



# Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

3/70

April-May, 1970

## EDITORIAL

The twenty-fifth annual meeting of S.A.C. is over. Glider pilot medical requirements and scoring at the Nationals were discussed. New Directors were elected. President for 1970 is again Walter Piercy of Kingston who has contributed so much in his previous terms of office as President. Vice-President is Jack Barron of Vancouver; Secretary is Kerry Bissell of Red Deer. Organization 1970 sheets and Club List are part of this issue.

### Annual Meeting

The S.A.C. annual meeting took place in Montreal on Saturday, March 21st. Montreal is the most easterly point in the Ottawa, Kingston, Toronto, Montreal rotation and perhaps because of this attendance was modest.

### Morning Session

1969 President, Paul Thomsen, opened the meeting by asking delegates to introduce themselves. He then introduced the 1969 Directors, which included Kerry Bissell, Pacific Zone, and Franck Pellerin, Prairie Zone. New Zone Directors present were Terry Beasley, Quebec and Maritimes; Walter Piercy, Ontario, and Paul Krauss, Prairie. Mr. R. McLeod was the official delegate of the Department of Transport.

The voting power of clubs was then agreed on. A breakdown by zone gives Pacific (7 clubs) 283 votes, Prairie (7 clubs) 293 votes, Quebec and Maritimes (6 clubs) 353 votes, and Ontario (14 clubs) 656 votes. The three largest clubs are M.S.C. (175 votes), S.O.S.A. (138 votes) and Gatineau (112 votes). The smallest clubs are Kamloops, B.C., and Belleville, Ont., with 21 votes each, and Skyways (B.C.) and Lahr (Germany) 22 votes each.

The 1969 A.G.M. minutes (already circulated) were approved.

The meeting then stood in silence for a few moments in memory of an enthusiast and friend to many, Norm Tucker, who lost his life in a car accident in 1969.

Committee reports were then presented.

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## SECRETARY/TREASURER REPORT

Mr. President, Officers Members and guests of the Association. For the first time in four years, circumstances prevent me from attending this 25th A.G.M. and presenting the Annual Treasurer's Report in person, and I wish to thank Walter for undertaking this task for me and express my keen personal regret at not being able to "make it" myself.

In all likelihood this Report was introduced as the Secretary's and I should explain that I have essentially combined both Secretary and Treasurers Report in one - both are closely related and the workload of each has altered significantly in the last two years, as I will explain later.

The financial data that each one of you should have a copy of this morning is not the official audit report that is usually available. It represents an interim Association Report in lieu of the official Auditor's Report, which is currently under preparation. The auditor's report will, of course, be contained in full in the subsequent A.G.M. issue of 'Free Flight.' For all intents and purposes, however, the sheets you see contain the significant detail of the three major sources of money movement in 1969, - namely, the General Fund, the World Contest Fund and, unique to 1969, the disposition of the Government Grants received for the Nationals and the two Regional Instructor 's schools.

If you will look at the sheet covering the General Fund first, the following points are significant and worthy of your attention.

- Membership revenues at \$9,154 reflect an increase of 8.7% over 1968 and compare to an increase of 2.1% for 1968 vs 1967. The keynote here is one of healthy growth and the side-effect of increased demand on other Association services, some of which will become apparent in other monetary items.

On the Expense side of the Ledger -

- The expenses for "Soaring" break the \$4,000 mark for the first time and are related directly to the increase in membership.

- The expenses for "Free Flight" have also been affected to some degree by increased membership but at \$2,017 represents close to a 90% increase over 1968. The major causes of this increase have been increased costs of printing coupled with larger size issues to an increased memberships. As one of the major items of expense directly controllable by the Association it will bear closer scrutiny by your Board of Directors and certain avenues of control and recommendations are being made on this subject.

- Those of you who are aware of last years cost of addressing, Postage and Stationery will notice a significant reduction in 1969 costs - in fact a 100% drop. This is in no way due to reduced activity but is rather a reflection of unusual costs back in 1968 due to the relocation of stationery supplies to C.O.P.A. in that year, coupled with the change in the Association address making it necessary to update stocks. In other words, 1969 expenses are more normal!

- C.O.P.A. administration costs reflect the first full year of this operation at approximately \$90.00 average per month. In my dual capacity as Secretary I have to venture the opinion that this is money efficiently used and represents a good investment on the part of the Association. Since my last report C.O.P.A. has assumed responsibility for all stock items, (with the exception of F.A.I. awards,) the handling of O/O applications and registrations in addition to the "Dear Enquirer" routine, centralization of secretarial duties and provides a focal point for queries from both within and outside the Association. Those

of you who have had occasion to order stock will have experienced the pleasure of seeing material despatched, in most cases, the day of receipt of order. Unless some major factor arises in terms of increased charges or assumption of additional duties by C.O.P.A. the future annual costs should show only the normal growth of the Association.

- The Honorarium which is normally \$300.00 and is paid for past services, shows twice that amount in 1969 simply because our hard working Membership Secretary, Helen Piercy, relinquished this job as of the end of the year. We advanced early recognition of 1969 efforts to bring the Association up to date in its' obligations and appreciation to Helen.

- Membership fees, which cover O.S.T.I.V. and R.C.F.C.A. obligations are \$100.00 above normal year - 1968 charges were \$100.00 below normal - the reason, a loss of the R.C.F.C.A. invoice in 1968 which was sent co-incident with the mail strike at that time. This years figures catch us up to date in this respect.

- One item of expense which is not shown, and which the auditor may include in his report, concerns a transfer of \$200.00 to the World Contest Fund as authorized by the 1968 A.G.M. This is shown in the W.C.F. Report.

I have long since stopped trying to outguess what kind of surplus or balance sheet the auditors will bring out as a result of these summaries - my opinion is that our normal margin of surplus and reserve will be depleted as a natural outcome of increased costs. When much of this cost is due largely to more efficient administration - as with C.O.P.A. and Membership duties - it is also my opinion that the Association is treading the right road to eventual professional management and the members will demand more and get more and will perhaps have to pay more as this process evolves.

Now briefly to the sheet covering the World Contest Fund. You will see a donation item of \$88.50 on the sheet. This was made by Bill Budachs and, in fact, represents his share of the government grant received for expenses in the Nationals. This he has generously turned over to this fund.

Finalization of 1968 disbursements and the purchase of raffled tickets for the 1970 contest leaves the balance, as shown, at approximately \$128. In addition to this, and not shown on this report, is a 1970 transfer of \$200.00 from the General Fund. In other words the true worth of the Fund, exclusive of current raffle returns, is approximately \$328.00.

As I prepare this report, existing returns on the W.C.F. contest are close to \$4,000 and, if past experience is any guide this figure will probably be exceeded somewhat by last minute returns. While every club that has made returns is worthy of mention - and I hope that I am not stealing anyone's thunder - the Edmonton Club seems to have put on a stupendous effort, considering their membership, with a return well over \$600.

Finally, a brief word on the disposition of the Government Grant as covered in the last sheet. The simple figures belie a tremendous amount of paper and involvement on the part of Walter Piercy, and to a lesser extent, myself. While Walter and I were nearly in despair at times, and some contestants received less than originally expected, I think it

important to the future relationship of the Association with the Government agency that our returns and supporting documentation were accepted 100% by Government audit on the first and only summary and return, and that the Association was thanked by the agency for its handling of this project.

I would like to end this report on a personal note - in fact, circumstances force me to. As I mentioned earlier, the Secretarial and Treasurers duties have altered significantly in the last few years. Due to the present responsibilities of C.O.P.A., those of the Secretary's job have diminished accordingly while those of the Treasurer are naturally growing with the increase in membership and membership demands, along with the extra and very time-consuming demands placed by handling World Contest expenses, government grants and the raffle returns. Coupled with this I have experienced four position changes and two home moves in the last four years and now am in North Bay with extensive travelling commitments. In view of this, and with the sincerest personal regrets, I have asked the Directors to find a replacement for my Secretary-Treasurer's duties - I do this primarily to ensure that the duties associated with this job are handled more promptly and expeditiously than I feel that I can in the immediate future or have, indeed, been able to do in the past year. If there is any other capacity in which I can be useful to the Association, now or at any other time, I will be only too pleased to offer my services. In the meantime, my sincere wishes for a best-ever A.G.M. on the occasion of a quarter century of service to the soaring fraternity.

D. T. WOOD

INTERIM FINANCIAL STATEMENT

Statement of Revenue & Expense - GENERAL FUND

For the year ending - 31st December 1969

REVENUE

Membership Fees	.....	\$9154.05
Log Books, Crests, Ties & Decals	.....	656.79
FAI Stock	.....	247.53
"A" & "B" Badges	.....	356.00
Instructor & Student Material	.....	527.40
Interest on Deposit	.....	545.80
Instructor School	.....	63.25
Meteorology Information Stock	.....	3.90
Miscellaneous Revenue	.....	<u>92.80</u>
TOTAL		<u>\$11,647.52</u>

EXPENSES

SSA For 'Soaring'	.....	\$4050.92
Bulletins & Free Flight - Printing	.....	2017.71
Addressing, Postage & Stationery	.....	758.59
Administration - COPA	.....	1026.15
Honorarium	.....	600.00
Instructor & Student Materials	.....	487.09
Log Books, Crests, Ties & Decals	.....	604.81
FAI Stock	.....	382.42
Annual General Meeting	.....	197.90
Membership Fees	.....	281.53
Meteorology Information Stock	.....	183.46
Audit Fees	.....	75.00
Bank Charges	.....	20.67
Instructor School	.....	63.10
Miscellaneous	.....	178.15
Depreciation - Office equipment	.....	<u>14.90</u>
TOTAL		<u>\$10,942.40</u>

NET REVENUE \$ 705.12



Statement of Receipts & Disbursements for the

WORLD CONTEST FUND

For the Year Ending - 31st December 1969

BALANCE 1st January 1969 \$1355.09

<u>RECEIPTS:</u>	Donation	\$ 88.50	
	Refund of 1968		
	Expenses	235.00	
	Transfer from		
	General Fund	<u>200.00</u>	
(AGM Authority - 1968)			\$ 523.50
			<u>\$1878.59</u>

DISBURSEMENTS:

Payment of Expenses		
to 1968 Team Members	\$1403.70	
Promotional Material		
for 1970 Contest	<u>346.08</u>	\$1749.78

BALANCE AS OF 31st December 1969 \$ 128.81

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Fitness and Amateur Sport Directorate

Summary of Grants & Expenditures - 1969

<u>EVENT</u>	<u>AMOUNT OF GRANT</u>	<u>EXPENDITURE</u>	<u>BALANCE</u>
Canadian National Gliding Championships	\$ 4146.00	\$ 2417.40	\$ 1728.60
Eastern Region Instructor School )	)	\$ 1000.10 )	
: \$ 3374.00 :	:	:	\$ 705.86
Western Region Instructor School )	)	\$ 1668.04 )	
<u>TOTALS</u>	<u>\$ 7520.00</u>	<u>\$ 5085.54</u>	<u>\$ 2434.46</u>

Balance of \$2,434.46 refunded to the  
Receiver General of Canada as of 31 December 1969

NOTE: The financial statement is the unaudited version presented at the A. G. M.

## MEMBERSHIP SECRETARY

On December 31, 1969, there were 1022 Members in the Association. This is an increase of 99 Members, or 10.5%, over 1968.

At the 1969 A.G.M. last year in Toronto, a chart was displayed showing the Membership increase over the past 5 years, with some predictions of the increase we may expect over the next 5 years. In 1969, as shown on the chart, we exceeded the previous 5-year average increase rate of 6%, by the 10.5% figure mentioned above. This is shown plotted on the curve. At this increased rate, we will exceed the conservative figure of 1232, for 1973, which was plotted on the curve last year.

At the end of 1969, I relinquished the office of Membership Secretary, which I had held since 1965. During this period of growth in the Association, I saw the membership increase from approximately 650 Members to the present 1022 Members. It has been a pleasure to be working in such an interesting area of the Association as the membership area. I wish to express my appreciation to all Club Membership Secretaries, and to Mrs. Parker, of SSA, for their co-operation in making my duties as pleasant as possible.

I wish all success to our new Membership Secretary, Mrs. Terry Tucker, who, I am sure, will have the co-operation and help of the Club Membership Secretaries, as I did, in carrying out her duties. I also wish good luck to the Association, and best wishes for a dynamic and healthy future.

Helen B. Piercy

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## STATISTICS

Only half of the Clubs had completed their 1969 reports of Statistics. It is hoped to present a full report in a later issue.

## F.A.I. COMMITTEE

The F.A.I. Committee Report is supplemented by sub-committee reports concerned with F.A.I. awards, the National Championships - past and future - and the 1970 Internationals. The highlights of the 1969-70 activities of this committee are described briefly following.

The 1969 National Championships were held successfully at Innisfail, Alberta, in spite of the disappointing weather. Gordon Prest and his many volunteer helpers devoted much of their time and efforts to make this one of the best run competitions, and the first Nationals held West of Regina. One unforeseen scoring problem occurred, and as we try

to learn and gain experience from every competition, we modify our contest rules or make recommendations to prevent repetition.

Preparations for the coming 1970 Nationals started immediately following the last A.G.M. and they have been carried out with great enthusiasm by Franck Pellerin and his helpers in Winnipeg. The organizers are assured of a successful meet as they have the backing of equally enthusiastic people in Municipal and Provincial governments, celebrating Manitoba's Centennial.

The proposed contest rules for the 1970 Nationals are based on the 2-1-0 scoring system which appears to be so much simpler than our previous system of scoring. Perhaps a change was required, but for many years it has been our policy to use the International Championship scoring system. It may be of interest that a major change was made in the scoring system for the 1970 Internationals. The new scoring system reduces the emphasis of speed flying and appears to be less complicated. To stay in line with our past policy it is suggested that we again adopt the International scoring formula for our Nationals. The 2-1-0 scoring system, for those interested in competition flying, will produce reasonable results on most competition days. It fails to be fair on fluke contest days where the weather unpredictably interferes with completion of a task or the task-setting committee set the wrong task. This problem comes up in every competition and the last International scoring formula made allowance for this kind of situation by devaluating the day. Probably the most objectionable aspect of the 2-1-0 system is that a pilot can gain only two points per day on his nearest competitor regardless of his performance, making the outcome mathematically predictable.

By far the biggest job of this committee is the handling of F.A.I. awards and National records. This was done very capably by Franck Pellerin. No special problem occurred during the 1969/70 season concerning F.A.I. awards or National record applications, requiring a ruling by this committee. One problem that comes up frequently is the requirement for accuracy of measurement of distances and whether it should be obtained by measurement or calculation. Distances up to 300 kilometers can be measured to the accuracy required without difficulty. Diamond distance should be calculated by the great circle method, unless the 500 kilometers are exceeded by at least 10 kilometers. For National record applications any distance over 300 kilometers should be calculated.

The following recommendations are made for your consideration:

1. That the contest committee develops a basic set of National contest rules or makes it a requirement that the organizer of a National contest adopts the current World Gliding Championship rules. Major changes should be initiated through this committee for presentation at the Annual General Meeting for approval. It will then be the responsibility of the organizer of National Contest to enforce these rules and in addition establish local field rules and operating procedures for the competition.
2. That we adopt the 1970 International contest rules for our National Championships.
3. That landing report cards must be completed in every detail and signed by witnesses before reporting to the contest headquarters and that the reported coordinates are final unless proven incorrect later.



4. That photographic evidence of turn points and landing reports must be checked by the organizers of the contest within 24 hours after the official closing time and that the published scores become final after this time has elapsed. A pilot shall have an opportunity to file a protest during this 24 hour period, for ruling by the contest committee, before the published scores become final.
5. The organizers should assist the pilots by setting up a fool-proof procedure for photographic evidence to relieve the pilots of his chores to get pre-takeoff photographic evidence, etc.
6. It is proposed that a team pilot must have flown on at least four consecutive days to be eligible for winning the National Championships. Flying on alternate days gives a team pilot the advantage of being less fatigued and it is suggested that team pilots split their flying time in alternate weeks rather than alternate days.

Because of an anticipated move from the Toronto area I regret to advise that I have to resign as Chairman of this committee. I have enjoyed this job, working with the many committee members and interested S.A.C. members, and I want to thank everyone for their help. It is my recommendation that the newly selected Chairman of this committee be an active competition pilot.

Wolf Mix

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### F.A.I. AWARDS

from March 1st 1969 to February 28, 1970  
with comparative figures for 1967 and 1968

	NUMBER ISSUED		
	<u>1967</u>	<u>1968</u>	<u>1969</u>
860 FAI CERTIFICATES	45	36	57
860 C BADGES	36	25	57
244 SILVER C BADGES	13	17	19
82 GOLD BADGES	9	15	9
13 DIAMOND C	0	5	3
SILVER DURATIONS	21	15	27
SILVER ALTITUDES	21	21	22
SILVER DISTANCES	16	19	9
GOLD ALTITUDES	14	27	6
GOLD DISTANCES	10	8	5
DIAMOND ALTITUDES	4	10	7
DIAMOND DISTANCES	0	6	1
DIAMOND GOALS	4	10	7

- Nota: a) If "C" flight lasts less than one hour after release (from 2000') application must include barogram of flight.
- b) Discard old application forms and use S.A.C. form No. 10, Issue 6, May/68 only.
- c) Distance to goal applications must include proof that point of landing is within 1,000 metres from declared goal point. It follows that Declaration of goal must be a point (like intersection of runways, crossroads or grain elevator) and not an area (like a Town, an airport or a Township).

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STATEMENT OF CANADIAN RECORDS & PERFORMANCES AS OF MARCH 17, 1970  
(in F.A.I. units)

	<u>SINGLE SEAT</u>		<u>MULTI SEAT</u>	
	<u>TERRITORIAL</u>	<u>CITIZEN</u>	<u>TERRITORIAL</u>	<u>CITIZEN</u>
Distance	676(DM)	676(DM)	234(AP)	234(AP)
Distance (feminine)	132(CP)	132(CP)		
Goal	676(DM)	676(DM)	153(RS)	153(RS)
Goal & Return	434.5 (JF)	526(RC)	334(DM)	334(DM)
Gain of height	7418(WM)	7418(WM)	7102(RS)	7102(RS)
Gain of height (feminine)		*5898(AC)		
Absolute altitude	9704(WM)	10363(WD)	9083(RS)	*9537(WK)
Absolute altitude (feminine)		*9772 (AC)		
100 km Triangle	87.5(CY)	87.5 (CY)	51.2(GR)	51.2(GR)
200 km Triangle	*88.1(JF)	*88.1 (JF)	*42.8 (GB)	*42.8(GB)
300 km Triangle	79.6(JF)	79.6 (JF)		
400 km Triangle				
500 km Triangle	*70.2(JF)	*70.2(JF)		
100 km Goal				
200 km Goal				
300 km Goal	108.6(WM)	108.6(WM)		
400 km Goal				
500 km Goal	86.1(DM)	86.1 (DM)		

\* Records made in 1969

RECORD HOLDERS

AC: Antonia Cservenka  
AP: Al Pow  
CP: Christine Pattinson  
CY: Charlie Yeates  
DM: Dave Marsden  
GB: Glen Buhr

Nota: a) Record claims must be filed with the F.A.I. Representative within 48 hours of the flight.

b) Applications for altitude records must include the atmospheric pressure at time and place of take-off. Barograph must be calibrated immediately after the flight.

## RECORD HOLDERS - Cont'd

GR: Geo. Redzich  
JF: John Firth  
RC: Richard Cook  
RS: R. Shirley  
WD: Willi Deleurant  
WK: Willibald Krug  
WM: Wolf Mix

c) Distances for any Canadian record or performance need not be calculated as the arc of the FAI great circle except where a leg exceeds 300 km. Accurate measurement from the map will otherwise suffice.

d) To convert kilometers into miles, multiply by 0.621.

e) To convert meters into feet, multiply by 3.281.

Franck Pellerin

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## OFFICIAL OBSERVERS

In 1969, there were 24 Official Observer Applications processed by the Ottawa Office. Of these, 18 were from Quebec & Maritime Zone, and 2 were from each of the other three Zones.

During the year, both the Alphabetical and Club Lists of Official Observers were added to, as Applications were received. These Lists show the names of the Official Observers who were not S.A.C. Members for the 2nd year in 1969. These appointments automatically lapse, and new Applications are required for re-instatement.

These Club Lists of Official Observers will be sent to the various Clubs for information. By Zones, this information is, as follows:

Quebec & Maritime .....	50	Active,	1	Lapsed	None in C.V.V.A.
Ontario .....	74	"	, 9	"	None in A.T.S.C. and A.C.L. (Ont).
Prairie .....	42	"	, 1	"	None in Melville
Pacific .....	52	"	, 2	"	None in Kamloops
Individual .....	2	"	, 2	"	

Applications for appointment as Official Observers are obtainable from Box 1173, our official address. It is mandatory that a copy of F.A.I. Sporting Code, at a cost of \$1.50 per copy, be purchased, from Box 1173, upon the initial appointment.

W. J. Piercy

## TECHNICAL COMMITTEE

Your committee has not been involved with any special projects during the past twelve months.

Our activity has been confined to processing applications for approval of new sailplanes, as follows:-

### Outstanding from last year's report

<u>Sailplane</u>	<u>Type Approval Ref.</u>
DIAMANT	G-87, Issue 1, 5 Aug 1969
LIBELLE H 301, H 301B	G-84, Issue 1, 6 Jun 1969
PIRAT SZD-30	G-85, Issue 1, 14 Jul 1969
DART T 51/17R	G-83, Issue 1,
SLINGSBY T 53	No further action by prospective importer.
CIRRUS	G-88, Issue 1, 5 Aug 1969
SCHLEICHER AS-K 13	G-86, Issue 1, 22 July 1969

### New Activity

LIBELLE STANDARD	Added to G-84, Issue 1, 6 June 1969
CIRRUS STANDARD )	Being processed. Special permit negotiated to allow entry in 1970 World Contest if complete data not yet collated.
KESTREL )	
LS - 1	Awaiting data from prospective importer.
SCHLEICHER AS-K 13	Negotiating amendment to allow aerobatics.

On behalf of the membership I would like to express our thanks to the Department of Transport for their friendly co-operation in our endeavours.

### Powered Sailplanes:

This committee was formed after the last AGM in order to plan for the inevitable introduction of powered sailplanes.

We have decided not to start negotiations with D.O.T. regarding changes to legislation to recognise motor assisted gliders as a separate category of aircraft until more experience has been gained.

A committee member, Mr. L.G. Hicks of the Montreal Soaring Council wished to purchase a Schleicher AS-K 14, and the D.O.T. readily agreed to allowing a flight permit so that actual operations can be evaluated.

The West German authorities do recognise motor gliders as a separate category of aircraft, so copies of their legislation were obtained and Mr. H. Hermes of the Montreal Soaring Council very kindly translated them for us.

During the coming season we shall watch the operation of the K-14 with great interest and hope to formulate our own recommendations for changes in legislation prior to the next AGM.

T. R. Beasley

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### SAFETY COMMITTEE

You may recall three years ago I stated a definition for glider accidents and started a card index system with the purpose of attempting to get a better picture of the accident scene. Last year our proforma report was not successful, only 12 forms being returned of a possible 26. This year has shown a slight improvement, 20 of a possible 33, but the picture they tell is a bad one. It is hoped that most of those clubs who did not send in a return did not have an accident to report.

The statistics are beginning to be informative but could be so much more accurate. To illustrate:

<u>YEAR</u>	<u>DOT REPORTED</u>	<u>SAC REPORTED</u>	<u>FATAL</u>	<u>COST</u>
1965	3			
1966	4			
1967	5	13	2	\$13,600
1968	4	7	NIL	\$ 3,053
1969	7	16	2	\$23,900



Of these, the following areas seem to predominate:

(1) Misjudged distance	5	
(2) Failed to compensate for wind	2	Undershooting
(3) Misuse of control	2	
(4) Towing	4	
(5) Failed to observe objects	1	Air collision
(6) Release failure	1	
(7) Rope break	1	
(8) Winch failure	1	
(9) Rope snag	1	
(10) Aircraft blown over on the ground	4	

We have the unevitable record of a world first; an air collision between a glider and a helicopter, resulting in three fatalities. Neither apparently saw the other until contact was made. These circumstances could occur again where flying is channelled into restricted areas, in this case a mountain valley. Our second fatality concerned an overstress when an HP-14 obtained sufficient air speed to bunt and failed both wings in down loading. In neither case did I have the complete information but in the latter instance there does not appear any evidence that the machine was under-strength in any way. When design limits are exceeded for cause failure must be expected.

I would like to restate the accident definition on glider accidents:

"Any accident while the glider is occupied with intent for flight which results in:

- (a) a fatality or injury to any person, requiring hospitalization for three or more days;
- (b) damage to the glider costing in excess of \$100. to repair."

[ The responsibility of reporting the occurrence is that of the owner or the owner's club.]

Once again, the better reports that are made the more accurate the statistics and hence, the chance of giving attention to trouble spots.

A. N. LeCheminant

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#### INSTRUCTORS' COMMITTEE

#### S.A.C. Instructor's Manual

During 1969, the sale of the Manual has been handled by Box 1173, Ottawa, and the results are shown in the Financial Report.

During the year there were several requests concerning the inclusion of a "Winch and Auto Tow" sheet in the Manual. Several discussions were held with H. Bruhlman, of Chatham, and T. Siimes and H. Herrdegen of Windsor, and the sheet is now nearly completed. It will be circulated to all Clubs, which use Winch and Auto, for comments, before incorporation into the Manual. At that same time, we would like to make any other alterations that might be desirable, as mentioned later in this Report, under the title, 'Eastern Instructors' School'.

In December, we received a request from the University of Illinois for permission to use the Manual for a new Course in Soaring at the University. This was granted, and they plan to buy the Manuals from Box 1173.

### S.A.C. INSTRUCTOR CLASSIFICATIONS

During the year, 18 Instructors were classified under Class I, 6 of whom were initially classified under Class I, 4 were reclassified from Class II, and 8 were re-classified from Class III.

A total of 14 Instructors were classified under Class II, 6 of whom were initially classified under Class II, and 8 were re-classified from Class III.

In summary, during 1969, there was at year-end, a total of 197 Instructors classified in Canada; 98 in Class I, 28 in Class II and 71 in Class III. This was an increase of 38 during the year; 18 Class I, 5 Class II and 15 Class III.

As Instructors renew their memberships through their Clubs, their membership cards are stamped with Instructor Classifications. These S.A.C. Classifications, by this Committee, constitute an internal record, and in no way dispenses with the requirements of the Department of Transport regarding the licencing of Glider Pilot Instructors.

### S.A.C. INSTRUCTORS' SCHOOLS

#### Eastern School - May 18-24/69

This School was held at Pendleton, Ont., the site of the Gatineau Gliding Club, with the kind permission and assistance of that Club. There were 10 candidates in attendance, from 7 Clubs, and 2 Instructors.

We were again fortunate in having two part-time lecturers in attendance, from Department of Transport. Inspector Bruce Carter, of Toronto Regional Office, lectured on Aerodynamics, and Dr. Sepp Froeschl (a member of our Association), from Montreal Office, lectured on Meteorology. Your Chairman was assisted by Charlie Yeates in handling the School.

In his lectures, Inspector Carter mentioned that he had been made responsible for re-writing, as necessary, the DOT Flying Training Manual and Instructor's Guide. This has been made necessary due to a 'new look' in instructing terms, phrases and techniques that have evolved from recent meetings of Power Instructors at DOT Power Refresher Courses. He also discussed how our Manual, like theirs, could be improved in this regard. He hoped to have the DOT Manual completed early in 1970, and we look forward to seeing it so our Manual may be critically reviewed to see what changes may be necessary.

This year, for the first time, this School (as well as the Western School) was fortunate in being subsidized, for living and travelling expenses, by the Fitness & Amateur Sport Directorate, of the Department of National and Welfare. This amounted to a total of \$1000.10 for this Eastern School. In addition to this, a sum of \$299 was required for flight time during the week - this sum was not subsidized this year.

Unfortunately, we have been advised that the subsidy from the Fitness Directorate will not be available for 1970. The Department of National Health and Welfare is re-examining the pattern of the distribution of the funds for the past 7 years, since the beginning of the program. This Committee has submitted a Brief to the Department, in order to be favourably considered in the formula for the re-distribution of future funds.

#### Western School - September 14-20/69

This School was held at CFB Penhold, near Red Deer, Alberta, through the helpful arrangements and assistance of Kerry Bissell, 1969 S.A.C. Vice-President and a member of Red Deer Soaring Association. There were 10 candidates, from 8 Clubs, and 2 Instructors in attendance.

At this School, also, we had two part-time lecturers from the Department of Transport. Inspector John Diek, of Edmonton Office, lectured on Aerodynamics, and Mr. Steve Checkwitch, of Edmonton Weather Office lectured on Meteorology. Don Skinner, of Cu-Nim Gliding Club, Calgary, assisted me in handling the School.

This Committee wishes to thank the Air Cadet League of Canada for allowing the School to use one of their Air Cadet 2-22's for the air exercises of the School.

Due to the greater travel distance in the West, the subsidy from the Fitness Directorate amounted to the sum of \$1668.04 for the Western School. In addition, the cost of Flight Insurance for the 2-22 and for the commercial air tows amounted to approximately the same as for the Eastern School - this sum was also not subsidized this year.

#### S.A.C. INSTRUCTOR'S AWARD

This Award recognizes annually an Instructor who is believed to have contributed most to Canadian Soaring or Gliding during the year. In a large Club, an Instructor may do a lot of instructing, when compared to others in the same Club, but his number of instructional flights may be considerably less than an Instructor in a small Club with fewer Instructors.

Other aspects of his contribution, therefore, are taken into consideration: - such as Office he held in his Club or in the Association - the number of years he has been instructing - the number of talks or lectures, which have helped members of his Club, or others - and miscellaneous items, such as personal contribution towards the operation of his Club, or maintenance of Club equipment, etc. The Committee believes that the method of evaluating nominees is equitable when applied to an Instructor from a Club of any size.

A total of 8 Clubs have submitted nominees for this year's Award. The Committee feels that a very deserving Instructor has been chosen for 1969 - Dr. Wolf Seufert, of C.V.V. Appalachen, Sherbrooke, Quebec. The Award will be presented to him this evening.

This year the Committee wishes to initiate a new practice of stating, in Honorable Mention categories, the names of the first two runners-up. During 1969, these were George M. Evans of Winnipeg Gliding Club, and Paul Kalmar of Vancouver Soaring Association.

Congratulations are in order to these three Instructors. We trust that Clubs will continue, in the future, to submit names of deserving Instructors for this Award.

W.J. Piercy

\* \* \* \*

### FITNESS COUNCIL FUNDS

#### ASSISTANCE FOR 1969 CANADIAN NATIONAL GLIDING CHAMPIONSHIPS

The sum of \$4,146.00 was allocated to provide assistance to the pilots and team members, in the form of 50% of the actual travel expenses incurred in attending the 1969 Nationals, at Innisfail, Alberta. Of this amount a total of \$2417.00 was expended. The original submission, in 1968, for 1969, was to provide for an estimated 37 pilots and 37 crew, based upon a 'guessed at' distribution from the 5 Provinces involved. The original terms of reference for handling the money were not very explicit in the specific explanations. This caused a fair amount of confusion initially, and this required a lot of seemingly contradictory correspondence with the individuals concerned, in order to straighten it out. I wish to apologize, at this time, for adding to this confusion, by not being smart enough to determine exactly which of the ways the Directorate might choose to interpret the rather ambiguous ground rules.

There were 26 sailplanes entered in the Nationals, with 8 Team and 18 Solo entries. Five of the Solo entries were from U.S.A., and were therefore not eligible for funds. A total of 29 pilots, including alternate pilots, and 13 crew members were eligible for the funds.

## ASSISTANCE TO TWO INSTRUCTORS' SCHOOLS

A sum of \$3,374.00 was available to cover the two Instructors' Schools, which were held in 1969. This was to cover both travel and living expenses for 10 candidates and 2 Instructors, at each of the two Schools. The Eastern School was held at Pendleton, Ont., at the site of Gatineau Gliding Club, during May 18-24, inclusive, and the Western School was held at CFB Penhold, near Red Deer, Alberta, during September 14-20, inclusive.

Again, the terms of reference were not too clear, and each School was treated somewhat differently - automobile return mileage was allowed in the case of the Eastern School, because of the somewhat isolated location of Pendleton, without public transportation; - the 'may not exceed first class rail' clause was applicable to the Western School, as it was to the group attending the Nationals.

There were 6 candidates from Ontario Zone and 4 candidates from Quebec & Maritime Zone, at the Eastern School. Two Instructors were in attendance. The expenditures at this School were \$1000.

At the Western School, there were 3 candidates from Alberta, 3 from British Columbia, and 4 from Manitoba. Again, there were 2 Instructors in attendance. The expenditures amounted to \$1668.04.

## FUTURE FITNESS COUNCIL FUND PICTURE

We have been advised by the Minister of National Health and Welfare that there will no longer be funds, in the future, to quote, 'because of the continually increasing demands on the available resources of the Fitness and Amateur Sport Program it will be necessary to establish priorities in the allocation of the available funds , at this point, however, I must advise you that in all likelihood it will no longer be possible to provide Federal financial assistance for the activities of your Association, and this should be taken into consideration in planning your program for future years' - end of quotation.

This was unfortunate news for this Association, because we thought, in 1969, that we had achieved a break-through, after 7 years of trying, at least in the 2 areas - Nationals and Instructors' Schools. We were, therefore, confident that we would be able to get help for the Internationals coming up in 1970.

A long letter was sent to the Minister regarding the whole problem, and incidently, thanking him very much for past favours, with information on our increasing activity in all areas. In addition, a specific letter concerning International Team funds, which we had missed, as above, was also forwarded to the Minister. In each letter, we believe a strong case was made for this Association to be given favourable consideration, in the future, in whatever formula will be forth-coming for providing financial help to amateur sport in Canada.

In the future, also, we will need to investigate the aid that might be available from Provincial Funds, as separate from Federal Funds discussed above. We understand that funds were available from the Province of Alberta to the Alberta Soaring Council (an organization of Alberta Soaring Clubs, of the Association) for the 1969 Canadian Nationals.



Similarly, we understand that the newly-formed Manitoba Soaring Council will be obtaining financial help from the Province of Manitoba this year, for the 1970 Nations.

It looks like other Clubs of other Provinces should look toward the organization of Provincial Councils, so there will be one Provincial voice, in each case, for gliding. In the case of Ontario Zone, some work has already been done, and we hope that the Ontario Soaring Council will be a reality, before the 1971 Nationals. Incidentally, if these Councils become realities soon, it may be expedient to change the present club Zone voting system into a system of representation by Provincial Council.

W. J. Piercy

\* \* \* \*

### RADIO

The main points given by Committee Chairman John Firth are noted.

The D.O.T. have accepted several new radios for use in gliders; these are NARCO Mk. VIII, GENAVE Model Alpha 200, BERTEA Model ML200. (These are in addition to the PYE Bantam and BAYSIDE BEI 990 already approved. Ed.)

The S.A.C. radio designed by John Johns had passed all tests, but had not been officially licenced yet.

John Firth said there had been an improvement in radio usage by glider pilots in 1969.

### FREE FLIGHT

At the beginning of the year the editor had hoped to pass on the job, but no offers were forthcoming in 1969, so no editorial change was possible.

In all, there were only 4 1/2 issues of the newsletter during the year, compared to 7 issues produced in 1968.

Production expenses, prior to printing and mailing, were kept down by the very able assistance of Sylvia Webb, who typed most of the issues in 1969, and who refused to accept any fee.

As far as contributions to the magazine are concerned, these have never been a problem as a number of clubs have excellent newsletters, particularly S.O.S.A., but also Winnipeg, Edmonton, Quebec and recently Gatineau and Vancouver.

As can be seen, I was a rather reluctant editor in 1969, the fourth year which I have had the job. Once again I wish to state my desire to hand over the job.

Bob Gairns

Reports on Air Cadet Liaison and Meteorology have not yet been received. They will be published in a later issue.

## DISCUSSION ON COMMITTEE REPORTS

### F.A.I. Awards:

Franck Pellerin said that if "C" flights were of less than one hour's duration, a barograph trace was required. Wolf Mix said it was not necessary to substantiate the time for a "C" badge. Wolf proposed that badges for "C" and below should be handled by clubs, with a record sent to the F.A.I. Committee. It was agreed that the F.A.I. Committee would study these suggestions.

Franck Pellerin pointed out that a goal flight must be to a point, not an area. The pilot must certify that he landed within 1,000 metres of his goal, or within the airport boundary if the landing was made at an airport.

### Technical Committee:

Terry Beasley said that members importing sailplanes of a new type should first get in touch with the S.A.C. Technical Committee. Three copies of technical data should be sent to this Committee as D.O.T. required two copies. Sailplane buyers were advised that better service is obtained from manufacturers if extra documents and manuals are requested before final payment is made for the sailplane.

Terry emphasized that S.A.C. has no responsibility for the airworthiness of an aircraft, as this was controlled by D.O.T. Also, S.A.C. cannot give inspection service.

On motor sailplanes, the D.O.T. had agreed they were in a different category from normal powered aircraft, but at present a motor sailplane pilot must have a power licence.

Dr. Seufert of Appalachian Soaring Club wanted an S.A.C. certification for winch drivers. After discussion it was felt S.A.C. could not do this. Walter Piercy said a winch operating section would be added soon to the S.A.C. Instructors' Manual.

### Safety:

Chem LeCheminant said he had not collected data on pilot experience in accidents. On reasons for accidents, he said 70% were due to pilot error, 15% for technical reasons, and 5% to weather.

### Air Cadet Liaison:

Kerry Bissell said the Alberta Committee for Air Cadets recommended a military takeover of air cadet flying.

Assurance of cooperation was given by Mr. Andre Dumas of the Air Cadet League Quebec Provincial Committee. Reports of joint programmes with provincial committees in Ontario and British Columbia indicate that member S.A.C. clubs and Air Cadet League Provincial Committees are working together for mutual benefit.

Meteorology:

Dr. Froeschl of the Met. service in Montreal was working on special glider weather reports from D.O.T. It was mentioned that a Montreal radio station CFCF, gave gliding weather reports in 1969.

AFTERNOON SESSION

President's Report:

Another year has passed in the history of the Soaring Association of Canada and we stand today at the quarter-century mark of our existence as an association.

On an occasion like this many people tend to look to the past, I prefer to look ahead to the future.

Our sport in Canada is at a stage of rapid development, our numbers are growing, more and more sailplanes are flying, and showing a degree of sophistication in performance that a few years ago we could only dream about.

Our pilots are also showing an ever increasing degree of proficiency, as witnessed by the number of records set and broken as well as in the achievements of diamond, gold and silver badges.

The administration of the Soaring Association of Canada will have to keep pace with this growth and deliberations at last year's annual meeting began to come to grips with this problem.

This effort must continue and before the next annual meeting, this Association must have taken positive steps in planning the form of administration it is going to have in the 70's. This will be subject for discussion in the sessions coming up this afternoon.

The events of particular significance in 1969 were The Canadian National Gliding Championships held at Innisfail in Alberta, and we thank the Red Deer Gliding Club and the Alberta Soaring Council for their effort in hosting the contest.

We had two instructors' schools in 1969; one in the East and one in the West. Our sincere thanks to Walter Piercy, the boys at Gatineau Gliding Club and Red Deer Gliding Club for the organization that went into these schools.

The events just mentioned, were for the first time, supported financially by grants from the Amateur Fitness and Sports Directorate, and for a time we were optimistic and indeed looking forward to continued support from this agency of the Federal Government.

Our optimism, however, was short-lived, because on October 16th we were advised by the Minister of Health and Welfare that the program of grants was now under review, and that we should not count on further grants until this review had been completed.

We have made representation for continuance of these grants, but have not had any reply as yet how we stand.

Another event of significance in 1969, was the decision of the D.O.T. to change the requirements for the issue of Student Glider Permits and Glider Pilots' Licences, by making a medical examination mandatory. The position of the Soaring Association in this matter was made by the Board of Directors who with near unanimity (1 director dissenting) expressed approval of the proposal as outlined by the D.O.T. Our reply to the D.O.T. reflected this position, as it should by the opinions expressed by the Directors, but it also expressed our opinion that the D.O.T. should not expect these new regulations to alter the accident rate significantly. Statistical documentation from the U.K. published in Sailplane and Gliding Magazine was submitted to the D.O.T. with our letter. No more on this subject at this time. There will be further discussion on this later in the afternoon.

Plans for the 1970 World Contest in Marfa, Texas are well under way - the team is selected and we hope that various fund-raising schemes presently under way will enable us to support our team, at least part of the way.

Great things are also happening in Manitoba where the 1970 Canadian Championships will be open at Carman on July 14th. We have been informed that our invitation to the Royal Visitors to Manitoba, to visit the Canadian Gliding Championships has graciously been accepted by H.R.H. The Prince of Wales and The Princess Anne, who will be our guests at Carman on July 14th at 10:30 a.m.

It was also my pleasure in September to attend the 40th Annual Meeting of The Royal Canadian Flying Club Association at the invitation of its President, Bob Purves of Winnipeg. At this meeting, the R.C.F.C.A. Board of Directors invited the President of the Soaring Association of Canada to become a member of the Board, and to participate fully in all its deliberations. This gesture was extended in recognition of the contribution our Association is making to Sports Aviation in Canada, and I recommend that future Presidents of this Association participate in the affairs of the R.C.F.C.A.

I will close my report as President by expressing my sincere gratitude for having been chosen to hold this office, my thanks to my Directors for having worked so diligently for me, and finally my regret for not having been able to devote more time to this job, which I really enjoyed doing.

To the new Board of Directors and its President, I give my assurance of all the help I can give, and my best wishes for the continued progress of the Soaring Association of Canada.

P. B. Thomsen

## 1979 NATIONAL CONTEST AND S.A.C. CONTEST RULES

Wolf Mix stated that the World Competition Scoring was initially very simple. It evolved into proportional scoring, but in 1970 was just as simple as the 2-1-0 scoring system.

There were arguments in favour of the 2-1-0 system as providing simple calculation scoring, and arguments against, as its use would be a radical change and unfair under some conditions.

John Bisscheroux of M.S.C. moved that the contest rules as proposed by the 1970 Nationals Committee be adopted. This was defeated. Wolf Mix proposed that the World Contest scoring method be used to determine the Canadian National Champion. This motion was approved, and will apply in 1970. An amendment by T.R. Beasley that the rules proposed by the 1970 Nationals Committee apply to the Sports Class as a trial in the 1970 competition was approved.

### Future Competitions

Glen Lockhard, on behalf of the Gatineau Club, offered to host the 1971 Canadian Nationals. Wolf Mix said S.O.S.A. would be host for the 1972 Nationals.

## D.O.T. MEDICAL FOR GLIDER PILOTS

Paul Thomsen read the original letter sent out by D.O.T. He interpreted the letter as being a statement of what the Department will do and was not asking what the Department should do.

Willi Deleurant (T.S.C.) said a medical requirement will be a big disincentive to new students. Paul Thomsen said that even if one fails a medical check, one may still be allowed to fly gliders solo. Hank Janzen (Rideau) said this did not happen with commercial and private licences - as failing a commercial medical meant that the private licence was also withdrawn.

W. Deleurant suggested that there should be no medical until the solo stage. Mr. McLeod, the D.O.T. representative, said that legally a student can take instruction without a medical for either power or glider flying, and that a student pilot licence is not required until the student goes solo.

There was some dissatisfaction expressed that clubs had not been consulted before the S.A.C. Directors accepted the D.O.T. proposals. Chem LeCheminant thought the action of the directors had been too hasty.

Terry Beasley said that S.A.C. should have requested documentation from the D.O.T. to show that the medical proposal was justified. Chem thought it was morally wrong for the D.O.T. to do something which was just to fix up a loophole in their regulations. (It had been stated that some power pilots who had failed a D.O.T. medical had then taken up gliding).



Chem proposed an addition to Bye-law 17, to read, "when a major change is proposed in D.O.T. legislation, it shall be mandatory on the S.A.C. Directors to appoint a committee to study the proposal and report back to the members before a decision is taken".

John Bisscheroux thought the D.O.T. letter did not indicate that a decision had been made to institute compulsory glider pilot medical examinations without consultation. He put forward a motion on behalf of M.S.C. Directors "that no unilateral decisions be made on matters restricting the soaring movement, but that clubs be consulted before any decision is made." This motion was thought to be essentially the same as that of Chem LeCheminant, and J. Bisscheroux agreed to withdraw it in favour of the former. Chem LeCheminant's motion was carried, with three opposing.

Chem thought there was merit in there being a medical requirement for instructors or passenger carriers, and thought that in this case a medical was an advantage for insurance reasons.

E.L. Smith (Gatineau) proposed that, in accordance with Chem's motion, the S.A.C. Directors should appoint a committee to seek alleviation of the D.O.T. medical requirement as it affects licencing of glider pilots. This was carried. (This temporary committee became later under the chairmanship of T. Beasley - Ed.)

#### INCREASE IN S.A.C. FEES:

W. Piercy advised that the cost of subscription to Soaring was expected to rise.

T. Beasley, seconded by W. Piercy, proposed that the Association's fiscal year be changed, to start on July 1st and end on June 30th the following year: CARRIED.

W. Piercy, seconded by A.N. LeCheminant, proposed that motion 5.13, as stated in the Minutes of the 1969 A.G.M., viz, "on first joining an S.A.C. club, a member be charged an initiation fee to cover the cost of Free Flight and Soaring magazine for a period of six months after his membership expires" be stricken from the record: CARRIED.

W. Piercy, seconded by H. Janzen, moved that S.A.C. membership fees be increased in accordance with the schedule published in the February issue of Free Flight, to become effective as soon as possible after study by a committee to tie in the new fees with the new financial year (July 1st), as noted above: CARRIED.

#### INSTRUCTORS' SCHOOLS SUBSIDY

W. Piercy, seconded by P. Krauss, moved that the two East & West Instructors' Schools be subsidized for half the flying fees, up to a maximum of \$200 each: CARRIED.

#### C.O.P.A.

Services provided by C.O.P.A. were commented upon favourably. It was suggested that these services would be of increasing benefit to our association.

### ELECTION OF TWO DIRECTORS-AT-LARGE

John Firth had been nominated by G.G.C. Jack Barron (V.S.A.) and Kerry Bissell (R.D.S.C.) were nominated from the floor. Balloting by weighted vote returned John Firth and Jack Barron.

### WORLD CONTEST FUND DRAW

Winners in Eastern Section: G. Crevier, Ste. Therese, P.Q. - colour T.V. set; G. Hewitt, Ottawa, Ont. - \$50.

Winners in Western Section: Mrs. D. Kroeger, Victoria, B.C. - colour T.V. set; R. Goldade, Colonsay, Sask. - \$50.

### DINNER SPEAKER

Dr. Lloyd Beuley, experienced RAAF pilot and now with ICAO, gave a most interesting talk on the history of accidents from a medical standpoint. With regard to glider accidents, he stated that countries which do not have a medical requirement have not shown any worse accident statistics than countries which do have medical requirements. Dr. Benley said the F.A.I. have a committee studying the necessity of a medical examination for glider pilots. Further international discussion on this subject is to take place in June, 1970.

### SCHWEIZER PRESENTATION

Paul Schweizer, Vice-President of Schweizer Aircraft, and a good friend of S.A.C., who has attended our annual meeting for the past ten or fifteen years, presented a gavel for use by S.A.C. Presidents.

Paul says, "Schweizer Aircraft Corp. made a similar presentation to the SSA over ten years ago, and the gavel has been passed on from one President to the next, and effectively used at the Directors meetings. We thought that presenting one of these on your 25th Anniversary would be appropriate.

My brother Ernie's hobby is "woods" and making interesting things from them. The gavel is made from South American rosewood, and the bottom plate, made from Cumara Rana, a South American hardwood. Ernie gets a lot of kidding, since he pioneered metal in sail-planes, and has wood as one of his hobbies.

We are pleased to receive 'Free Flight' and would like to continue to receive this."

Sincerely yours,

Paul A. Schweizer

### TROPHY AWARDS

RODEN Trophy - for best utilization of Club equipment, to Buckingham, G.C.

SHELL Trophy - for the National Contest Winner, to Dave Webb.

CANADAIR Trophy - for the five best flights, went to John Firth.

CARLING Trophy - for best Team Entry at the National Contest, to Henri Chabot and Kurt Kovacs.

B.A.I.C. Trophy - for the year's best flight, to John Firth.

"200" Trophy - best flights for pilots with less than 200 hours, to Hans Lucas.

DOW Trophy - for best speed triangle and best speed to goal, to Dave Webb.

BALL & CHAIN Trophy - for significant performance by a married pilot, not available for presentation.

HAWKESBURY CHAMBER OF COMMERCE Trophy - for National Contest Runner-up, not available for presentation to Willi Deleurant.

INSTRUCTOR'S Trophy - for most contribution by an Instructor, to Wolf Seufert, Appalachian, G.C.

### NEW EDITOR FOR FREE FLIGHT

A year ago Bob Gairns, your editor, advised that he wished to resign. However, we could not find a replacement. We are now pleased to tell you that we will have a new editor, starting with the next issue. Sylvia Webb, who has typed Free Flight for a number of issues, has agreed to take on the additional editorial task. Free Flight is as good as you care to make it, so all you writers please continue to send in your articles. Finally, your directors do wish to go on record with a very sincere vote of thanks to Bob Gairns, who has worked very hard and successfully to see that we have had our own publication.

T.R. Beasley

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### LOOK WHO JUST LANDED

So reads a card, introducing Glider Pilot No. 1 Susan Patricia; Release Time 10:40 February 14, 1970; Distance covered 20 1/2 inches; Payload 7 lbs. 10 oz; Landing site - City of Thunder Bay (Port Arthur General Hospital); Official Observers: Dr. L.D. Young, Dr. G. Wilson; Tow Pilot: Marion Patricia; Crew Chief: Josef Frank Zirnsak. Joe and Pat are of course with the Lakehead Club.

FUND APPEAL, WORLD GLIDING CHAMPIONSHIPS 1970:

We attach a letter composed by Terry Beasley. It is suggested that a copy of this letter could be used when approaching companies or individuals with requests for assistance. This was used by Terry in his approaches to industry.

1970 NATIONALS (July 14-23):

The community of Carman, Manitoba has already undertaken extensive publicity of the Championships which will be one of the highlights of the towns provincial centennial activities. The Soaring to Beat '70 slogan is featured on the front page of every issue of the local newspaper and signs at the highway entrances proclaim Carman as the host of the 1970 National Soaring Championships. During the month of February a Schweizer 1-26 was on display in a major Winnipeg Department Store, to also publicize the competitions.

It is anticipated that his Royal Highness the Prince of Wales who is a pilot himself, and possibly The Princess Anne, will be visiting the contest site on Tuesday, July 14th.

Considerable interest in entering the contest is coming from American competitors in the Chicago, Minneapolis area - as their national competitions will be held at E1 Mirage, California and much of the usual activity will probably be siphoned off by the World Championships at Marfa.

FOR SALE

Schweizer 2-22, Serial No. 1, in good condition.

Contact: Montreal Soaring Council, P.O. Box 1082,  
St. Laurent, Montreal 379, Quebec.

# SOARING ASSOCIATION OF CANADA

## ORGANIZATION - 1970

<u>Directors &amp; Officers</u>	<u>Names and Addresses</u>	<u>Telephone No.</u>
President	Walter Piercy, 184 Churchill Crescent, Kingston, Ontario	613-546-9937(H) 613-544-6000(B)
Past-President and Director	Paul Thomsen, 2675 Vaudreuil, No. 11 Sherbrooke, Quebec	819-562-1288(H) 819-569-9023(B)
Vice-President and Director-At-Large	Jack Barron, 927 No. One Road Richmond, B.C.	604-277-5135(H) 604-273-2384(B)
Director, Pacific Zone	George Dunbar, 1419 Chardie Pl. S.W., Calgary 9, Alberta	403-255-7586(H) 403-267-1613(B)
Director, Prairie Zone	Paul Krauss, 426 St. Anne's Road, Winnipeg 8, Manitoba	204-253-5095(H) 204-943-1325(B)
Director, Ontario Zone	Walter Piercy, 184 Churchill Crescent Kingston, Ontario	613-546-9937(H) 613-544-6000(B)
Director, Quebec & Maritimes Zone	Terry Beasley, 173 Leslie Street, Dollard des Ormeaux, Quebec	514-684-7145(H) 514-744-1511(B)
Director-At-Large	John Firth, 542 Coronation Avenue, Ottawa 8, Ontario	613-731-6997(H) 613-992-0510(B)
Secretary	Kerry Bissell, 3520 Spruce Drive, Red Deer, Alberta	403-346-3438(H) 403-347-3777(B)
Treasurer	Don Wood, 216 Monterey Drive Ottawa 6, Ontario	613-829-3195(H) 705-474-5060(B)

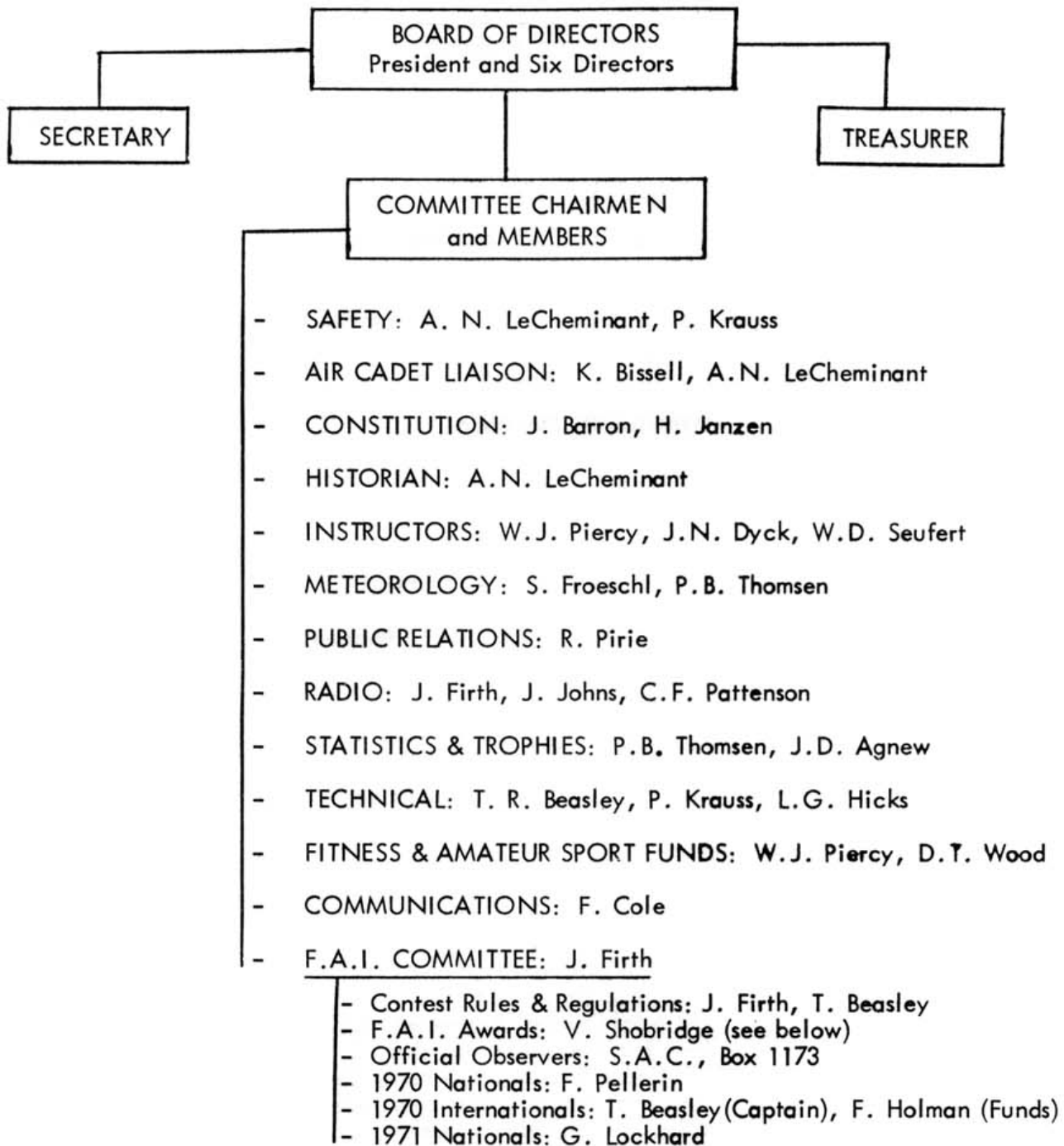
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<u>Members of Committees</u>	<u>Addresses</u>
J.D. Agnew	4475 Rolland Street, Pierrefonds, Quebec
F. Cole	P.O. Box 73, Tweed, Ont.
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S. Froeschl	1845 Brookdale Avenue, Dorval, Quebec
L.G. Hicks	239 Cedar Avenue, Rosemere, Quebec
F. Holman	4013-41st Avenue, Red Deer, Alberta
H. Janzen	172 College Street, Kingston, Ontario
J. Johns	2025 Arch Street, Ottawa 8, Ontario
A.N. LeCheminant	P.O. Box 168, R.R. No. 3 Manotick, Ontario
G. Lockhard	P.O. Box 511, R.R. No. 1 Manotick, Ontario
C.F. Pattenson	14 Davidson Drive, Ottawa 9, Ontario
F. Pellerin	123 Lanark Street, Winnipeg 9, Manitoba
R. Pirie	107 Marlborough Street, Toronto 5, Ontario
W. Seufert	1600 Rue Ledoux, Sherbrooke, Quebec
P. Tingskou	187 Thompson Drive, Winnipeg 12, Manitoba



# SOARING ASSOCIATION OF CANADA

## ORGANIZATION - 1970



## SERVICES AND SUPPLIES

Free Flight Editor - Mrs. Sylvia Webb, 234 Villeneuve Street, St. Eustache, Quebec

Membership Secretary - Mrs. Terry Tucker, 786 Chapman Blvd., Ottawa 8, Ontario

F.A.I. Awards - V. Shobridge, 1849 Burrill Street, North Vancouver, B.C.

Supplies - Log Books etc. )

Inst. Manuals, etc.) S.A.C., Box 1173, Station "B", Ottawa 4, Ontario

Sporting Code, etc.)

Official Observers - S.A.C., Box 1173, Station "B", Ottawa 4, Ontario