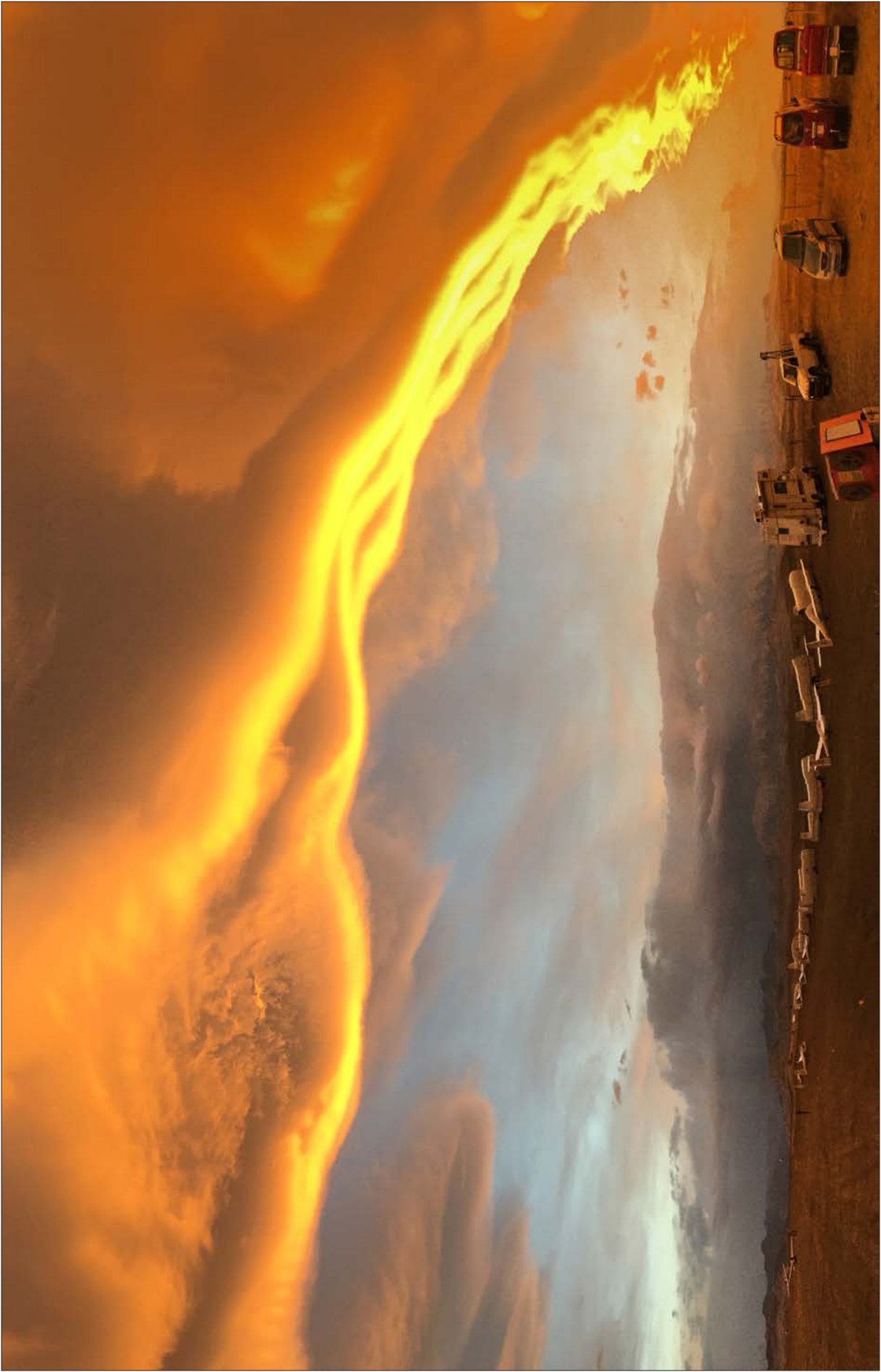




2016/1

free flight fibre



Priorities

Doug Scott, SOSA, Editor, Freeflight
Bill Cole, TSC, Photo Editor & layout

Please Help Us Make freeflight Continue To Be A Meaningful Part Of Your Soaring Experience

Tony Burton wished to retire from editing freeflight, a position he held for many years, ably assisted by his partner, Ursula Wiese. I have written a few articles for the magazine over the last 20 years, all of which were edited by Tony. I have some writing and editing skills, but no experience in using the programs required to prepare things for the printer or to deal with photographs, so I offered to step in and asked for help from someone with print layout qualifications. Three people responded, I thank you all, and I decided to work with Bill Cole from Toronto Soaring, because we have a long friendship, and he lives close by. We began in summer 2015 assuming that we would get some dual time working with Tony, and we asked for and assembled some contributions, but due to time constraints, Tony edited and set the type for the issue. Bill and I worked on the last issue of 2015 with Tony's guidance and Ursula's help proofreading.

We were new at this, we had a very steep learning curve, and many miscommunications. The issue was delayed about a month. The two of you who volunteered to help should be grateful that I chose to work with Bill, and not you. Bill reminded me of a trip we took five years previous, from Toronto to North Battleford, Saskatchewan, for the Nationals, where I would be the CD and he would be the Club Class Champion. He drove, I navigated, and after I had taken us, needlessly, through Chicago's O'Hare Airport, twice, during morning rush hour, ending up heading east instead of west, I asked Bill if he were upset with my performance. He said, "No, I came into this with very low expectations." Apparently his feelings continue to this day.

As we struggle to put the magazine together, we really need your help and your input. Please send us your thoughts and ideas, your stories, and your photographs. If we don't have enough Canadian Content, we have to re-print articles from other magazines. Sometimes that helps us learn, but it would be great to have more news from home. D.S.

I agreed to help Doug as the layout person, and Photoshop editor. InDesign, like other Adobe products is difficult to learn. I have had experience publishing scientific papers and had an idea how much work this was going to be, but this took some time. I used to get a joke email from Doug every couple of weeks. Now I was getting six plus a day. Through Tony's guidance, patience and 17+ versions we finally got the first issue off to the publishers.

A word on photos.

Photoshop can be used to fix minor issues with a good photo but a low resolution, over exposed or out of focus photo is never going to look great. Take lots of pictures and keep the best ones. Uncompressed tiff format is best while jpg or png are OK if the file is large. Images on computer screens only show resolution of 72-100 pixels per inch so an image may look OK on your phone or computer but when printed it looks grainy. For print, 300 pixels per inch or higher is best. A single column, two column or front cover image should be ~933, 1915, and 3051 pixels wide respectively. File sizes will vary depending of the shape of the image but the single, double and cover images are going to be in the order of 4, 9 and 16 Megabytes (MB).

When you are sending multiple photos for possible publication they don't need to be very big (680-800 pixels is fine). When we have finalized which images we would like to use then we need the higher resolution version. Often email attachments are limited to 25 MB so the best way to submit multiple high-resolution images is via some online file share site like Google drive, Drop box, iCloud or via email one at a time.

Photos can make a story and we are lucky so many are willing to share their photos so don't steal them. Maria Szemplinska took many of the photos in the last issue. She has spent much time and expense to get these photos, in some cases renting a plane to get an aerial shot (see Cover Image 2015-4). If you'd like to use Maria's photos please contact her via her web site <http://www.neetka.ca/>

Thanks to Doug for taking this on. Thanks to all who contributed stories and photos. Please keep sharing your experiences, accomplishments and learning moments. B.C. ❖

free flight

vol libre

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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Cover Photo. Sunset on 9 October at
the Cowley fall wave camp.
Photo ©Phil Stade

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From The Editor freeflight 2016/I

Well, here is the second issue produced by Bill and I. This is a lot more complicated than my last journalism job at the school newspaper, where they made me editor by default because I was the only guy in senior year who could spell "Wednesday." Or "February." We have a variety of topics this time, which we hope that you will find interesting. If you don't find them interesting, the remedy is for you to submit your own stories to us.

On page 23 John Toles speaks about managing an efficient AGM, one which gives positive results to motions submitted for voting, and leaves time for the fun stuff. On page 7 Herrie ten Cate tells us about the Vintage Sailplane meet in Harris Hill, well worth the trip. On page 8 Paul Chafe describes his unsuccessful attempt to win a bottle of Scotch, and on page 10 Pavan Kumar celebrates his successful badge legs. These are followed by a notice on page 12 from Tony Burton on how to obtain a book to help you get your badges, Scotch, whatever the motivation is to go cross-country. There is a great validation story for a small club getting a boost from Youth Flight Canada on page 13 and and there is another such story on page 18. David Donaldson's SAC safety report on page 15 helps us learn from the bad things that happen to others. Dave follows that on page 19 with an interview with a retired pilot, focusing on how the fellow managed to fly safely for many years. On page 8 we have a reprint from Soaring Magazine, about Aeronautical Decision Making (ADM). We often refer to the acronym SOAR (Situation, Options, Action, Repeat.) As Joerg Stieber notes at the end of Paul's story, applying this might have gotten him home. Many of our contributors speak of having a goal, either for each flight or for the season. We should all have such goals. It will make us better pilots.

Final Glide Notices: Some magazines print obits, long and short, of friends and associates who have passed on. I have written obits in this magazine for Chuck Keith, Doug Bremner and Dugald Stewart. After I spoke at Chuck's service, Steve and Olga Burany said I was so eloquent that they wanted me to speak at theirs, when the time comes. I keep my biography of Poppa Steve up to date and I have Olga call me whenever he sneezes. My favourite obit was for my old friend Hans Berg who passed away while walking back to the flightline from his spring check ride. So much for having a current medical. We were standing at SOSA one day when the Mynarski Lancaster flew by, low. A kid said how proud it made him feel, and Hans said, "Son, when I was a boy, a thousand of those flew over my house every night."

This topic was prompted by an email that I got this from an old friend. *"Are you still involved with Freeflight? If so, please don't print an obituary when I croak. Some time ago they wrote an article about me, I told Tony that it could serve as an obituary. Incidentally there were a few errors in that article - but then I was not exactly cooperative in providing information. In any event, who cares. (Ed. Note: Especially if you are dead already.) Incidentally, my wife received an ad from Beachwood Cemetery today - should I be worried? It sort of reads like a travel brochure - higher prices for a plot with a view, etc. Did you ever read The Loved One by Kingsley Amis?"* For those of you who missed it, they run out of burial plots and they fire the Loved Ones into space. I am going to book my friend his final glide with the Perlan Project. I think he would like that. So, when someone passes on, please tell us about them, maybe including a special photo.

Still In The Circuit: My wife works for The University of Guelph, and they feature stories in their newsletter about ordinary faculty and staff who may have accomplished something noteworthy or have an interest outside of work that is worth hearing about. As noted above, David Donaldson interviews a retired pilot. I would like to see you submit stories, long or short, about interesting characters you have known. We have members with all kinds of exciting jobs such as firefighters, university profs with unusual research, or hobbies such as Joerg Stieber's beekeeping or Ian Spence's part time job as an opera singer. All you airline pilots must have some great yarns to share with us. Surely when having a beverage after stacking the hangar you talk about more than flying. Ask your friends what they have been up to, then send it to me. Change the names and places if you have to for security reasons. ❖



SOARING ASSOCIATION of CANADA

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

free flight is the official journal of SAC, published quarterly.

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

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

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 communicate with their Zone Director.

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

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

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10

March, June
September, December

ASSOCIATION CANADIENNE DE VOL À VOILE

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

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

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

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

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

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

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

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mars, juin
septembre, décembre

Farewell from Tony and Ursula

The 2015/3 issue of *Free Flight* was number 191 and the last to come out of our house since Ursula, then I, began editing *Free Flight* in 1981. It was a great run and I thoroughly enjoyed the job, but it was time to pass it on to fresh hands.

Our new team of Doug Scott as editor, and Bill Cole as the layout guy with the software skills, took over with the last issue of the year. Give Doug your full support in keeping *Free Flight* the fine magazine that it is, and let him know what you are doing at your club that is of interest or value to others across the country. Doug and Bill have found that the learning curve is steep but I will be looking over their shoulders for a little while to assist and to kibitz.

Thanks to Ursula for her always expert copy proofing. Each page was read character by character three times – I couldn't have done it! And there is hardly a gliding history question you can ask that doesn't have an answer in Ursula's *The Book of the Best*. (SAC website Main Menu, then Historical Data).

Thanks also to all the photographers and authors who took the time to contribute stories or even a bit of filler material – the magazine depends on you for its content. Beginning in 2013, the magazine has been prepared in colour on all pages, even though the printed version is still greyscale except for the cover. The on-line PDF on the SAC website is therefore all colour, and you can see the photos in all their glory.

Make use of the 86,500 word "searchable" index on the webpage – it is a very useful resource – *Free Flight* contains a lot of valuable information that does not go out of date: safety and training issues, soaring technique, etc. and the history of the sport in Canada (people, contests, gliders, events). It's all available with a few key strokes.

Always give the SAC office and *Free Flight* changes to your address, phone number, e-mail, or contact person for clubs, committees, etc.



Burton

Aeronautical Decision Making (ADM)

by Stephen Dee, Soaring Safety Foundation Trustee

This article appeared in the November 2015 issue of Soaring, the SSA magazine. It has been edited for brevity.

In this article, I will review the basics of ADM, and how it can be learned and taught. First, consider the pyramid of the 4 underlying skill sets that promote good decision-making. The platform upon which all good flying resides is Technical Proficiency. This is the sum total of all your stick and rudder skills, accumulated knowledge, and overall physical readiness for flight. As you might suspect, your Technical Proficiency changes from season to season, and in fact, from day to day as you learn, and later forget, pieces of knowledge. (FARs, Pilot Operating Handbook Ops Limits, etc.) Also, since flying is a physical skill, continuity and competency pretty much go hand in hand. Since many of us fly our gliders seasonally, it makes sense that we usually fly much better in mid-season than we do on the first flight of the year. Practice makes us better!



Fig 1. Decision-making skill sets

Next up is Leadership and Team Building, which are obviously of great importance for multi-place crews, but not very applicable to single pilot operations inflight. However, during assembly, staging, and aerotow, even single pilots need to work as part of a team. To promote good team building, meet all the members, let them know your needs and goals, and specify limitations. Some examples might include warning an assistant that the wings or tail section are especially heavy, or that wing tips should not be pulled on during staging. Another important team to build is with your tow pilot; have a face-to-face briefing that includes important factors like your wing loading (dry or ballasted?), a discussion about Density Altitude effects, and which runway (hard surface or parallel grass?) should be used. Moving up the pyramid further, we find Effective Com-

munication. You might be the Ace of the Base when it comes to keeping the string centered and finding lift, but if you cannot communicate with others, you will be relegated to a rather small effective audience of one. Good communication requires a closed loop between sender and receiver, with feedback that can verify the correctness of the message sent, and that it was understood as intended. Remember that the majority of communication, and barriers to it, are found in non-verbal cues such as body language. With no physical presence, such as during radio communication, tone and pitch are very influential.

Now comes the issue of Situation Awareness, often abbreviated as SA. It is the sum of your current orientation in space and time, to include things like where you have just been, where you are now, and where you are going. Said another way, SA includes an accurate perception of what you just did, what is happening right now, and what you want to have happen in the near future. SA is important because it is here that Threat Perception and Threat Detection take place. If you get that prickly doubt, that feeling sometimes described as "hair standing up on the back of your neck," that something is not quite right, it could be that your SA is either slipping or trying to tell you something. We like to say that "Doubt means Danger," so when you have doubt, look around, and make sure you have a good handle on your SA. Some of these doubts could be in the form of ambiguity or confusion, preoccupation with a non-flying task in the cockpit, or simply not communicating with yourself (yes, many pilots "self-talk" while they fly, either verbally or silently.) Other doubts that are red flags to the degradation of SA might surface in the form of rushing (it never helps!), violating Standard Operating Procedures or Pilot Operating Handbook limitations, or interrupting or disregarding normal habits or checklists.

Keeping up good SA will allow a pilot to identify threats and counter them before they can escalate into something beyond control. Incidents and Accidents are usually accompanied by at least two of these red flags that were not identified, that lead to a situation beyond the ability of the pilot to correct. Keeping good SA will allow pilots to take in accurate information, assess the current circumstances, and make effective decisions. So, now that we understand the principles, let's review a possible example incorporating SBT.

Our scenario will be planning and conducting a 750 km FAI triangle out in my favorite location of south central Utah. The soaring forecast is for cloud bases above 18,000 ft MSL, with lift of 8 kts or better. The triangle is planned as a take-off from Parowan, to the first turn point to the southwest of Parowan, a mountain peak known as Pine Valley, continuing north to Ely, NV, then east to Skinner Peak, with a return to Parowan, for a total distance of 780 km. The early lift in Parowan is weak in the valley, but gets better up to 14,500 ft over the high ground to the southeast. Virga is present and avoided by a speed run to Pine Valley, followed by a long climb in good lift to 17,500 ft, north bound to Ely, NV. SA is challenged by two walls of virga with a safe valley passage that requires a dog-leg off course, but the lift is worth it.

⇒ p 25

International Vintage Sailplane Meet

Herrie ten Cate, SOSA

IVSM 2016

Gliders, especially vintage gliders, have an aesthetic appeal that is undeniable. This summer, you'll be able to see beautiful gull winged gliders from the 1930s thermalling together with other vintage and classic ships over Harris Hill, New York at the International Vintage Sailplane Meet (IVSM), which will be happening from July 9-16. Many of the gliders you see will have been recently restored to their former glory. Vintage gliders are those built before 1958. Classic gliders are considered to be built after this time frame...when composites started to take over from the wooden and fabric gliders.

I've attended the meet numerous times over the years with CF-ZAJ, a 1942 LK-10A. It has always been a tremendous experience. There's nothing like waiting for a tow with 4 other LK-10s...a very rare sight when you consider these gliders are well over 70 years old.

Harris Hill is the location of the National Soaring Museum and is considered the cradle of American gliding.

The actual site is gorgeous and the event is very well organized. There's on-site camping and meals and excursions are also put on by the organizers. Over the years, I've met people who worked in the factory where

my LK was built, had long discussions with an elderly gentleman who used to work for Howard Hughes, toured the Schweizer factory and listened to the some of the early pioneers of gliding tell us their stories first hand. If you enjoy history and seeing these beautiful gliders taking to the air, this is an event worth attending and you don't have to bring a glider to participate.

If you do take a vintage or classic glider across the US border...keep in mind the old instruments. The last time I took CF-ZAJ across, I set off the "dirty bomb" alarms. Nothing like sitting in your car and watching half a dozen very concerned and heavily armed Homeland Security officers approaching my car like salivating attack dogs. They all had this look like they finally had something to do and I was the centre of their attention. After keeping my hands on the wheel and in plain site, I explained that my yellow and blue submarine was actually a WW2 glider that I was taking to the IVSM at Harris Hill. These border crossings have sensors to detect radioactivity. The old instruments used radioactive paint to make them luminous. After a lengthy discussion, I was allowed on my way. This year, I'll be prepared for a similar welcome to the US. A minor inconvenience for being able to participate in such a great gliding event.

For more information:

<http://www.vintagesailplane.org/ivsm/>

<http://vintagesailplane.org/classic.shtml>

Hope to see you there...



LK10 at SOSA



Dave Pantton

CF-ZAJ summer 1962, Gananoque Airport



Dave Pantton

CF-ZAJ November 1962, Gananoque Airport

The Final Mile

Paul Chafe, SOSA

This year I've made four serious stabs at 300km, with three landouts so far. Many thanks to Gary, Bob, Margaret, Antoine, and Farid for the various retrieves. My ostensible target is my Diamond distance badge, however what I'm really after is claiming from Tom Butts the bottle of Scotch for a +300km flight in a Junior that he robbed me of last summer. Thus I have been doggedly taking up Juniors rather than getting checked out and doing it in the LS4 like any sensible pilot would.

My declared course was SOSA-Flesherton-Embro. I came to the field Friday to put SXN together after Thursday's landout, and it was too good to not fly again. I launched at about 12:30, but the sky was booming at 11:30 and my philosophy is always to get up as soon as possible and get going. Juniors aren't that fast, so having lots of time is paramount, and as the days get shorter now that it is mid-August, that is becoming harder to do.

Lesson 1: Leave as soon as possible.

I connected with a good thermal, rode it up to 4200 and off I went. The flight was uneventful all the way to Flesherton, with conditions getting better. My first decision point was that I had to make that first turnpoint in 90 minutes, or else I'd just turn around and fly back to SOSA. In fact I was over Flesherton at 98 minutes - 10% slow but I decided to go for it anyway. I found a good thermal just north of the turnpoint and rode it up, but by the time I was on my way out of Flesherton I was about 20% slow.

Twenty percent slow is really too slow, but the day was really going by then, with lots of good cu, so I pushed on. The best I hit was 7.1 on the averager, cloudbase at 6200, and I had to push over hard to keep it from sucking me into the cloud. I streeted that a bit, which was nice. However it was also getting later, the clouds were getting higher and sparser, and I knew I was running out of day. About 3.5 hrs, now west of Kitchener I was getting low, and the sky down towards Embro wasn't looking too promising. I knew I'd never make it there and back to SOSA. I wasn't even sure I could make the next cloud on course. I diverted 90 degrees to a cloud I knew I could make and met some hotshot in a ship with winglets. I didn't get close enough to see who it was, but I did briefly outclimb him (well, he probably had water on board), before he vanished in the general direction of York Soaring.

Lesson 2: Fly anywhere you need, to stay up.

It was a small diversion, but it was a large decision. I decided to abort the task and come home. I gave the Kitchener CZ an ample berth and came around until I could start my first ever calculated final glide. It was looking quite good, but then I noticed I wasn't making the glide rings on my map at the required altitudes. I found a few weak thermals, but they didn't seem to be

much help. In fact the IGC files show I was drifting backward nearly as fast as I was going up, so my glide was improved only marginally by using those thermals.

The whole time I was desperately searching for SOSA, and felt a tremendous satisfaction when I saw it, just a tiny patch of green, dead ahead on course. Unfortunately, it was a tiny patch of green that didn't seem to be descending in the windscreen, though it wasn't definitely going up either. It looked - I could convince myself - that if I just held steady I'd bump down on the threshold of 03 without having to crack the spoilers. Or maybe not.

As I said earlier, I noticed that I hadn't been quite making the carefully calculated altitudes on my glide rings, and, to make matters worse, while I'd been gone some diabolic genius had replaced all the lovely plowed fields of May with several feet of corn. I watched Max land the towplane. The altimeter continued to unwind. The last landable field slid under my left wing. Now or never...The landout was a heartbreaking 3km short of SOSA. When I got out I realized I'd landed downwind, which meant I'd been gliding upwind, which explained why I hadn't made the glide circles. I had tried to estimate the wind prior to final glide, but clearly got it wrong. Dave Springfield saw me from Highway 8 and dropped by to make sure I was OK. I was, but jeeze, 3km! Bob and Margaret came and collected me.

Going over the IGC file, my best estimate is that I would have piled it into a cornfield about 500m short of the runway had I kept going, so this was the right decision. The key to making it was having a hard and fast decision point to either know I could make the field or commit to the landout.

Other lessons from this flight:

- My abort decision was good. Had I better estimated the wind and/or given the Kitchener CZ less of a berth (I had lots of room) I would have made it home just about perfectly.
- Both the wind and the wide CZ avoidance cost me about 4km in distance on final glide. I wasn't using XCSoar as I want to concentrate on flying (plus I need a sunlight readable screen), but this tool would have solved both problems.
- I've been conservative on McReady settings (1.5 - 2.5) and probably should be more aggressive. My target speed was a minimum of 60 and I averaged 58, which would do 300km in just over five hours. However I should be able to get 75 out of a Junior, and I knew I'd have to be lucky to get 5 flyable hours, as I left at 12:30 instead of my target time of 11:30.
- Thermal accept/reject. IGC shows I definitely took a couple of thermals that just weren't good enough to be helpful. It's hard to say "no" to lift, especially when it looks like nothing else is coming up soon. However, the game is about distance, and distance takes speed.
- It was close! FAI distance was 250km. Had I launched at 11:30, I would have had another hour in the air, and would have likely made not only the airstrip but the whole 300 km.

Next time! ❖

Thanks to all of you who make SOSA possible. Every time I launch I remind myself what Leonardo DaVinci would have given to soar.

(Ed.Note: At SOSA, DaVinci would have to give \$180.00, tax included.)

Joerg Stieber added these comments to Paul's story.

It was the easterly wind and resulting lake effect off Lake Ontario that did Paul in. I actually had a very similar experience in July.

* It is important to be aware of the wind direction throughout your flight. Good indicators are smoke, flags, windsocks and active runways on airports you overfly, ATIS of airports nearby (Kitchener 125.1), wave direction on bodies of water

* If you are consistently falling below your calculated final glide path, one or more of the input variables must be wrong (i.e. wind!). In any case, you are not going to make it.

* Easterly winds bring in lake effect from Lake Ontario. with cold lake air flowing in at low level, cutting off thermal activity. On days with easterly winds it is better to set a task with the final leg from the north. This gives you the opportunity get high enough to punch through the dead air around SOSA. ❖



Paul Chafe



Paul Chafe

Season Four: Silver, Gold, and 3 Diamonds

Pavan Kumar, CFI Lethbridge Soaring Club

I was able to advance very quickly in the soaring world, partly because I came into it with some experience in paragliding and I already had a private pilot licence. It really boils down to hours and effort. I came out every weekend and flew several times each day, then spent on average 4-6 hours a week training on a high-def simulator at home just so I could master soaring, winch, aerotow, upper airwork, ridge soaring, thermals, etc. I also read several websites, books, and watched a lot of youtube for the coaching. I believe that pouring yourself 100% into a goal helps you get there a lot sooner, then you just maintain that skill set. I hope that this story helps motivate people to fly, and really be as passionate as I am about it. I don't really learn any faster than anyone else, I just drop all my distractions and put a lot of hours into teaching myself something. Example: this past month I started flying power aircraft again after nearly 3 years off. I installed MSFSX, got out that simulator again, had to get a new computer to run it at higher realism settings so I could practice tailwheel flying. It was unrealistically difficult. I was then signed off on tailwheel aircraft after one hour flight time with an instructor. I learned to fly gliders in Saskatoon. John Toles was very supportive and converted me from power to glider, got me towing, and also helped me train through the winter, via simulator, to be an instructor when the club needed instructor help. He's been a great promoter of the sport. I enjoyed flying with him a great deal.

I dreamt about soaring in the mountains even before I started soaring in 2012. I just didn't know it would happen so soon. In the fall of my second season gliding, my first full season as an instructor, I moved to Lethbridge Alberta and joined the newly formed LSC. They hadn't yet flown their Schweizer 2-22 and needed an instructor. Being keen, a partner and I bought a Libelle 201B. That first season, 2014, saw no Libelle flights with LSC. As the club's only instructor, my top goal became to train another instructor. At the end of that first season, Geoff, our club president, was both licensed and then attended the instructor course. Yet, the hope for more solo time soon faded. LSC flies only Saturdays, I work some weekends, not all weekends have good weather, and I also had to do my share of instructing. The club needed more time to grow. The 2015 season saw 3 Libelle flights with LSC and a few at the ASC wave camp. Though some of these were fantastic flights that qualified for badges, I hadn't submitted the claim form.

The freedom of a self-launcher is a dream. I felt it was too expensive, I was too inexperienced, and I feared my club would accuse me of leaving them. I still had school debt, little experience with owning and maintaining an aircraft, no experience with a flapped ship, and if the weather was good I might be faced with deciding between instructing with the club or working on my personal flying skills in my own glider. But I longed to learn!

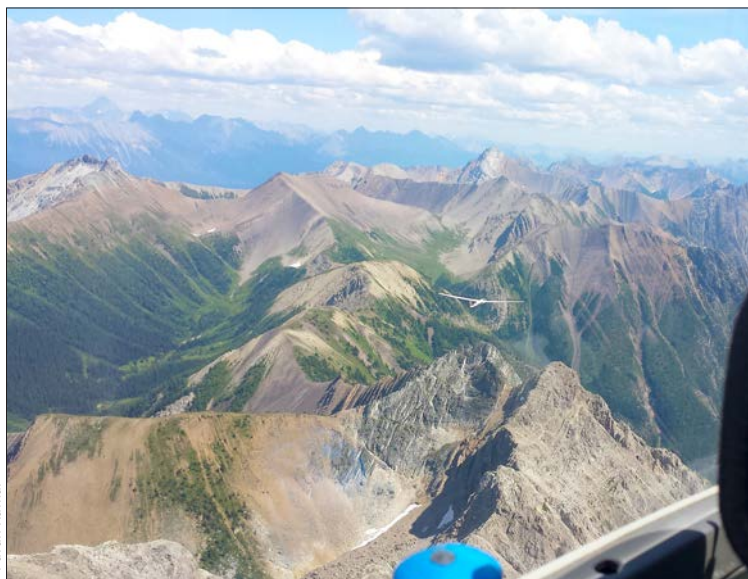
I started talking with Tim Wood, an experienced pilot who flew from Pincher Creek, about flying in the Rockies. He flew a DG-400, a self launching glider, and spoke of every way it enabled him to do great flying. My appetite couldn't have been greater. When I heard a rumor about a really good DG-400 that might be for sale, the words kicked a huge boost into the turning gears of my mind. No question this was a perfect storm of opportunity: Owning the same model glider as an experienced pilot flying the same area; an AME that knows the engine and craft already; and the potential for mentorship from someone flying an identical ship was priceless. The more the gears turned, the less I could sleep. I made the only choice that matters when you have a goal in mind: Soaring is my passion and this might be an opportunity of a lifetime. A house can wait, I need to soar the Rockies. A couple months later I had a loan and a road trip to pick up my DG-400.

Getting the glider was a huge step. I still had to learn to fly it before Tim Wood arrived for a month at Pincher Creek. This was a lot more glider than I'd ever flown. I tried a few weekends for an aerotow at CuNim but weather disagreed each time. My first flight was a self-launch at Pincher Creek with some much appreciated ground support. That launch and the prep could be another story, but the feeling was like my first solo all over again. I was very green when Tim came out, having perhaps only a half dozen flights in my 400, but I was ready to try to follow him.

Our first flight together was my first venture into the mountains. We just flew alongside the Livingston Range. Though we barely saw each other, hearing Tim's position and altitudes in those conditions gave me confidence that it was safe to tiptoe ahead, always aware in a glider you're still on your own, making your own decisions on how far is safe, and what outs you have with your skill set. The next flight was far more than a tiptoe – I launched close behind Tim and stayed close. Tim led us to Crowsnest Mountain and down the continental divide. The ridge was working that day, but Tim's radio was not. In punchy lift I got low along the divide and lost track of Tim. He was ahead of and above me somewhere. The full length canopy let a bonfire of sunlight through without hesitation to add to the sweat dripping into my eyes, a sharp contrast to the parched tongue in my mouth. Tim didn't have FLARM. While polishing a jagged peak my head whipped up and over, counter to the glider's turns, searching him out to no avail. Airsickness owned me. Stick in my right hand, bag in my left, I squirmed up above the peaks feeling lucky to get out. Then one broken transmission changed everything: "I -- -- -- Elko." This was a moment of truth. I was alone in the middle of the Rockies. I had learned a lot in these two flights. The ridge was working yet there remained a hilly forest expanse upwind before the next ridge. The Elko waypoint wasn't even in my Oudie. Perhaps it's a moment every pilot knows. Everything that happened so far was behind me: Time to reset myself. This was a new moment. Am I scared and lucky to get out, or am I brave enough to seize the moment? I turned west. Tim had waited for me and when we got close, helped me slip through a gap in the ridge onto the front face. Bliss.



Our two DG-400's at Elko, Tim Wood preparing GETW



Flying together



GYRE above the Livingston Range headed to FL270

The glide home was disorientingly simple. A single tall thermal from the Elko ridge, a single glide downwind. I arrived high over Pincher to land. Tim landed shortly after and congratulated me on crossing the Rocky Mountains. Somewhere between disbelief and validation, squarely spent, I had to de-rig from what I thought would be my last flight with Tim. His visit was winding down and he'd decided this would be his last season at Pincher Creek. He would sell his DG400. My mentor for two of the best flights I'd ever had was soon to be gone. I was heartbroken after a high. I'd been very lucky. Two days later I'd still not recovered from that flight. Retching and being overheated with a long day certainly can dehydrate you. No matter that I had been continuously sipping my water I only had downed a half liter in the air, another few cups right after landing. Then the phone rang, it was Tim.

The weather was improving over the next few days and despite still recovering, I couldn't pass up another chance to fly with Tim. Westerly winds with good thermals. "Want to fly the Columbia Valley? We could launch from Elko," was the offer. No hesitation. "Absolutely!" Tim wasn't able to rig alone, and I wasn't ready to fly an unknown place alone. Together we made the perfect safari team.

Elko is a private grass strip surrounded by forest a few miles from the ridge. We rigged Tim's glider the evening before and the morning was dewy with an east breeze. I went a little early that morning to rig my 400. "As soon as the wind turns west, the ridge will be working," Tim told me when he arrived. Our AME, Scott, also came to help us launch. It was a treat to see Tim backtrack down the runway with Scott holding his wingtip. I followed with my wing wheel, tense with anticipation. Launching a few minutes behind Tim, we each tagged the start and met on the ridge heading north.

Like Tim, I always want a goal in order to push myself on each flight. When you miss a goal you often learn something and learning something is what makes for a satisfying flight. Sometimes if you make the goal too easily, it's not as satisfying and you don't learn quite as much for next time – it might not make you any better. The day's plan "A" was to go as far north and back as possible, but declare Elko-Golden-Elko as Plan "B". Regardless, I was happy to be on my first Safari and another opportunity to fly with Tim!

The flight remains etched in my mind. I'd never flown so far or so long before. I felt great, never tired or sick. I could see Tim most of the flight headed north, scooping out bowls and hopping ridges. Each new gap came with jaw dropping glides with this new ship. Each new ridge had its own character and spectacular scenery. Tim occasionally would tell me the name of the ridge and landmarks we'd fly by. Part way up we separated a little as I gained more confidence. There were a few gliders high near Invermere that we greeted on our trek. It wasn't until Mount 7, above the paragliders, that I realized my rookie mistake. I'd set the turnpoint at the airport in the middle of the valley. Again Tim was a patient mentor who waited as I detoured out to tag it before

chasing him north. The weather was closing in so we turned back and started south independently. The return felt faster with new confidence. Ridges felt like familiar friends I'd just met on the way north, gaps like you'd run and jump them with arms flailing and breath held. Fires burning in the valley west of us gave rise to tubes of smoke drifting east obscuring the view ahead. Arriving at Elko in the evening, visibility was so poor we couldn't hope to see each other as we leapt south to the Galton range. This low and heavily forested confluence of ridges confirmed a faith in theory as we swiftly flew low to the US border before turning North again. On my victory lap along the ridge I experienced how fast I could go while the vario smoothly beeped higher despite the aggressive speed. The average for the day ended up just over 100kph thanks to those final speedy passes. Total over 8 hours, over 775km.

Upon landing, there was much celebration. With the help of a great mentor I'd not just reached the next badge distance, I'd shattered it and gone on to the one after that. I wish everyone the boon of an encouraging mentor who happens to be an OO. Thus, as my first claim, all three badges were complete less the Altitude gains for Diamond and Gold.

Being very fortunate to have these flights with Tim, the season was not yet over. The ASC wave camp was yet to come where the Libelle did see another few flights. Canada's Diamond Badge mine, Cowley Alberta, didn't fail to deliver. Several pilots had spectacular flights with myself visiting FL270 to FL280 on three separate days and successfully claiming the Diamond Altitude to complete the 3 Diamonds. Not bad for one season. I'm still a novice anticipating some more great flying this coming season. Never for a moment will I forget that I took the opportunity of a lifetime and had the support of a great gliding community. Weather dependent sport is a life choice – do everything you can to be ready to take the opportunities that come your way. Thank you for the great flights, Tim. ❖

July 18th, 2015: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-1538990217>

July 21st, 2015: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=-1271195405>

Oct 12th, 2015: <http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?flightId=1596950121>

minutes behind Tim, we each tagged the start and met on the ridge heading north. Over 8 hours, over 775km.

A Great Deal On a Great Reference Book

Freeflight often prints stories of glider pilots who have made cross-country flights that are interesting, record-breaking, or personal bests. An example in this issue is the story of how Pavan Kumar got a bunch of badges in one flight. Here is an opportunity to get a book which will help you prepare for such flights, and if you are not so inclined, it will at least make for very interesting reading, and will be a terrific conversation starter when left on the coffee table.

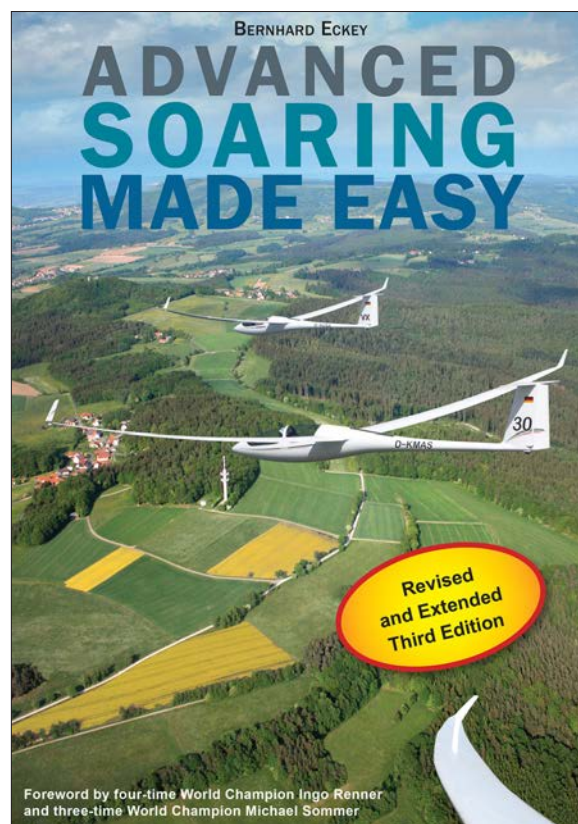
Advanced Soaring Made Easy,

the revised and extended 3rd edition, by Australian senior instructor and head coach Bernard Eckey, is currently the world's leading book on gliding. It gives real practical help for the ambitious glider pilot, with a wealth of information on basic theory, flight preparation, technique, competition, equipment, mental preparation, outlanding, ridge and wave lift, safety, and of course, advanced skills. It is written in a very conversational style which makes it easy reading.

The chapter on meteorology is particularly complete, dealing with important issues of soaring weather, and especially the prediction for soaring conditions for the day ahead. Using practical examples, the author makes this difficult subject easily understandable and even explains numerous other relevant weather related issues such as sea breezes, convergence lines, etc.

The book is 432 pages with 180 figures, 20 tables, and over 160 photos. The book is available in Canada from Tony Burton. It is still \$65 plus postage (which depends on your postal code, and it can be \$13-18). This is still a real bargain – the price from the US dealer is over \$100 Canadian plus shipping these days. (And this was written before the exchange rate plunged below 70 cents.)

There is a club deal that is still on offer. If someone in any club can get 9 buyers lined up, Tony will have the distributor in Germany ship a box of 10 direct to them, thus avoiding the postage cost to individuals, and the club gets a book for free. A club can e-mail Tony for details. t-burton@telus.net ❖



Freedom's Wings Canada

provides people with disabilities an opportunity to fly

website <http://freedomswings.ca/> click on the "contact" button for information

Freedom's Wings offers both "Inspirational" Glider Flights & "Flight Training". Our program strives to improve the quality of life for persons living with disabilities by providing a physically and intellectually exciting and challenging introduction to flight.

Freedom's Wings brings the world of Soaring to disabled persons. Gliders are equipped with Transport Canada approved hand controls and allow qualified disabled persons to earn a Glider Pilot's License

Editor's Note: In 2004 when I was at York Soaring, I got involved in the Freedom's Wings program. At the time they were flying a Peregrine, a Krosno derivative, and my main contribution was that I continually broke the hand control for the rudder, which in my mind was a useful indicator of a flawed design, and in their opinion, it was cause for being grounded. I have always enjoyed the feeling that comes from being able to take someone for their first flight, and I have participated in many COPA for Kids and EAA Young Eagles flights. In the Guelph and Waterloo areas these are often dedicated to disadvantaged youth such as foster children. There is a special thrill when the passenger is differently abled, and therefore less likely to be involved in such activities. Many years ago, at SOSA, Tom Coulson and I figured out that we needed to remove the canopy from a G-103 in order to facilitate getting a paraplegic passenger into the glider. Please see freeflight 2003-5 for articles about Marlowe Horn's first flight. It was inspirational to have been with her and her family.

I continue to support the program, and I met my partner, Laurie Arnott (in photo below), through Freedom's Wings. Here is a story of how a club got involved, and it is followed by a passenger's report.



Doug Scott

Geoff Minors, President, Lethbridge Soaring Club

It was a very long drive from Alberta to York Soaring in Ontario to collect FNUO. It all started when Pavan Kumar, the club's CFI talked to me about this Grob fitted with hand controls and after several conversations with Charles Petersen and a club meeting, I was on the way to York with my son to collect the Freedom Wings Youth Canada Grob 103. On the way back my car had a bearing fail on the serpentine belt near Moose Jaw on a Sunday afternoon. My goal was to get it back to Cowley for Monday for the last day of the ASC summer camp and use the tow planes for our first flights so that myself and the other instructor could be back seat checked out. I phoned Pavan and told him I was stuck in Moose Jaw and would not make it to Cowley on Monday. He then phoned around to see if anybody would drive to Moose Jaw and collect us and the glider so we could have it for Monday. George Haeh arrived with a borrowed truck at 10:30pm. We left my car in Moose Jaw and set off home to arrive home around 4:30am. The glider got to Cowley on time and we managed to get four flights in. Thanks to the efforts of the Lethbridge Soaring Club.

The Lethbridge Soaring Club has 11 members so far, we are only two years old and we fly out of the well-known Cowley airfield. The members are very dedicated to making the club grow. To get the opportunity to lease the Freedom Wings G103 was a great way to promote the club and give something back to the community. A big "thank you" to Charles Petersen to make this happen.

We are now looking for donations so that we can get disabled people in and out of the glider safely and to improve the facility for this operation. Any help we can get will be really appreciated.

Please visit our webpage www.lethbridgesoaring.ca we also have a facebook page LSC - Lethbridge Soaring

The photo below (page 14) is a group photo on the Monday when we had FNUO rigged and ready for the first flight at Cowley.

We are winch only using the ASC Roman winch, we have two training gliders now, a Schweizer 2-22 and the Grob Twin Astir T. I also wrote a blog on how I got my silver this year which maybe of interest. <http://gsminors.blogspot.ca/2015/05/saturday-may-23-2015-task-cowley-to.html?pref=fb>.

What Soaring Means To Me

Kary Wright

Imagine that you are free as a bird. You are a mile high, silently circling on a beautiful clear spring day, gaining altitude every turn. Slightly below you there is another sleek engineless aircraft taking advantage of the same thermal (a pocket of rising air). You gently move the joystick left and right, banking the aircraft to try to hit the centre of the rising air. You glance at the instruments being mindful of airspeed, rate of climb, and the other



glider. The more altitude we gain the longer we stay up! Your instructor, a friend in the back seat, is getting great photos of the other glider that is piloted by another club member. You see and fly with birds, and climb to the base of puffy cotton-ball clouds. You notice tiny dinky-toy cars creeping along a highway, and little towns a mile below. You constantly remain aware of your location, so you can always make it home. Two hours later, you finally give in and head toward the airfield. You steer around the traffic pattern, your instructor making the radio calls and operating the spoilers to lose altitude.

You watch your speed, adjusting it by raising and lowering the nose. You line up on the runway, gently pull back on the stick to "round out" as the field nears, and grease the landing! What a perfect day!

Soon after, you are confined to your cumbersome electric wheelchair. You are no longer a pilot. You are once again a quadriplegic, dependent on help from others. But you have tasted two hours of total freedom, soaring with birds and other pilots, silently sailing the sky from cloud to cloud a mile above those poor earthbound creatures that know not that experience. Nothing can wipe the grin off your face or replace the memory.

That is soaring to me.



Hütter 17

Some days the sun shines



David Cole

Southern Ontario fun in SZD-55

Some days not so much



Kerry Kirby

Friday the 17th of April. Waves less than 1 foot. High tide at 2 (grid time). Best fishing time at 11:00 pm

SAC 2015 SAFETY REPORT

David Donaldson, SAC Safety Officer

This year ALL CLUBS submitted a safety report. A big thank-you goes out to all the safety officers for their hard work, helping to pull all of this together. We had some really good analyses by the safety officers, and this data enables the Flight Training and Safety Committee (FTSC) to provide valuable input to the soaring community and to ultimately improve the safety record of soaring in Canada. For the 2015 season we had reported 11 Accidents, 158 Incidents and 0 fatalities. This is across 24 clubs with a total of 1,009 members and 19,155 flights. With such a large number of incidents, I have chosen to keep this report to a summary and a list of accidents. The detailed list of both accidents and incidents will be available on the SAC website. See page 14 for a summary of Incidents and Accidents by category and by phase of flight.

All in all, we had a very lucky year, in the sense that there were a number of accidents/incidents that could have easily developed into fatal accidents, most notably a towplane upset that was the result of an elevator not being connected during rigging. The glider pilot in this accident should be commended for his quick thinking and creative problem solving that prevented a tragedy. A second towplane upset started to develop but once again, the glider pilot in that scenario released before it developed into something worse.

We did have a disturbing number of rigging issues, some that resulted in damage and others that did not. Of biggest concern are those that were not caught before launching the glider. In one case, the main pin holding the wings was not locked and a couple of other incidents were missing the total energy (TE) probe. Are things being overlooked as aircraft are readied for take-off indicative of a trend of pilots who are not paying close enough attention to the small details?

We had one case where a tail weight was loose and caused damage; multiple pilots had commented on a noise coming from the tail end of the glider and yet it continued to fly. When finally investigated, this aircraft was very close to having the horizontal stabilizer broken off – so are we collectively becoming complacent or forgetful or is our training deficient? In any event, we see this as an area of potential improvement. While we rely on our machines to perform in flight as advertised, our machines rely on us to ensure they are in top working order, whether that is through maintenance or ensuring our aircraft are properly rigged. Both man and machine need to be in top working order for a successful flight.

On the good side there were a number of reports where observant crew (both pilots and wing runners) were alerted to an issue enabling it to be dealt with in a timely fashion, thus breaking the chain of events. We had nu-

merous incident reports of things like a tail dolly left on, a tool near the rudder pedals, or missing TE probe that were caught before the aircraft took off thus preventing a more serious incident or accident later in the flight.

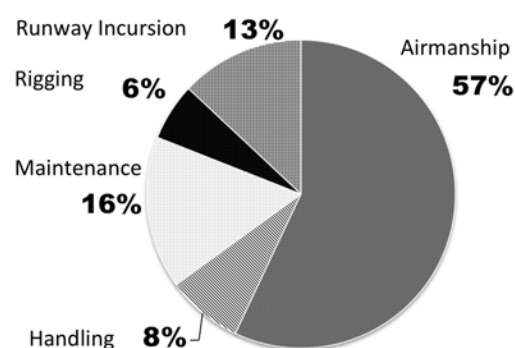
I have broken down the accidents and incidents into categories as well as phases of flight (see charts below). The vast majority fall into the Airmanship category. This is not too surprising since aircraft design has come a long way and we have solid procedures in place. In short, we know what we are doing and we have good equipment. Now if we can up our game on the Airmanship front, then we should really be able to produce some tangible results.

Also not surprising, take-off and landing are still where the majority of problems are occurring. We are looking at basic physics; close to the ground we have less room for error. While we will never change the fact that the majority of accidents happen close to the ground, we can try to mitigate the probability and severity. I was surprised to see the number of runway incursions this year as well as the number of near-misses in the air, even a reported drone conflict on a take-off.

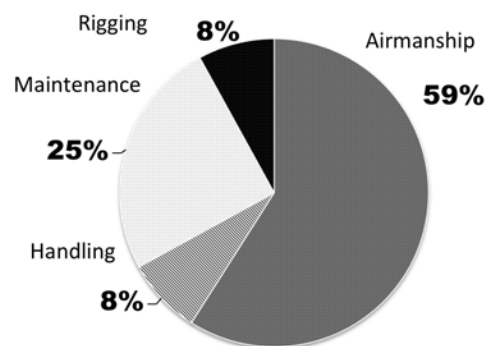
Below is a short list of lessons learned that we can glean from this year's experience:

- When experienced pilots fly together particularly instructors the, PIC needs to be determined before the flight to deal with real emergencies. Two hands on the controls or no hands on the controls can be disastrous.

Incidents by category



Accidents by category



- Some wing runners are not performing adequately, while others alerted the pilot and averted a potential accident. FTSC will post a suggested training package on SAC web site.
- More careful flight preparations and inspections are required including use of double checks such as Critical Assembly Check (CAC) and Positive Control Check (PCC). There is a great safety brochure from BGA "Is your glider fit for flight" available on SAC website, in the docs/pilot resource section.
- When a pilot suspects a problem with an aircraft, investigate thoroughly!
- There should be extra emphasis on Airmanship early in season particularly during take-off and landing. FTSC will make a training package available with latest information on Airmanship. See also "Dealing with emergencies" workshop on SAC website, Docs/ Instructor resources section.

As much as the annual safety report process is focused on identifying what went wrong to prevent those mistakes in the future, we also need to celebrate what went right, especially when that corrected a previous omission or error. We are not perfect and to think we could obtain perfection is, well, in my opinion, naïve. We can, however, through open and honest communication be alert to a chain of events developing and therefore correct them before they develop too far. The simple act of a wing runner alerting a pilot that a canopy is not properly locked offers an opportunity for early correction, before the aircraft starts to roll, and could save a life. When that did happen this past summer, the pilot locked the canopy and the flight was completed without further incident.

Most accidents are a chain of events that often start before the pilot leaves home. That last minute e-mail from work, or dealing with an issue with one of the kids or spouse, or you are delayed getting to the field and start to rush through your preparations. You are flustered and quite frankly getting a little annoyed, small things start to bother you as you rig your airplane and cannot find the safety pin for the control connections... and so the chain develops, or specifically, a chain of events that has the potential for disastrous outcome. The earlier we can recognize that chain developing the sooner we can correct, and usually that early correction is minor.

Fly Safe

Note from the Flight Training & Safety Committee

The following is a compilation of all the reported accidents from all glider clubs across Canada. The reports have been edited for brevity and to remove any identifiers as the intent of this report is to provide a learning opportunity for the reader, not assign blame or fault. The comments in italics are observations by the FTSC offering potential ways to help prevent similar events in the future. All of these observations and conclusions are based on the information available at the time of writing and though they might not perfectly match the reported incident,

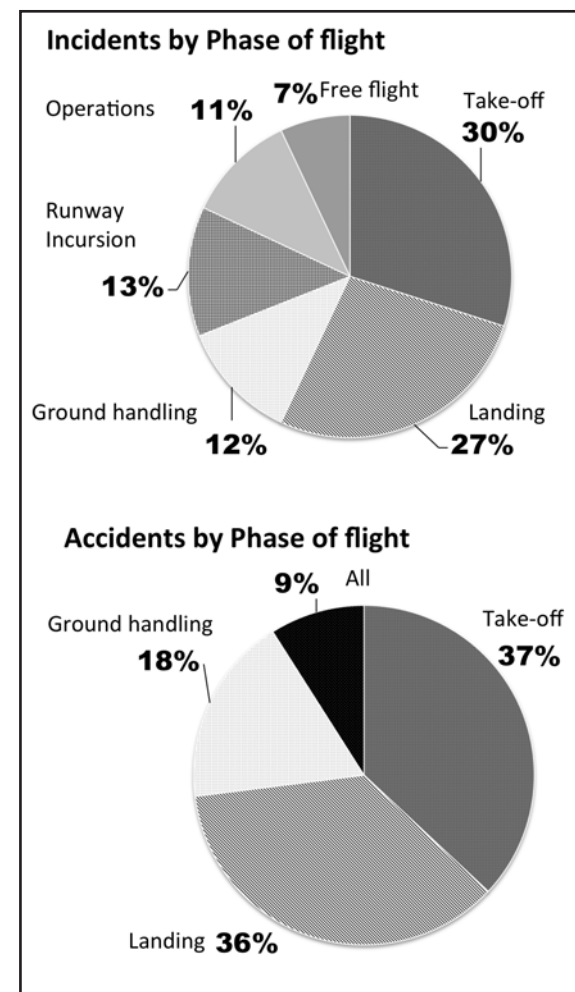
they never the less can be applied in future situations to mitigate the probability and severity of future potential incidents. Please feel free to contact the National Safety Officer or any member of the FTSC for more information.

Editor's Note: The following accident reports are not complete explanations of what happened and how the pilot responded to the problem. They illustrate in general terms what was observed. Rather than question exactly what happened I suggest that you accept that something bad occurred at that phase of flight, and that you think about how your airplane is maintained, rigged, and inspected, and that you ask yourself that IF something similar happened to you, would you recognise it early enough to react properly, and would you be able to concentrate on flying the aircraft safely while exercising your options.

Accidents

Elevator not connected – Towplane upset during take-off

Glider was assembled, ailerons and flaps positive control checked, the procedure was interrupted and the elevator was not checked. Pilot reports having difficulty with the locking clip on the elevator. The glider ballooned up to approx 200'AGL, the pilot released and used the flaps for pitch control and continued to a safe landing. The towplane incurred damage to the engine, propeller, motor mount, rear fuselage tube structure and



tail wheel assembly. Both pilots are fortunate to have walked away without injury. The Glider Pilot should be commended for his quick thinking and actions. Use of Positive Control Check (PCC) and Critical Assembly Check (CAC) reduces the possibility of this type of incident. In contest environments often it is required the wing tape be signed as evidence of a second inspection before the glider will be allowed to be launched. It is these double and triple checks that catch these oversights before they become critical. The British Gliding Association (BGA) produced a wonderful Safety Briefing "is your glider fit for flight" available on SAC website, in the docs/pilot resource section.

PIO on landing On landing, glider flares too much and gets into a climb. The pilot closes the air brakes and lowers the nose. Another flare is done but too late, the glider hits the ground and goes into a climb again. The same happens two more times. Fuselage is damaged in multiple places and the glider has been written-off.

General training issue and common problem when landing with too much energy. More air brake tends to make the glider less likely to balloon on flare (hence closing the air brake amplified the problem). Does your club train different scenarios and how to recover from a PIO on landing scenario?

Towplane nosed over A towpilot landed on the south side of the runway, as there were gliders ready for take-off on the north side and one two-seater glider who landed before the towplane. The pilot landed normally but nosed over at the end of the roll out. At the end of the roll out the pilot reported feeling the aircraft pulling to the right and tried correcting with left rudder and then left brake. The tail lifted slowly and the aircraft nosed over.

Operating tail dragger power planes on grass carries its own set of risks. The risk of nose over is ever present. A landing nose over can develop quickly from a number of factors, not the least of which the pressure to keep the operation running efficiently, let's not let that pressure justify extra and unnecessary risk.

Runway excursion - winch exercise #2

Note: this was the third such incident during Winch Exercise #2 at this club during spring check flights. This flight was flown by two instructors for the purpose of spring check flights.

While performing a low level simulated winch failure exercise, the glider climbed to the briefed 300-350 feet and released from the winch. Normal glide attitude was established and a 180 "tear-drop" was executed. Realizing they were too high and running out of options, the PIC applied full spoilers and sideslip to attempt to reduce height. The aircraft landed and was unable to stop before reaching the end of the runway. The PIC purposefully ground-looped the glider in an attempt to stop before the ditch. The aircraft exited the runway, skidding sideways into the ditch and fence.

This exercise is being reviewed. General recommendation is landing ahead especially if there is a headwind. The BGA has done extensive analysis of what can go wrong and recommendations for winch emergencies are highlighted on their web page safety section. The SAC workshop, "Dealing with emergencies", also deals with options for short field landing of modern gliders with very effective air brakes. It is posted on SAC website under Docs, Instructor Resources.

Loose tail weight – damaged AC Aerobatic two-seat trainer, it was discovered that a tail weight that had come loose and had substantially damaged the tail and was close to breaking the horizontal stabilizer off. The aircraft was disassembled and sent for repairs. A loud "clunking" noise was noted on several flights for some time before the source was discovered. A question posed by the club SO in his report: (among others) Why did we continue to fly an aircraft with an unexplained noise?

Alarm bells should be going off when this type of incident occurs. Unusual sounds, vibrations, or handling needs to be investigated after the flight on the ground as in almost every case there is something seriously wrong with the aircraft. Listen to the whispers so you do not have to hear the screams.

Loss of directional control on landing

Solo student landed with a crosswind, lost directional control and impacted the tailplane of a parked towplane. This was a solo student pilot with six flights on type. Pilot was not familiar with the aircraft and failed to activate wheel brake.

In general, are we encouraging our students to solo too soon before they have demonstrated safe handling for adverse conditions such as crosswinds and emergencies? For learning curve purposes we use good weather conditions to train student pilots. Do we have a reluctance towards dual for more challenging conditions once soloed? Remember your license is a license to learn, flying is a life long learning experience.

Rope break – spin Canopy opened on lift-off. At 1000 feet glider separated from tow and did a 1.5 rotation spin to the right. Recovered and did a wingover entering a low, slow, left hand circuit. During a sharp left-hand turn to final, glider stalled impacting ground with left wing.

Turbulence is a contributing factor here. The course of events is an example of how things can unravel quickly and dramatically. See SAC workshop "Dealing with Emergencies" that addresses this scenario. It is posted on SAC web site under Docs, Instructor Resources.

Tail damaged on landing Glider tail was damaged on landing, taken off line for the season for repairs.

In general, over rotation on landing may be caused by too slow an approach or an approach with full air brake resulting in a high rate of descent. A practice of landing "on the numbers" can also be a contributing factor here.

⇒ p 25

New Program at SOSA From Youth Flight Canada

by Dave Springford, SOSA

Thanks to a donation to Youth Flight Canada Education Fund, a Standard Jantar 2 glider was purchased for a youth program at SOSA. The glider is based at SOSA and available to qualified youths to fly cross-country and in competitions at minimal cost. The primary goal of this program is to introduce younger members to the wonders and challenges of cross-country soaring and racing. In many European countries, there are large youth teams as a result of getting young people into cross-country flying much earlier in their flying careers. At the recent World Junior championship, some phenomenal flights were posted by junior pilots. One of the youngest competitors was 17 and he won a day in his first ever Junior Worlds. Much of the success these countries have in glider racing is a direct result of easy access to cross-country gliders for their younger pilots.

The largest annual cost for this program at SOSA is insurance for the glider. To cover this, donations were solicited from club members. As a registered charity, Youth Flight Canada Education Fund is able to issue charitable receipts for tax purposes for all donations. In its inaugural year at SOSA, the Jantar was flown by 4 youth members for a total of 30 hours during the season. This is a good start that we plan to build on in the coming years.

In the first year, we learned some important things about the equipment. The trailer for the Jantar is a standard 1980's vintage homebuilt trailer, and as such had all the common "gotcha's" with that generation of trailer and required three to four people to rig the glider each day. Thanks to el Nino, and the resulting warm weather, Luke Szczepaniak and I, along with help from youth members A.J. Wilson and Patrick McGuire were able to spend several weekends in November and December addressing many of the issues. Both the young men brought some important skills to the job. Patrick is a welder and metal worker and was able to take parts to his school shop and do some fabricating. A.J. is a woodworker and made up and installed new guide rails for the fuselage



On course

dolly. The trailer is now set up like a modern trailer and will require only two people to rig the glider. This should certainly contribute to the Jantar doing more flying in the coming season.

At the beginning of the 2015 season when the glider was first purchased the radio would not transmit, so Luke and I installed a new radio in the glider and at the same time installed a donated Flarm Core and Flarmview. At SOSA, all the towplanes and club gliders have Flarm and we felt it important to also equip the Jantar with a Flarm.

There is a definite "greying" of our sport as the average age of club members continues to go up, as we grow older and fail to bring youth in to join us. It is hoped that this program can be a first step in developing more youth soaring in Canada.

The Youth Jantar

James Balasch

I have often heard club members bring up the question "How do we keep our younger members?" It is my belief that the answer to this question is: By helping to keep them flying. This past summer I had the experience of flying the Youth Team's Jantar, a glider that's sole purpose at SOSA was get the junior members flying as much as possible, for as cheaply as possible. The basic idea was you paid a flat rental rate per day, and paid for tows. What this translated to was a glider that the longer flown, the cheaper per hour the flight became. For most of SOSA's junior pilots who are in high school, university or college, this fact was very much appreciated.

Operating a team glider also has had its own requirements. At the beginning of the summer the Jantar radio was RONLY, needed some technical adjustments, and trailer organizing, so some grunt work was required. Under the guidance and generosity of the club and some senior members, many of these tasks were taken care of.

While I can't claim to have completed any amazing flights, I was able to broaden my skills in efficient rigging and de-rigging, cross-country navigation, realize the importance of final glide and have the humbling lesson of carrying out my first off-field landing. The purpose of the Jantar was to get junior pilots flying, build their cross-country skill set, and get them more involved with the club.

⇒ p 21



James after landing out at Nixon

SAC Member Profile: Jan Juurlink

Interview by David Donaldson, GLGC,
SAC National Safety Officer



Jan on final at GLGC, 2012

Editor's Note: This is the first in a series of articles written by David Donaldson, the SAC National Safety Officer, who will help various senior members of our soaring community share their experiences and their perspective on flying safely. His first interview is with Jan Juurlink, who gave me my instructor check ride in a Krosno when I joined GLGC. Because of David's involvement in the SAC Flight Safety program, his interviews will focus on safe flying issues. In addition to David's contributions, we would very much like to feature stories written by and about random club members, telling us how various people got involved in gliding, what their thoughts and experiences were, and in addition, what their lives were like outside of gliding. Please let me know if you have an interesting story to tell about a fellow club member. An example which comes to mind involves a friend from SOSA who was also an avid sailor, and during the early adoption of GPS, used the same device in his boat and his glider, resulting in some turnpoints being in the middle of Lake Ontario.

One of the great joys of being part of the soaring community is learning from other people. It is pretty safe to assume that all clubs have a mix of experience from students just starting their flying careers to those facing the difficult decision to hang up their wings. There is a wealth of knowledge and experience that we can take better advantage of. This article is the first in an ongoing series titled SAC Member Profile – what we can learn from years of experience.

I interviewed Jan Juurlink. When Jan joined Great Lakes Gliding Club (GLGC) in 2000, he came with lots of experience and was an active member; instructing, towing and lending a hand wherever needed until 2014 when he

retired from flying and moved to BC, to be closer to the grandchildren. We all wish him the best in this new phase of his life.

So why choose Jan to interview for an article on safety? When asked, "Have you ever had an accident?" He answered, "In 60 years, I have only scratched one glider, no damage." – it was a gear-up landing after being distracted by a misfiring engine on his Ventus motorglider. He updated his procedure as a result of the incident. We should all learn and adapt from our mistakes.

For background, Jan is Dutch, born and raised. He immigrated to Canada in 1990 with his wife and children. His first exposure to aircraft was as a kid during the Second World War watching them shooting at each other and seeing several aircraft coming down in flames. For the purpose of this article, I posed a number of questions:

Free Flight: How many years have you been flying?

Jan Juurlink: 59 years, it would have been 60 this year if I had kept flying, though it was interrupted for 10 years when I first arrived in Canada. I soloed in 1955, in gliders first and later in power planes.

FF: What was your early flight training like?

JJ: You just started flying, we did not do ground school first, just covered the theory as you go. I started in 2-seaters, but my first solo was in a single seat Grunau Baby. We did about 20-25 flights to go to solo. No thermalling just up and down. They would do one flight to 1000 Metres if they could as part of the training. I only had a few solo flights then I stopped flying for a while. After that I joined the Dutch Air Force for 4 years, from 1958-1962.

My real start to flying was with the air force, a very different culture. There I flew the Fokker S11 for initial training, about 25hrs. We started with a group of 25. We were tested after 12 hours flying and half were gone, then 8 went to Canada, in the end only 6 remained. I was selected to go to Canada for training with the RCAF. With the RCAF I flew Chipmunks then the Harvard and finally the T-33. I graduated September 2, 1960 and went back to Holland. Upon my return, I flew the T-33 to get used to flying in the Dutch climate, you see it is very cloudy and poor visibility over there. Take off, wheels up and you often did not see the ground until back on final approach. Another 30 hrs on the T-33 and then I was transferred to a squadron to fly the Mk7 Hunter (two seater) and then the Mk4 single seat. I even did a flight supersonic.

I had to retire early from the air force, my father was sick and I took over the family business. I restarted soaring about a year later. The club had about 6 aircraft and only winch launching. I bought a K6e in partnership, then later an ASW-15. I did not feel the field was suitable for winching, it was sand, very short and bumpy. It was also beside an army shooting range. We had lots of cable breaks with a small road to land on if the cable broke low. The field was so small, in retrospect this made for good training as every landing was a precision landing.

Early days of XC in Holland was always a land out. With low performance gliders you went with the wind and landed wherever, often in small fields with fences on all sides. It was standard to have your crew follow you as soon as you launched. I look at that field now, on Google Earth, and think how did we do it? I stopped flying gliders in Holland in 1982, then joined GLGC in 2000.

FF: What badges/accomplishments did you attain?

JJ: I have a Gold with two diamonds. 300K diamond triangle and a 500K diamond. It was 535K flown out of Great Lakes. I also held a Canadian record for many years, distance record for multi-place, September 15, 1959. I was the navigator. We almost did not make it. The pilot was convinced we had reached our goal and pulled the spoilers to descend. I had to convince him that we need to fly further and finally he closed the spoilers and continued on. The record stood for many years.

FF: How do you contrast that to training in Canada today?

JJ: Today, I see students landing wherever, no need for precision. When I was instructing on ultralights, when they had some skill, I would ask that they land on the centre line. Then, as their skill developed, I asked for spot landings, between 2nd and 3rd runway lights, for example. I once performed a check flight with a licenced pilot where he could not land on the centre. So I took him to a small grass strip, one that required precision. He could not do it.

FF: What kept you in gliding?

JJ: I had a lot of fun, I enjoyed the flying and the work at the club. Every year I set a goal – the 500K took a long time, but every year I usually managed to make my goal. In Ultralight flying I see people start very energetic and then they would lose interest over the years, they did not have a goal. Every landing I give myself a mark, and I never gave myself a 10. Lots of 9s, some 5s. You need to do this in flying, you need to have a goal so that you are paying attention and focusing on the task. This is important, when you get bored, you stop paying attention.

It all came full circle, I started in a K6e and finished in the PW5; they are basically the same performance. It is not about going 300KM, it is about what you can do in a PW5. My most enjoyable flight was a flight around Lake Simcoe with Kerry and Jim, both in K6e's. This was not my best performance, not as good as I had done in my 500K. On this flight everything looked so nice, there are challenges flying around water as there is no lift over water. We had to go a fair way north. Kerry found lift where I did not and managed to catch-up and in another thermal we were joined by a couple of eagles. It was a relaxed and enjoyable flight, it just happened.

FF: Tell me about the mistakes you have made.

JJ: You learn from all of them. I remember my first competition trying to qualify for the nationals. I was approaching the field, and you could not land out near the field, so I debated: should I land out or go for it? I decided to land out and called the crew. Another experienced competitor flying the same aircraft type called

and said, "I am below you, you can make it." As I progressed I could not see him, so I called and said, "I cannot see you." "Oh, I landed out an hour ago, I am in the car." The retrieve crew would follow you as land outs were so common.

I almost killed myself in the Grunau baby. I had just a few solo flights and not flown for about a month – I arrived and they had a new AC. Dave – what is an AC? I towed to 600 Metres and waited for the towpilot to signal. He waved and turned left, I pulled the release and turned right. A moment later I was pulled out of control to the left. It was a new AC so you really had to pull the release hard. So I was trying to level out as was the towpilot – the spoilers opened and the rope broke about 200M. Just made it back to the field. The towpilot said, "I saw myself dying." I did too. The next flight I was too tense and not very effective but you have to work through it. I feel it is very important to get back into the aircraft after an incident.

Another mistake was when I decided to thermal in the circuit and got low. This resulted in a modified circuit. This was during a spring check. (Author's note: I was the check pilot on that flight, my comment was, "I would not have thermalled in the circuit." A comment that stuck, I am told.) A lot of decisions you make without thinking, you just do it. This comes from experience, yes sometimes luck, but the right decisions come from experience.

FF: What did you do right?

JJ: Properly prepare for every flight, especially cross country. I always had a goal in mind. A common goal was to have the longest flight of the day. And know your aircraft, I would thermal slower and tighter in the Krosno than the Puch, the latter was not a forgiving aircraft. Flying with Kerry in the Jantar, me in the Ventus, Kerry would thermal lower. The Ventus was not a forgiving aircraft. As Kerry thermaled lower I would start the engine. If I was flying a more forgiving aircraft, I would have thermaled lower.

Learn something from every flight to improve what you are doing. Even after 60 years of flying I would ask myself; what can I do to improve? Not being afraid to ask questions – especially from experienced people. I flew in a Dutch national competition so that I could learn from more experienced people. At GLGC I always watched what Kerry was doing and talked to him to learn from him. I did not always improve, but I did maintain a level of standard. (Note from Kerry: "And here I thought I was watching Jan to learn from him.")

Know your airplane, read the manual and follow what it says in the book. I really am a believer of going through the manual from the beginning to the end, every season. I remember from the ASW-15, the manual said to put the stick forward in a tall crop if the ground loop starts, move the stick forward all the way. When I was landing in a crop it started to ground loop, I pushed stick forward and had one of the softest landings in my life, sideways, backwards and floated to a stop, soft and no damage.

Working with a checklist. – I use this everywhere in my life. I joined a sailing club, the guy I went out with forgot this and that. “Don’t you have a checklist?” I asked, “No”. I use a check list in all aspects of my life: flying, sailing, I even have a checklist when I go traveling.

My first years of flying gliders, we did not have radios. Because of that we had better look out – I think this is very important – what we learn first, we learn best. (Editor’s note: This is ‘The rule of Primacy’) Today, I hear people say that I know where other people are. I developed a very good look out from this experience. Look out is most important.

FF: What should I do to make myself a safer pilot?

JJ: What is important is to be ahead of what is going on. You have to be constantly aware of what is going on. For example, on take off, what would I do if the rope broke? I need to know before it happens what I would do, having made the decision before the rope breaks so you have time to deal properly with the emergency.

The clubs I was a member of all started with a briefing. Talked about weather, NOTAMS, available aircraft, and what people wanted to do (goals for the day). If you were not there for the briefing you could not do what you wanted to do. People arrived early because there was something to be gained, if you were late, the AC were not available. This is how it was in the past, I am thinking it’s not possible in today’s environment.

FF: Tell me about your decision to stop flying.

JJ: I stopped flying last year when we moved out west. It took some time getting used to the idea of stopping. Noticed that eyes and ears are not what they used to be. When flying with Jim, he could see me, I often could not see him. I remember flying in Holland there was lots of military AC. If you see them, they would be on you in a few seconds. If you saw an aircraft with a cloud around it, it was coming straight at you. Also, flying into Kitchener, I had trouble with the radio. I am still an average safe pilot, but I am not the pilot I used to be.

There was a good friend in Holland, with thousands and thousands hours and he started to make serious mistakes. The club told him he had to stop, he was very upset. I decided that this would not be me. I wanted to make the decision myself. Still

have not fully decided to quit just yet. Kayaking beside the Ultralight strip in BC I did decide to not fly ultralights, if I am going to fly again it will be gliders.

FF: It has been a great learning experience having Jan as a member at GLGC, when he arrived I was assigned to do the check flight. This was my very first flight as an instructor and boy did I learn from him. The biggest lesson for me personally was the level of humility that Jan continually displayed. Over the years we flew several check flights together sometimes he was the check pilot and other times I was, but always, I was the student. I will never forget how he would ask me, “How did I do?” Here is a man with far greater experience and skill than I ever hope to achieve and he sincerely wanted my opinion of his flying skill.

According to Jim Collins, author of the seminal work Good to Great, he rates leaders in business on a scale of 1 to 5. A level 5 leader has all the determination of the level 4 layered with humility. This one quality is the extra piece that sets them apart. I believe that Jan is truly a level 5 pilot and that we at GLGC are all better pilots today due to his influence. As Safety Officer for the club, I particularly appreciated the positive contributions he made to our safety culture over the years.



Jan on tow duty at GLGC, 2009



Party at GLGC, 2005 – Jan Celebrating 50 years of soaring. On collage, top middle picture 1960, graduation RCAF #3 AFS (Advanced Flying School) at Gimli Manitoba.

Because of the addition of this glider at SOSA, junior members were able to take advantage of good soaring days, sometimes fly as a team and build their competency without the impending doom of breaking the bank. For a junior pilot this initiative was invaluable, and on the part of SOSA it was a step in the right direction to prepare the next generation of cross-country pilots.

Editor’s Note: This comment is not meant to detract from such programs as described above, but is meant to stimulate discussion on how to increase membership in our clubs. Flying takes money and time, and many young people in their twenties and thirties don’t have either commodity to spare. Even if they have been able to fly as teenagers, they are now dealing with the demands of student loans, new jobs, getting married, buying homes and starting families, leaving little time and money for gliding. The Air Cadet League of Canada licences a couple of hundred glider pilots a year, most of whom never fly again, and if they do, it is after their fortieth birthdays when they can afford it. Around 2001 I did a study to find how many adult glider pilots in Canada started flying as teenagers, and who were NOT family members of other glider pilots. The number was ZERO. While Youth Programs may be admirable, what evidence can anyone provide that this solves the problem of declining membership? We can hope that by making gliding as accessible and as pleasurable as possible for young people, that if they leave the sport in their twenties, they will come back to it with great enthusiasm later in life when they can better afford it. Can anyone describe an initiative to recruit members who are financially established and able to afford the time and money to stick around for a few years? Studies around the world concluded that the problem of declining membership was not one of recruitment, but one of retention. Many new members quit after the first year. A small decrease in members leaving would result in an increase in total members, and since new members were already joining, efforts and programs should be focussed upon member retention, not acquisition. Your comments would be appreciated and will be printed in future issues.



Trailer improvements in December

miscellany

The Ultimate Pilot Gag Gift Or, "The Joke's On Bill"

The Bald Eagle

As I write this, it's Friday, near Christmas, the freeflight World Headquarters is gaily decorated, we are well into the eggnog, and some have compiled a gift wish list. The most popular request is a PowerUp Smartphone-controlled paper airplane kit, suggested by Drew Wilson of GLGC. https://www.youtube.com/watch?v=q9bpp7zmM_A

Many years ago, no, wait, it was last week, I went to a Christmas party where we brought gag gifts that had to meet two criteria: cheap, and having no actual functional purpose. The freeflight staff gave suggestions for what would be appropriate this year, such as, oh, say, a Canadian Loonie, perhaps a barrel of Crude Oil, or maybe a house in Calgary. Someone recalled a story that Artie Schmerhorn of GGC used to tell, about a propeller hat, so I called him up.

BE – Hi, Artie, is Christmas a big thing for you and your family?

AS– No, my religious involvement came to an abrupt end when, as an altar boy, I got caught playing Great Balls of Fire on the church organ. No doubt I was inspired by the Book of Revelations; sadly, excommunication swiftly followed. It was especially unfair, because the priest started dancing in the aisle. This predated Bart Simpson's In A Gadda Da Vida prank.

BE– Well, I sympathize, I was brought up as Baptist, and dancing was forbidden. Our family considered Ketchup to be just a little too spicy, and hence, the tool of the Devil. Was that the end of going to church for you?

AS– No. I used to go, sit in the back, light a candle and pray for better soaring weather. This is not as bad as Noah's flood, but what do you call the first day after two days of rain?

BE– I give up.

AS– Monday.

BE– Can you relate the story of the Christmas Gag Gift, and how it all got started?

AS– Sure. The propeller hat business actually started in, of all places, Georgetown, Washington, D.C., and has a French connection.

BE – You mean Gene Hackman?

AS– No, although I was previously in Marseilles researching the financial aspects of organised crime, near where Gene was in the movie. I was in D.C. with the Quai d'Orfèvres, the French National Police. I went into a chapellerie called Hats in the Belfry to buy a "chapeau melon." (Commissaire Maigret, a childhood hero, and French detective in novels by Georges Simenon, sported a chapeau melon.) I figured wearing the hat while driving my Deux Chevaux would be great cover when combatting drug smugglers. I was distracted by a beanie with a crow on the peak, surmounted by a propeller. I thought it might come in handy, since I was writing some notes for Question Period in Parliament on the birdification of the currency, following John Crow taking over as Governor of the Bank of Canada.

BE– Thank you for the background, but please get back to the soaring connection. Our readers absolutely hate it when we digress from flying stories. Articles in this magazine can be boring and overly technical, but they must be about flying.

AS– Sorry. I thought that a propeller hat might be useful as a booby prize for the club's Christmas party. My thinking was it could be used for someone who had a bizarre flight or did some odd-ball thing - a frequent occurrence around gliding clubs. And, of course, in The House of Commons.

BE– Yes, we have a similar prize at SOSA, The Lead "C", modelled after the Silver "C", and it was generally given after a particularly difficult landout retrieve. So, did you buy the hat and then have to explain it to customs upon re-entry to Canada?

AS– No, I looked for one back near Ottawa.

BE– Was it easy to find? This was, after all, before the days of eBay and Kijiji.

AS– Well, it took a bit of research. Bill's Joke

Shop was in downtown Ottawa on Bank Street. A dentist's office is close by and following an appointment Sainte Elisabeth, a surgical nurse and GGC member, who used to live next door to Alan Shepard in Houston and whose highest achievement in aviation had been to assist in removing hemorrhoids from Buzz Aldrin, dropped by to see if they had propeller hats. They didn't. I had mentioned the idea to a couple of other club members who had offices nearby and they also stopped by Bill's. Then, unbeknownst to me at the time, so did my secretary. Finally, I went to Bill's as well. The person said they didn't have propeller beanies, but that I was the fourth or fifth person in the past couple of days wanting to buy one and then he muttered that he did not understand why propeller beanies had suddenly become so popular and that he better order some. A few days later, while enroute to the liquor store where Gerda Munsinger worked, I noticed that the window of the joke shop was decorated with a large display of propeller hats, and that Bill had moved aside what had previously been his best-selling items.

BE– So, I guess that there were lots of those hats given out at the GGC Christmas party.

AS– No, as a matter of fact, none of us actually followed up on this, and we stuck with the traditional cream-pie-in-the-face for those who landed out during the previous year.

BE– Well, Artie, thanks for recalling all of that for us. You may be interested to know we discovered that Bill's Joke Shop closed shortly after that.

AS– Quel dommage



Original Martin Brassard, Photoshopped by B. Cole

And the scary thing is that he is a tow pilot, not on duty at the moment

miscellany

Regarding Motions to the SAC AGM

John Toles, Saskatoon Soaring Club,
Past President, SAC

I am writing this in the hope of assisting other clubs who are planning to host a future AGM as well as clubs wishing to submit motions to the AGM.

The 2015 AGM held in Saskatoon was considered quite successful. Perhaps it can inspire other small to medium sized clubs to get involved. Around 40 people, mostly local, attended the meeting and workshops, and nearly 50 members and guests attended an evening dinner with an interesting guest speaker. Costs were modest - \$25 registration including lunch, and about \$25 for the dinner. The club actually enjoyed a small profit. The only cost to SAC was for board and committee members' transportation, accommodation, etc.

There was, however, one snag with the planning and timing of the day's activities. From considerable experience at previous AGMs, it was felt an hour was adequate for the actual meeting, with another hour for lunch and awards. This was followed by a brief safety presentation and discussion, and a well received slide show and talk by Jay Alardyce on his soaring adventures in

France. This was designed as a lead-in to a panel discussion on cross country soaring. Unfortunately, this had to be cut much shorter than planned as the AGM ran very long.

Why such a long AGM? Reports were brief and well presented. The first few motions were the usual "housekeeping" type that required little discussion. However, there were motions from clubs that did involve considerable discussion and voting.

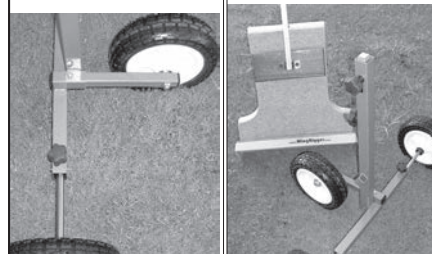
Every club has the opportunity and right, through due process, to present motions to the AGM. However, motions #9 through #15, after being seconded and discussed, were all defeated by recorded vote. Speakers to the motion noted instances where there were legal implications, conflicts with by-laws, or general problems with these motions. The board had previously carefully considered each motion and made recommendations.

From my experience with past AGMs, motions of this nature have little chance of success and take up a lot of time. There were some good ideas brought forth in these motions, many of which I would personally be prepared to support in whole or in part with proper modification. Also from past experience, some of the ideas proposed in the motions could have been passed if previously approved by the Board of Directors after modification acceptable to the board and the presenter.

The motions successfully passed on previous occasions have happened when the club or individual approached his/her zone director and discussed the proposal. The director then took this to the Board for discussion. If merited, the board then worked with the presenter to prepare a suitably worded motion. The zone director or suitable board representative can speak in support of the motion at the AGM if the original presenter is not in attendance. I encourage all clubs to follow this process in the future. ❖

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Association Canadienne de vol à voile

Assemblée annuelle 2016 ACVV - SAC et Colloque de sécurité et de mise à jour des connaissances

L'ACVV vous invite à l'AGM 2016 de Montréal.
Samedi 12 mars 2016 de 9h à 17h.

Elle aura lieu à la Maison de Radio-Canada,
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Samedi 12 mars 2016

- **8:30** Arrivée des participants et inscription

- **9:00** Colloque de sécurité- Accueil et mot de bienvenue

- **9:05** Sylvain Bourque, pilote professionnel d'UAV et chef pilote/Instructeur National pour CBC/Radio-Canada et instructeur à l'AVVC fera une présentation sur l'utilisation professionnelle d'UAV - Drone dans l'espace aérien Canadien.

- **10:00** Pause-café

- **10:15** Jean Richard de MSC fera une présentation sur la sécurité et la Météo en vol à voile

- **11:00** AGM ACVV - SAC

- **12:00** Dîner et Remise des trophées ACVV-SAC

- **13:10** Emmanuel Cadieux fera une courte présentation sur sa participation aux derniers Mondiaux Junior d'Australie.

- **13:30** David Donaldson, officier de sécurité National de l'ACVV présentera son rapport d'incident et d'accidents annuel pour 2015

- **14:30** Dan Cook, Directeur FTSC - ACVV fera la présentation principale sur la sécurité en planeur - Dealing with emergencies

- **17:00** Fin du séminaire

- **19:00** Souper, endroit à déterminer



Soaring Association of Canada

2016 Annual General Meeting and SAC Safety Seminar

SAC invites you to the 2016 Montreal AGM.

Maison de Radio-Canada (CBC),

1400, Boulevard René-Lévesque Est,

Montréal, QC H2L 2M2

Discussions will be of general interest, gliding safety related.

Attending this seminar will count for the Recency requirements of CARS 401.05.

Lunch at the cafeteria will be available on site at your own expense.

For more information and registration: <http://sac.ca/agm>

Nearby Hotel : Hôtel Gouverneur Montreal Place Dupuis

1415, rue Saint-Hubert Montreal (QC) H2L 3Y9

Phone: 514 842-4881 Toll free : 1-888-910-1111

Reservation Code : 160311SAC

(117\$+taxes per night if reserved before February 11th 2016)

Saturday March 12th

- **8:30** Arrival of attendees and registration

- **9:00** Welcome and opening of seminar

- **9:05** Sylvain Bourque, Commercial UAV pilot and National chief pilot/Instructor for CBC / Radio-Canada and Instructor at Champlain, will do a presentation about commercial UAV - Drone use in Canadian airspace.

- **10:00** Coffee break

- **10:15** Jean Richard from MSC will make a safety presentation about weather

- **11:00** SAC AGM

- **12:00** Lunch - SAC awards and trophies

- **13:10** - Emmanuel Cadieux is going to do a short presentation about his participation at the last Junior Worlds in Australia.

- **13:30** David Donaldson, the SAC National Safety Officer will present the 2015 incident and accident report analysis.

- **14:30** Dan Cook chair of SAC FTSC will make the main presentation about gliding safety - Dealing with Emergencies.

- **17:00** End of seminar

- **19:00** Dinner, location to be advised

Turning east from west of Ely, strong lift dictates a fast glide, but, all of a sudden, the air is smooth and the only cloud in sight is in the middle of a Restricted Area to the north. A call to ATC with mode 3A and C active costs dear battery life, but results in a clearance into the Restricted Area, and a life-saving climb. Progress east to the last turn point is slow, now dictated by passage over a seasonal lake bed that, while dry, is not the thermal generator that the surrounding high terrain is. Rounding Skinner Peak at 4 pm, the race is on to make Parowan by legal sunset. The lift is good, but winds out of the south bring groundspeed down to 75 kts — is there time to complete the task before dark? Pressing on results in several land versus continue decisions, mediated by continued good lift, but the absence of clouds to signal its presence.

The result? A flight of 890 km flown around the declared 750 km triangle, with a landing just minutes before official sunset. Throughout the above actual flight, many good in-flight decisions were made by having good Technical Proficiency, having prepared well to allow the basis for getting and keeping good SA, and staying on top of the game.

This process can work for you!

Note on front Cover: It was a truly awesome sunset October 9 at Cowley fall wave camp taken by Phil Stade. The wave conditions were unusual that afternoon mostly due to the high winds aloft — it was 75 knots at 15,000 feet. In the lower levels (7-9000 feet) it was a bit difficult to connect and the rotor was strong, but once established it was good. In a band of heights from about 12-16,000 feet the lift was exceptional — Patrick Pelletier from Winnipeg reported 24 kts at one point and Tony saw 18 kts. The last time Pat saw his altimeter move faster was when he was flying CF-18s — it was a classic ducted wave condition in which most of the wave energy is concentrated within a narrow height band.

soaring services

Fox One Canadian distribution for instruments and software for LX Navigation, SeeYou, Becker and Dittel radios, and will continue to support Ed's former customers. For more product info, go to <www.foxone corp. com>.

High Performance Sailplanes Dealer for Antares gliders, ClearNav Instruments, soaring computers and varios, SAGE mechanical varios, Strong parachutes and Cobra trailers. For product details visit <www.langelaan.com> or email <willem@langelaan.com>, (647) 236-1286.

Solaire Canada Dealer for the PowerFlarm "core" (brick) and portable collision avoidance systems. Now transponder and ADSB capable and approved for use in Canada (and the USA). Also still available some new and used PDA, PNA and Dell Streak devices, various flight computers, instruments etc. Details at <www.solairecanada.com> or <ed@solairecanada.com>, (226) 271-5322.

Sportine Aviacija Canadian dealer for LAK sailplanes. LAK-17a — 15/18m flapped; LAK-19 — 15/18m Standard; LAK 20 2-seat 23/26m Open. <www.lak.lt>. <nick.bonniere@withonestone.com>

Windpath North American dealer for SZD-54-2 Perkocz, SZD 51-1 Junior, SZD-59 Acro, and SZD55-1. Also MDM-1 Fox, PW-6, PW-5, and Avionic trailers. Jerzy Szemplinski, <www.windpath.ca>, <info@windpath.ca>, (905) 848-1250.

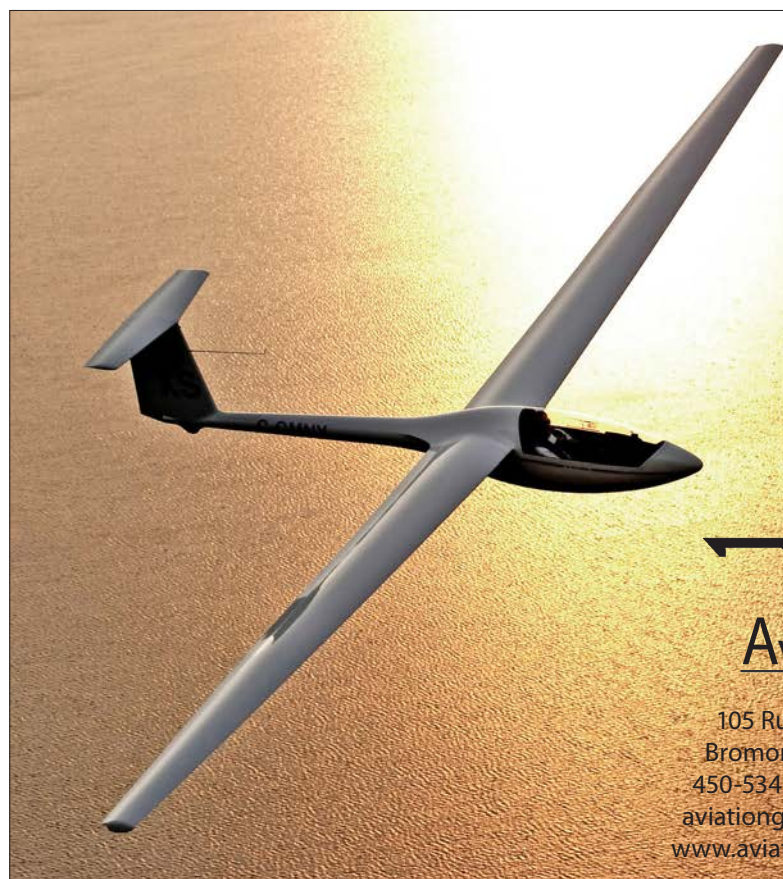
magazines

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

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

SOARING — the monthly journal of the Soaring Society of America. Sub-scriptions, US\$52. Credit cards accepted. Box 2100, Hobbs, NM 88241-2100. <feedback@ssa.org>. (505) 392-1177.

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



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FAI badges

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(905) 263-4374, <2waltweir@gmail.com>

2015 Annual Report Badges

Ray Troppmann of the Edmonton club completed his Silver badge in a single flight from Chipman AB on 11 May. Pavan Kumar of the Lethbridge club completed his C, Silver, Gold, and Diamond badges with only two flights, one from Elko BC on 21 July and one from Cowley AB on 12 October. He was awarded World Diamond 7451.

Badge & badge leg statistics, 2006–2015

	06	07	08	09	10	11	12	13	14	15	5 yr avg	% of avg
1000 km	0	0	1	0	1	1	0	1	0	0	0.6	-
750 km	1	2	1	0	2	1	0	0	0	1	0.4	250
Diamond	0	1	0	0	1	0	0	1	0	2	0.7	300
Gold	1	2	3	4	2	2	3	2	3	1	2.2	45
Silver	13	16	9	10	9	11	9	7	13	9	9.8	92
C Badges	19	27	21	23	19	27	38	17	20	20	24.4	82
Badge legs	60	90	40	55	58	36	58	42	54	49	47.8	103

49 badge legs – 7 Diamond, 6 Gold, 36 Silver

FAI records

Roger Hildesheim

49 Maitland Street, Box 1351, Richmond, ON K0A 2Z0
(613) 838-4470, <rogerh@ca.inter.net>

2015 SAC Gliding Records Report

2015 was on track to be a relatively quiet year with four very impressive records flown in May by Bruce Friesen and Chris Gough. Amazing early season conditions in Chipman, AB gave Bruce the 400km Speed Triangle record at 134.2 km/h (124.8 km/h Club). Chris followed up the next day with the following records:

- Free Triangle Distance – 771 km
- Triangle Distance – 750.2 km
- 750km Speed Triangle – 98.4 km/h

Late in 2015, the Stieber family (Joerg, Michael & Tom) submitted claims for a variety of 2-seat records from their trip to Namibia. Many of these claimed records will supersede some very long standing Canadian records. At the time of press these claims are still being processed so keep an eye on the SAC roundtable for notifications related to the formal approvals.

Congratulations to everyone who has submitted claims in 2015. Best wishes for a safe and fun 2016 flying season.

Roger

2015 SAFETY REPORT

from page 17

With no margin of error, a little sink or loss of headwind on short final and we are now in an undershoot at low altitude, we instinctively raise the nose to climb, losing energy and worsening the situation.

An old instructor of mine used to say: Better to push the glider back, than carry the pieces forward.

Ground loop on take-off Glider dropped wing on initial take-off roll. The wing tip remained on the ground as the aircraft became airborne. The wing tip dragging on the ground caused the aircraft to rotate. The pilot released from the tow and the rotation continued until the aircraft impacted the ground backwards, breaking the tail boom and shattering the canopy. Contributing factor was crosswind on take-off and pilot who was transitioning to tail dragger aircraft.

This is potentially an example of “negative training”, each time we get away with something, we train ourselves that it is okay. Each time a wing touches the ground on launch and the pilot does not release, it becomes more acceptable to continue the take-off and the general thought becomes that this risk is acceptable. This scenario is similar to canopies opening on take-off roll. Eventually, an aircraft is damaged or someone gets hurt. See top ten reasons for release in Instructor standards presentation on SAC website.

Collision during ground maneuvering Glider returning to the grid pauses to wait for launch. When launch is delayed, ground vehicle is driven to check on the situation, the still attached glider impacts glider waiting to launch. The driver of the tow vehicle understood there was an issue with the towpilot and wanted to check on the towpilot. The wing-runner had put the wing down and the glider movement was not controlled.

There were several of this type of incident in 2015. A glider is being towed by a ground vehicle, the tow is paused, the glider is left hooked up and the tow vehicle is moved for another purpose sending the glider into harm's way. This one was classified as an accident because the glider involved was severely damaged and taken out of operation for several weeks. Do you automatically release the glider you stop towing? If it needs to be moved again then reconnect it, it is a great habit to get into. This type of incident occurs rather commonly and the fix is simple!

Towplane gear collapse – taxiing Towplane right landing gear fails while taxiing. Right wingtip, prop and engine damaged. The failure was a combination of an inferior part and high number of cycles associated with glider operation. Parts have been upgraded to higher duty cycle part.

The high number of cycles (take-offs and landings) per flight hour of glider towplanes places extra strain on undercarriage components. Many clubs have gone to a NDT X-ray cycle of inspections of landing gear to find the microscopic cracks that can't be found in the DIs. FTSC can help you with contacts with clubs with successful inspection periods.

Fabric separation Glider had upper surface fabric separate from glider in flight. Glider landed without further incident.

As our fleet ages, maintenance will continue to be an issue. In this instance the fabric was only couple years old and investigation revealed that it had not been installed correctly. Note: It was installed by an AME.

SAC Clubs SAC Clubs SAC Clubs

Eastern Zone

AIR CURRENCY ENHANCEMENT SOC.
Debert, NS
robfrancis@tru.eastlink.ca

AÉRO CLUB DES CANTONS DE L'EST
Bromont Airport, QC
Marc Arseneault (514) 862-1216
marcarseneault@sympatico.ca

AVV CHAMPLAIN
St. Dominique A/P, QC
www.avvc.qc.ca

CVV QUEBEC
St. Raymond A/P, QC
(418) 337-4905 www.cvvq.net

Eastern Ontario Zone

BONNECHERE SOARING
Dave Beeching (613) 584-9336
beechingd@sympatico.ca

GATINEAU GLIDING CLUB
Pendleton A/P
www.gatineauglidingclub.ca

MONTREAL SOARING COUNCIL
Hawkesbury A/P (613) 632-5438
www.flymsc.org

RIDEAU VALLEY SOARING
35 km S of Ottawa at Kars
club phone (613) 366-8202
www.rvss.ca/

Southern Ontario Zone

SOSA GLIDING CLUB
NW of Rockton
(519) 740-9328
www.sosaglidingclub.com

YORK SOARING ASSOCIATION
7 km east of Arthur
club phone (519) 848-3621
info (416) 250-6871
www.yorksoaring.com

GREAT LAKES GLIDING
NW of Tottenham
www.greatlakesgliding.com

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

TORONTO SOARING CLUB
24 km W of Shelburne
www.torontosozaring.ca

Prairie Zone

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Birch Hills A/P, SK
www.soar.sk.ca/pagasc/

REGINA GLIDING & SOARING CLUB
Strawberry Lakes, SK
www.soar.regina.sk.ca

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

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

Alberta Zone

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

CENTRAL ALBERTA GLIDING CLUB
Innisfail A/P,
www.cagcsoaring.ca

CU NIM GLIDING CLUB
Black Diamond
club phone (403) 938-2796
www.cunim.org

EDMONTON SOARING CLUB
North of Chipman
www.edmontonsoaringclub.com

GRANDE PRAIRIE SOARING SOC.
Beaverlodge A/P
www.soaring.ab.ca/gpss/

LETHBRIDGE SOARING SOCIETY
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ALBERNI VALLEY SOARING ASSN
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http://avsa.ca

CANADIAN ROCKIES SOARING
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Photot by Peter Cromer, Cu Nim"



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