouver, most within easy walking distance from the hotel.

- Vancouver Art Gallery
- Robson Square and "Robsonstrasse"
- Pacific Center
- Orpheum Theatre
- Queen Elizabeth Theatre
- Harbour Center
- Gastown
- Chinatown
- Stanley Park — and walk the seawall
- Planetarium
- Granville Market
- Grouse Mountain chairlift
- Trade & Convention Center



SAC Convention Registration Form

Last Name	First name	Ph ()	
Address		Fax ()	
City	Prov, P-code	E-mail	
Quantity	Registration (sessions and video room)	Amount	after 1 Feb
_____	_____	\$30	\$40 _____
_____	Luncheon, Saturday, March 15, Noon	\$20	_____
_____	SAC Awards Banquet & Dance, Saturday, March 15	\$45	_____
indicate your dinner choice: [] Beef or [] Salmon			
All prices include applicable taxes and gratuity.		Total \$	_____
<p>Please make your cheque payable to the BC Soaring Society (Sorry we can't offer credit card payments) Send to: Heidi Popp 10237 – 125A Street, Surrey, BC V3V 4Z6</p>			

workload permitting, conflict resolution will be provided between VFR and IFR aircraft, and upon request between VFR aircraft. A person operating an aircraft in VFR flight in Class D airspace shall ensure that:

- (a) the aircraft is equipped with,
 - (i) radio communication equipment capable of two-way communication with the appropriate ATC unit, and
 - (ii) where specified as transponder airspace, a transponder and altimeter;
- (b) a continuous listening watch is maintained on a radio frequency assigned by ATC.

The new Canadian Air Regulations (CARs) require aircraft to be equipped with Mode C transponders while operating in Class A, B or C airspace and designated Class D and E airspace. In recognition of the impact that equipment requirements would have on glider and balloon operations, the new CARs exempt them from carrying transponders.

It may be possible to establish Class F Advisory airspace around aerodromes where training operations are being conducted. The size of the area will be dependent upon traffic levels and other operations within the TCA. As well, Memorandums of Understanding (MoUs) should be coordinated at the Regional level so that every effort can be made to accommodate all operations.

Bottom line, what does the establishment of Class C and D Terminal Control Areas mean to glider operations:

- 1) Pilots must obtain a clearance from ATC to enter Class C airspace and establish two-way communication with ATC prior to entering Class D airspace.
- 2) Pilots must maintain a listening watch on a frequency assigned by ATC.
- 3) Where Class F airspace has been established for training purposes, gliders are not precluded from entering Class C or D airspace as long as they meet communication requirements.

There is no intent to deny pilots access to Terminal Control Areas. The designation of Class C or D airspace has been made to provide pilots with the level of ATC service that will ensure safe and efficient operations. ❖

ON THE EFFICACY OF GPS

For me, pilotage is part of the joy of soaring. If contests don't measure a pilot's ability to navigate, I'm not interested in contests. If software replaces gray matter, then winning the race is unrewarding.

Richard Carr

New

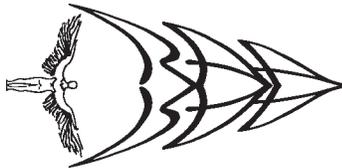
Badge & Record Flying

"an OO and pilot's guide" edition 7

This guide for pilots and OOs is designed to make the business of badge and record flying less error prone and more hassle-free. It's a very useful read. This edition (34 pages with 18 pages of appendices) is current with the new Sporting Code (earlier guides are now obsolete) and has been extensively rewritten and reorganized:

- the guide is now in a punched looseleaf format which will make it easier to amend with occasional notes and page changes.
- several new appendices have been added to assist the pilot and OO: an OO checklist, control procedures for electronic barographs, sample forms, an OO/pilot action flowchart, an OO/pilot questionnaire, etc.

The guide is available at the SAC office for \$6, but clubs are encouraged to bulk order at the lower price \$5 each for 10 since this will save a lot of postage. The guide will be available at the SAC AGM.



RENAISSANCE AERONAUTICS ASSOCIATES

AMO 155-93

Renaissance Aeronautics Associates is pleased to announce the appointment of

ED HOLLESTELLE, Jr

MANAGER – Training and Engineering Development

bringing to the RAA team his years of accomplishment and international experience in sailplane composite repair.

RAA provides complete inspection, maintenance, repair, modification, and refinishing to all aircraft types. We can provide repair design, STAs, metal to metal and advanced composite structural modification or glider repair. Contact RAA for your personal requirements or for your club fleet maintenance needs.

ADVANCED COMPOSITES TRAINING

RAA will soon be opening an international facility for training on the design, manufacture, maintenance, repair, and modification of advanced composite structures. On-site residency programs, for as little as \$55/day, include accommodation, meals, and recreational activities! Call for details.

Wilson J. Boynton, CET, president
RAA Bldg #90, Centralia Airport, Huron Park, ON N0M 1Y0
tel 1-800-817-5545 or (519) 228-7114, fax (519) 228-7015

FAI badges

Walter Weir

3 Sumac Court Burketon, RR2, Blackstock, ON L0B 1B0
(905) 263-4374 email waltweir@inforamp.net

The following badge legs were recorded in the Canadian Soaring Register during the period 1 Sept to 14 Nov 1996.

1000 KM DIPLOME

7	Uwe Kleinhempel	Rocky Mtn	1006.2	Ventus B	Golden, BC
8	David Key	York	1022.2	Grob 102	Mifflin Co, PA

DIAMOND BADGE

88	Trevor Florence	Vancouver
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GOLD BADGE

276	Horst Loeschmann	Vancouver
277	Neil Gegenbauer	Vancouver
278	Eduard Fischer	Vancouver

SILVER BADGE

874	John Watt	York
875	Terry Healy	Toronto
876	Hicham Hobeika	Montreal
877	Bryan Deans	Vancouver
878	Chris Manning	Air Sailing
879	Christine Pfeiffer	Vancouver
880	Calvin Gillett	London
881	Heidemarie Popp	Vancouver
882	Frank Pilz	Vancouver
883	Eduard Fischer	Vancouver

DIAMOND DISTANCE (500 km)

Harold Peters	ASTRA	522.0 km	DG-202	Ephrata, WA
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DIAMOND GOAL (300 km goal)

Eduard Fischer	Vancouver	302.7 km	Mosquito 303	Invermere, BC
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DIAMOND ALTITUDE (5000 m gain)

Neil Gegenbauer	Vancouver	5150 m	Astir CS77	Cowley, AB
Trevor Florence	Vancouver	5730 m	Astir CS77	Cowley, AB

GOLD DISTANCE (300 km)

Neil Gegenbauer	Vancouver	301.1 km	ASW 20C	Invermere, BC
Horst Loeschmann	Vancouver	304.0 km	Jantar	Invermere, BC
Eduard Fischer	Vancouver	302.7 km	Mosquito 303	Invermere, BC

GOLD ALTITUDE (3000 m gain)

Horst Loeschmann	Vancouver	3320 m	Jantar	Hope, BC
Neil Gegenbauer	Vancouver	5150 m	Astir CS77	Cowley, AB

SILVER DISTANCE (50 km)

Andrew Vilkas	York	62.7 km	1-26	Arthur East, ON
John Watt	York	62.7 km	1-23	Arthur East, ON
Hicham Hobeika	Montreal	67.8 km	1-26	Hawkesbury, ON
Bryan Deans	Vancouver	53.4 km	Astir CS77	Invermere, BC
Chris Manning	Air Sailing	62.7 km	Ka6CR	Belwood, ON
Christine Pfeiffer	Vancouver	55.4 km	PIK-20	Ephrata, WA
Heidemarie Popp	Vancouver	107.5 km	ASW 20	Golden, BC
Frank Pilz	Vancouver	113.7 km	Grob 102	Invermere, BC
Eduard Fischer	Vancouver	302.7 km	Mosquito 303	Invermere, BC

SILVER DURATION (5 hours)

John Watt	York	5:48 h	1-26	Arthur East, ON
Patrick Templeton	SOSA	5:16 h	1-26	Rockton, ON
Terry Healy	Toronto	6:42 h	Ka6	Conn, ON
Hicham Hobeika	Montreal	5:17 h	Grob G 102	Hawkesbury, ON
Bryan Deans	Vancouver	5:24 h	Astir CS77	Invermere, BC
Christine Pfeiffer	Vancouver	5:51 h	PIK-20	Invermere, BC
Attila Kardos	Vancouver	5:23 h	Astir CS77	Hope, BC
Frank Pilz	Vancouver	5:06 h	Ka6E	Invermere, BC

SILVER ALTITUDE (1000 m gain)

John Watt	York	1220 m	1-23	Arthur East, ON
Behzad Shroff	Montreal	1280 m	1-26	Hawkesbury, ON
Hicham Hobeika	Montreal	1270 m	1-26	Hawkesbury, ON
Bryan Deans	Vancouver	2320 m	Astir CS77	Invermere, BC
Chris Manning	Air Sailing	1050 m	Ka6CR	Belwood, ON
Christine Pfeiffer	Vancouver	2160 m	PIK-20	Ephrata, WA
Calvin Gillett	London	1036 m	ASW15	Julian, PA
Attila Kardos	Vancouver	2130 m	Astir CS77	Hope, BC
Frank Pilz	Vancouver	1680 m	Grob 102	Invermere, BC

C BADGE (1 hour flight)

2525	Mourad El-Gamal	Montreal	1:59 h	Krosno	Hawkesbury, ON
2526	John Watt	York	5:48 h	1-26	Arthur East, ON

RULES CHANGES FOR NEXT YEAR'S BADGE FLIGHTS

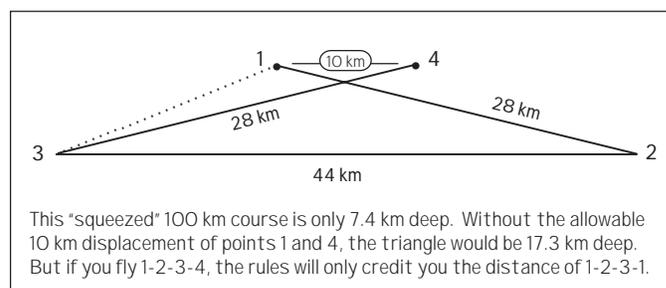
More changes from the FAI effective 1 October 96, but this time no zingers to catch the unwary and ruin a good flight with nitpicking paperwork. As a matter of fact these changes make sense — and make things easier.

- 1 If your film is inadvertently broken or cut (while in the control of the OO) and your OO writes a sufficiently apologetic and explanatory letter, your claim will be acceptable.
- 2 If your turnpoint is off the frame of your picture but it is obvious that you *are* in the correct zone, your claim will be acceptable.

AN INTERESTING STORY ABOUT THE RULES

Did you notice the article by Jim Payne in the June issue of SOARING telling about his 100 km triangle record flight of 235 km per hour? And then did you notice Tony Burton's letter to the editor of SOARING printed in the August issue asking for an explanation of "the course legs crossing" and Jim Payne's reply without an explanation? Well, this is what happened.

The Sporting Code allows for a triangle or out and return flight to have the finish point displaced from the departure point by up to 10 km. If a 100 km triangle is arranged like the diagram below, it can be squeezed so flat that it can be flown on a ridge or in a wave in spite of having to comply with the rule that requires the shortest leg to be at least 28% of the total distance.



Neat trick! I was plotting such a flight on the Ridge. But alas, Jim Payne's claim was rejected by the FAI with the cryptic reason that the distance was less than 100 km.

It turns out that the FAI interprets the rules as saying that the distance credited is from the departure point around the turnpoints and back to the departure point, *not* the finish point, with the additional proviso that the distance actually flown has to be at least as great as the distance claimed. This means that for any triangle or out and return with a displaced finish of up to the allowable 10 km, you are only credited with distance 3-1 if leg 3-4 is more than 3-1. *Leg 3-4 cannot be less than 3-1.* In the diagram above, 3-1 is just over 18 km making the "useable" triangle only 90 km — that's why Payne's record was rejected. If this is so confusing that you don't understand — read it again and study the diagram. If you still don't understand, don't fly any badge or record closed courses with the finish point displaced from the departure point.

2527	Patrick Templeton	SOSA	5:16 h	1-26	Rockton, ON
2528	Alexander Rudy	SOSA	1:15 h	2-33	Rockton, ON
2529	Behzad Shroff	Montreal	3:07 h	1-26	Hawkesbury, ON
2530	Wayne Eaves	York	1:28 h	1-26	Arthur East, ON
2531	Christine Pfeiffer	Vancouver	5:51 h	PIK-20	Invermere, BC
2532	Tony Lowachee	York	1:02 h	1-26	Arthur East, ON
2533	Raymond Buhr	SOSA	1:14 h	2-33	Rockton, ON
2534	Sheldon Rideout	Edmonton	1:16 h	2-33	Chipman, AB
2535	Frank Pilz	Vancouver	5:06	Ka6E	Invermere, BC
2536	Bob D. Hagen	Edmonton	1:10	2-33	Chipman, AB
2537	John Platel	York	1:17 h	2-33	Arthur East, ON
2538	Gary Torgis	York	1:04 h	1-26	Arthur East, ON

Special congratulations to Bryan Deans who completed his Silver badge at the age of 17, to Neil Gegenbauer who completed his Gold badge at the age of 18, and to Horst Loeschmann who completed his Gold badge the day after his 70th birthday!

Trading Post

Personal ads are a free service to SAC members (please give me the name of your club). \$10 per insertion for nonmembers. Send ad to editor, NOT the national office, Box 1916, Claresholm, AB TOL 0T0 tel/fax (403) 625-4563, free-flt@agt.net

Ad will run 3 times unless you renew. Please tell me if your item has been sold sooner. Maximum length is 6 lines, ads subject to some editing as necessary.

single seat

Wanted, Schweizer 1-26, late model preferred. Terk Bayly (519) 538-4262 or fax (519) 599-3664.

Pioneer II, C-GLUV, 35/1. Fun to fly, excellent shape, all rigging aids, nice enclosed trailer. \$6000 obo. Ron McCullough (613) 547-7802.

BG-12A, CF-RCU, 350 h, one piece canopy, reconditioned in 1995, glass trailer, Security 150 chute, portable radio, wing covers. \$7500. Norm Wagner (604) 344-6685.

Ka6E, C-FYGS, 1015 h. Condition impeccable, instrumentation complete incl. vario électrique, vario l'échelle 0 à 1 m/s max, Radair 10 et autre. Pas de roulotte. \$10,000: faite votre offre. Pierre Brousseau (418)627-2025 rés, (418) 563-0248 tr.

HP-11, CF-CMZ, a lovely ship to fly and great for cross-country. Standard class performer for half the price. Full panel incl Varicalc computer. Asking \$12,000. Mike Apps, (403) 436-9003 (H), (403) 435-7305 (W), mapps@nofc.forestry.ca

RS-15, C-FWSE, #43, 873h TT, basic instruments plus RICO vario/audio, encl metal trailer, O2 system with A-14 regulator. Contact Harold Yardy (705) 654-3205.

Phoebus C, C-GAZO, 1050h TT, good condition, oxygen, parachute, good enclosed trailer. \$18,500 (will consider offers). Clarence Iverson, Saskatoon Soaring Club, (306) 249-1420. e-mail ad401@sfn.saskatoon.sk.ca

Jantar Std 1, encl trailer, Edoaire radio, Cambridge MKIV computer, tinted canopy, never broken. \$29,800. Greg Dwyer (306) 586-5493.

Jantar Std 2B #1207, less than 400h. Immaculate condition, no damage history, refinished in '93, Avionic 720 radio/mike, Rico electronic vario, with electronic TE, O2 panel mount, T&B, PZL Vario, dust covers, HD battery, alum trailer. Asking US\$26,900. Contact Paul.Yardy@nt.com or (905) 863 5728 (work)

PIK20B, C-GXWD, carbon fibre, 820h, very good condition, new paint, Ball 400 c/w netto & cruise, Edoaire 720 radio, chute, O2, gear warning. Call Lee at (403) 242-3056 or Denis at (403) 526-4560.

PIK20D, carbon spar, water, O2, cameras, chute, refurbished factory trailer, fresh annual. Successful Sports class record. \$37,500. Brian (604) 467-0020.

Std Cirrus, #22, about 1800 hours, excellent condition, O2, water ballast, final glide computer, parachute, ground handling kit, factory trailer. \$30,000 o.b.o. Stewart Baillie (613) 226-4595 or stewart.baillie@nrc.ca

Std Cirrus, CF-DMW, 660 h, never bent, excellent cond. Radair 360, A14A O2, 3 varios, gear warning, metal trailer. '77 Ford Club wagon, 3/4T 460CID, low miles, A/C, towing package, wired for ground mobile radio. Peravia and Winter baros, Radair 10s, Security 150 chute, etc, all unused for past 7 years. Prefer to sell as complete package. Monty Williams (604) 929-1749.

DG-202/17, 575h, like new, tinted canopy, Sage vario, M-Nav computer, Terra 720 radio, Security 250 chute, O2, Komet trailer. US\$32,000. Francisco Diaz (514) 355-6081 eves.

Ventus B 16.5, #88, 790h TT, very good cond, Winter vario, Bohli vario, Cambridge vario with CNav40 computer, Bohli compass, Dittel ART720 radio, chute, O2, encl Straub alum trailer. Contact Roland Niklaus (514) 694-6785.

Ventus B 16.5 CF-CYP, contest ready with Dittel radio, Zander flight computer/vario as well as a Cambridge and mechanical vario. Komet trailer and many extras including parachute and O2. US\$43,000. Hal Werneburg at (403) 686-6620, westechc@cadvision.com or Rick Zabrodski (403) 271-2654, rzabrods@acs.ucalgary.ca

Ventus B total package: Masak winglets, tinted canopy, M Nav computer, Schuemann CV vario, Becker radio, Bohli, 5-point harness, electronic flap indicator, Garmin moving map GPS, dual battery system, sheepskin cushions, fully sealed, chute, TP camera, O2 /mask/bailout bottle, Cobra trailer with solar vent & battery charger and one-man rigging system. Ground station with long range antenna, King handheld radio. Glider & trailer spares. Andrew Jackson (403) 435-4425.

Nimbus 2B, #156, C-GALA, 340h TT, very good cond, well instrumented, complete custom covers, encl trailer. US\$25,000 Dan Webber (602) 954-6357 Arizona.

Nimbus-2, C-GAJM, 860h. Excellent condition. This is a super performer which loves to be taken cross-country. Factory trailer, full panel including radio, 2 varios, Cambridge computer, Mylar seals, wing and fuselage covers. \$35,000. Regretfully, I can't fly anymore. Available immediately. Mike Apps, (403) 436-9003 (H), (403) 435-7305 (W), email mapps@nofc.forestry.ca

Solaire Canada

Ed Hollestelle (519) 461-1464 p & fx

LX-20 The new FAI standard for stand-alone GPS data recorders \$1995

LX-100 Basic audio vario with averager \$495

ATR720A 760 chan VHF with mounting tray and wiring harness \$1695

SHM1010 Boom mike and wiring (as installed by most glider manufacturers) \$150

LX-4000E S-RAM final glide computer or connects to any GPS (with NMEA output) or connects to LX-20 data recorder \$2795

LX-5000 The ultimate GPS/final glide computer system with moving map display and FAI data recorder \$5995

SSA SOARING CALENDAR

wall or desk, \$16.50 + \$4 P&H
@ SAC office Ont, add 7% PST

miscellaneous

Bohli compass (type 46-mk-1) \$200.00
Winter barograph with accessories \$475.00
Both in mint condition. Price not negotiable and includes shipping in Canada. Rick Zabrodski (403) 271-2654 (evenings), fax (403) 271-1311 or email rzabrods@acs.ucalgary.ca

Varicalc vario \$375. Gilles Séguin (514) 377-5737.

CVS 50H Vario Cambridge, 10 knot scale with speed ring & ext on/off dual range (1/2, 1) switch. A simple elec vario. *Newly overhauled.* \$180. **CPT 50MN Vario** Cambridge, 10 knot scale, triple range (1/2, 1, 2), dual sensitivity, TE adjust. No flask req'd. \$375. Cambridge **AV 10 Audio** external audio (no tone on down), plugs into either vario above. \$50. Tony Burton (403) 625-4563.

Canopy and frame complete for Blanik L13, good condition. Marty Slater (403) 481-3866 eves.

Trailer, encl alum with all rigging for SZD-55. Solar roof top charging panels, excellent road handling, easily adaptable for other sailplanes. US\$4000 Paul Nelson (519) 821-0153.

Free ads on the Internet, "Soaring Trader" is a web site for soaring buy & sell ads. Reach the world with your ad (photos can be attached to listing): <http://www.agile-graphics.com/trader/>

Rocky Mountain Soaring Centre

is closing due to medical reasons. Selling all equipment and accessories. Aircraft for sale: two Blaniks, Ka6E, LS4a, Pawnee 235, Citabria 7GCBC. For a detailed list call Uwe Kleinhempel at (604) 344-6665, fax (604) 344-7933.

suppliers

REPAIRS & MAINTENANCE

Sunaero Aviation Glider repairs in fibreglass, wood, & metal. Jerry Vesely, Box 1928, Claresholm, AB TOL 0T0 (403) 625-3155 (B), 625-2281 (Fax).

INSTRUMENTS & OTHER STUFF

Instruments for sale — best prices anywhere. Call for list and prices for vario, altimeter, airspeed, T&B, g-meter, compass, radio, etc. Lee (905) 840-2932 H, evenings only.

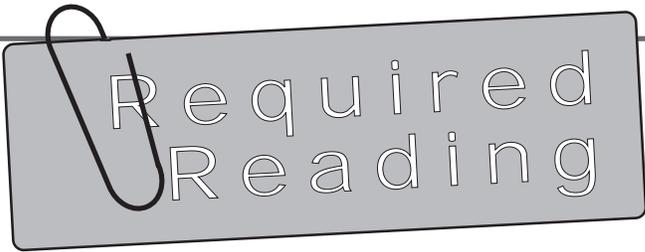
magazines

SOARING — the monthly journal of the Soaring Society of America. Subscriptions US\$43 second class. Credit cards accepted. Box E, Hobbs, NM 88241-7504. (505) 392-1177, fax (505) 392-8154. Email: 74521,116@CompuServe.com

NEW ZEALAND GLIDING KIWI — the bi-monthly journal of the New Zealand Gliding Association. Editor, John Roake. US\$32/year (seamail). Private Bag, Tauranga, NZ. Email: john@roake.gen.nz

SAILPLANE & GLIDING — the only authoritative British magazine devoted entirely to gliding. Bi-monthly. BGA, Kimberley House, Vaughan Way, Leicester, LE1 4SG, England. £16.50 per annum. fax 0116 251-5939.

AUSTRALIAN GLIDING — monthly journal of the Gliding Federation of Australia. US\$34.80 surface mail, airmail extra. Payable on an Australian bank, int. money order, Bankcard, Visa, Mastercard. Box 1650, GPO, Adelaide, South Australia 5001. fax (08) 410-4711. Email: AGeditor@gfa.on.net



Required Reading

Here is information from Jim McCollum on a lot of activities that have been happening in the background that will have both near and long term effects on our sport.

RECENT SAC ACTIONS ON AIRSPACE

- A chairman for the Airspace committee was appointed in the spring of 1996. The position had been vacant for some time, despite considerable effort on the part of the board to recruit someone.
- The Board of Directors had a special conference call dedicated to the issue in July. Directors were to contact clubs in their respective zones to ascertain problem areas.
- The president spent considerable time discussing the issue with concerned members, the board and the Airspace chairman.
- The SAC National office started to receive conflicting information on the issue — from “this is the end of soaring” to “there is no problem”.
- The SAC executive director contacted and met with relevant Transport Canada officials to discuss the concerns of the gliding community.
- In August, the president wrote to Gilles Rodrigue, Director General Air Navigation System at Transport Canada, raising the concerns of the gliding community.
- The SAC office arranged a meeting in Ottawa with Rodrigue (who is now moving to a senior position in NavCan). SAC was represented by the president, the executive director, and the Airspace committee chairman. As a result of this meeting:
 - Rodrigue wrote to the Regional Superintendents of Airspace in NavCan, encouraging them to accommodate the needs of the soaring community where possible. He also wrote a note to Pierre Pepin regarding airspace.
 - Transport is writing a note on airspace for *free flight*,
 - a senior representative of Transport Canada will make a presentation on airspace at the SAC AGM in Vancouver.
- The office is continuing to liaise with Transport Canada headquarters on the issue to make sure that they fully appreciate the concerns of soaring pilots.

THE NEW RECREATIONAL AVIATION POLICY

This proposal, published in June 1996, is an effort by Transport Canada, in consultation with the recreational aviation community, to overhaul its approach to recreational aviation. It reflects, in part, a concern that recreational aviation has been declining, and there is also a concern that the existing regulatory structure is ill-equipped to deal with some recent innovations in recreational aviation. Finally, there appears to be a desire (from both TC and the users) to shift some of the regulatory responsibility back to the users where it can be conducted more efficiently and at less cost.

The immediate outcome of this process is that an office has been established within TC dedicated to dealing with most (all?) aspects of recreational aviation and a new organization, the Canadian Sport Aviation Council (CSAC), has been established. There appear to be inconsistencies among the objectives of the “New Recreational Aviation Policy” and other TC objectives in the areas of airspace, user fees, medical standards, etc.

CANADIAN SPORT AVIATION COUNCIL (CSAC)

CSAC is the child of the Recreational Aviation Review Project — referred to until recently as the “technical committee” in documents for or by TC’s Recreational Working Group or Steering Committee. (It was almost called the Sport Aviation Committee until we pointed out that its acronym was already in use in the aviation world and could cause some confusion.)

CSAC is now, or is about to be, incorporated. Its immediate objectives are to:

- develop industry standards for ultralights and advanced ultralights,
- make recommendations regarding the development of a new ‘sportplane’ category of aircraft,
- make recommendations regarding the decertification of older aircraft so they can be treated as the equivalent of amateur built aircraft regarding maintenance and parts replacements,

- play a role (unspecified) in resolving various amateur built aircraft issues.

In its early deliberations, CSAC has focussed on ultralight issues, and SAC hasn’t played a direct role in CSAC for several reasons:

- CSAC’s immediate concerns are not relevant to soaring,
- SAC is already thinly spread and there would be a problem in attending meetings,
- the CSAC members are not particularly knowledgeable of, or interested in soaring,
- CSAC will be financed by its members, and although there may be some initial government assistance, it would be difficult for us to take on a commitment to help finance another organization.

We should be concerned that when it comes to the delegation of authority to deal with a variety of regulatory issues (aircraft certification, licensing, overseeing examinations, etc.) the government will look to CSAC. I have let people at Transport know that we would prefer direct delegation of responsibility rather than through a third party. I noted that SAC is well ahead of CSAC with a long established structure and committees to deal with soaring-related issues. Thus it would be difficult to see how we could gain. There would be a needless duplication of effort and the associated expense to us.

Our approach has been to monitor developments with CSAC but not become closely involved (we are an indirect member by virtue of our ACC membership).

MEDICAL UPDATE

I attended recent meetings on 12–13 November of Health Canada’s Category IV Medical Working Group. Our principal objective was to preserve the self-declaration version of the Category IV medical for glider pilots.

While it is premature to say that our objectives were achieved, there were encouraging signals to this effect.

return address:

Soaring Association of Canada
Suite 101 – 1090 Ambleside Drive
Ottawa, Ontario K2B 8G7



SAC Clubs

MARITIME ZONE

BLUENOSE SOARING CLUB
Ron Van Houten
17 John Brenton Drive
Dartmouth, NS B2X 2V5
(902) 434-1032

QUEBEC ZONE

AERO CLUB DES OUTARDES
Gérard Savy
16 Placae Valmont
Loraine, QC J6Z 3X8
(514) 621-4891

ASSOCIATION DE VOL A VOILE CHAMPLAIN
Sylvain Bourque
820 des Grosseilliers
Boucherville, QC J4B 5S2
(514) 641-1766

CLUB DE VOL A VOILE DE QUEBEC
Gilles Boily
12235, Mgr Cooke
Quebec, QC G2M 2M5
(418) 843-8596

MONTREAL SOARING COUNCIL
Box 1082
St-Laurant, QC H4Z 4W6
(613) 632-5438 (airfield)

CLUB DE VOL A VOILE MONT VALIN
3434 Ch. Ste Famille
Chicoutimi, QC G7H 5B1

ONTARIO ZONE

AIR SAILING CLUB
Christopher D. Manning
417 Lakeshore Road East
Oakville, ON L6J 1K1
(905) 849-4596

ARTHUR GLIDING CLUB
10 Courtwood Place
North York, ON M2K 1Z9

BASE BORDEN SOARING
Box 286
Borden, ON L0M 1C0

BEAVER VALLEY SOARING
Doug Munro
187 Chatham Avenue
Toronto, ON M4J 1K8
(416) 466-1046

BONNECHERE SOARING
Iver Theilmann
7 Hoffman Avenue
Petawawa, ON K8H 2J4
(613) 687-6836

CENTRAL ONTARIO SOARING ASSOCIATION
Keith McKenzie
21 Princess Street
Markham, ON L3P 1K4
(905) 294-2148 H
(416) 490-7156 B

ERIN SOARING SOCIETY
Box 36060
9025 Torbram Rd
Bramalea, ON L6S 6A3

GATINEAU GLIDING CLUB
Rick Officer
1085 St. Jovite Ridge
Orleans, ON K1C 1Y6
(613) 824-1174

GUELPH GLIDING & SOARING ASSOCIATION
G. Ritchie
259 Cole Road
Guelph, ON N1G 3K1
(519) 763-7150

LONDON SOARING SOCIETY
Sue Eaves
185 Canterbury Drive
Dorchester, ON N0L 1G3

RIDEAU GLIDING CLUB
Box 307
Kingston, ON K7L 4W2
(519) 285-2379

RIDEAU VALLEY SOARING
Box 1164 (served by machine)
Manotick, ON K4M 1A9
(613) 489-2691

SOSA GLIDING CLUB
Pat O'Donnell
74 Lincoln Avenue
Brantford, ON N3T 4S9
(519) 753-9136

TORONTO SOARING CLUB
Stephen Foster
10 Blyth Street
Richmond Hill, ON L4E 2X7
(905) 773-4147

WINDSOR GLIDING CLUB
Eric Durance
785 Bartlett Drive
Windsor, ON N9G 1V3

YORK SOARING ASSOCIATION
10 Courtwood Place
North York, ON M2K 1Z9

PRAIRIE ZONE

GRAVELBOURG GLIDING & SOARING CLUB
Mark Jalbert, Box 213
Lafleche, SK S0H 2K0
(306) 472-5668

PRINCE ALBERT GLIDING & SOARING CLUB
Keith Andrews
219 Scissons Court
Saskatoon, SK S7S 1B7
(306) 249-1859 H
(306) 933-7498 B

REGINA GLIDING & SOARING CLUB
Bryan Florence, Box 4093
Regina, SK S4P 3W5
(306) 536-4119 or 545-3366

SASKATOON SOARING CLUB
John Toles
45 Churchill Court

Saskatoon, SK S7K 3W9
(306) 652-7909

LAKEHEAD GLIDING CLUB
Hans Schulz
98 Vera Avenue
Thunder Bay, Ontario P7A 6T6

WESTMAN SOARING CLUB
2615 Rosser Avenue
Brandon, MB R7B 0G1

WHEATBELT SOARING CLUB
Douglas Campbell
Box 101
Sovereign, SK S0L 3A0
(306) 882-3738

WINNIPEG GLIDING CLUB
Susan or Mike Maskell
489 Lodge Avenue
Winnipeg, MB R3J 0S5
(204) 831-8746

SWAN VALLEY SOARING ASSN
Sam Namaka
Box 1827
Swan River, MB R0L 1Z0
(204) 734-3404

ALBERTA ZONE

CENTRAL ALBERTA GLIDING CLUB
Jerry Mulder
4309 Grandview Boulevard
Red Deer, AB T4N 3E7
(403) 343-6924

COLD LAKE SOARING CLUB
Randy Blackwell
Box 2108
Medley, AB T0A 2M0
(403) 594-2171

CU NIM GLIDING CLUB
Keith Hay
7 Scenic Glen Gate NW
Calgary, AB T3L 1K5
(403) 239-5179

EDMONTON SOARING CLUB
John Broomhall
1040 - 107 Street
Edmonton, AB T6J 6H2
(403) 438-3268

GRANDE PRAIRIE SOARING SOCIETY
Box 22044
Grande Prairie, AB T8V 6X1
(403) 539-6991

PACIFIC ZONE

ALBERNI VALLEY SOARING ASSN
Doug Moore
RR3 Site 310 C6
Port Alberni, BC V9Y 7L7
(604) 723-9385

ASTRA
Christine Timm
9280 - 168 Street
Surrey, BC V4N 3G3
(604) 589-0653 H
(604) 574-4141 B
(604) 574-4907 F (school term)
(604) 581-7456 F (summer only)

BULKLEY VALLEY SOARING
Ted Schmidt
Box 474, Smithers, BC V0J 2N0
(604) 847-3585
(604) 847-2231

EAST KOOTENAY SOARING CLUB
Mike Cook
509 - 5 Avenue
Kimberley, BC V1A 2S8
(604) 427-5471 H
(604) 427-5563 F

PEMBERTON SOARING
Box 725,
Pemberton, BC V0N 2L0
Peter Timm (604) 589-0653
Rudy Rozsypalek (604) 894-5727

ROCKY MOUNTAIN SOARING
Uwe Kleinhempel
Box 1306, Golden, BC V0A 1H0
(604) 344-6620 H
1-800-268-SOAR

VANCOUVER SOARING ASSN
Hans Baeggli
Box 3251
Vancouver, BC V6B 3X9
(604) 434-2125 H
(604) 278-2533 F