



# Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 5/70.

August-September, 1970.

## XXII CANADIAN NATIONAL SOARING CHAMPIONSHIPS CARMAN, MANITOBA; - JULY 14TH - 23RD, 1970

Since a minimum of four contest days are required for a valid contest, no Canadian National Champion was declared for 1970; however, the Sports Class trophy was awarded to a combination of a modified SB-7 built by Joe Mandla of Montreal and pilot Dave Webb. Results after two days are included in this report.

(Due to a prolonged mail strike in the Montreal area, the report on the Nationals by Franck Pellerin has not been received. Bob Gairns has kindly written up an account of the event and in order to avoid further delays, this is being published instead. Ed.)

As the organisers said, driving distance from Hawkesbury, Ontario, or Hope, B.C., was approximately the same, 1,390 miles. This year Peter Timm again upheld the honour of the far West, while seven pilots from Montreal brought six sailplanes. The Toronto area contributed two sailplanes and Ottawa one; Calgary was represented with four sailplanes, Edmonton and Regina with one each and Winnipeg with three. Dick Schreder's HP-15 development was not finished and so he was not present. We were, however, pleased to see other U.S. pilots; Lloyd Hunter came all the way from Rochester, N.Y., with a rare machine, a 15-metre Diamant, and Larry Rogers came up from Minneapolis with his nicely built HP-14. Lloyd had flown a 1-23 at Regina in 1966.

The contest site was a grass field, approx. 3,000 ft. long. With the main runway only 300 ft. wide and the runway direction North and South, one started with misgivings, but the rest of the field had another useable 600 ft available to land on, though this was somewhat softer ground.

During the week or ten days before the contest starting date, heavy rains had produced waterlogged fields. However, after some sunshine and some windy days, this water was absorbed.

The Official Opening Day, Tuesday 14th July, must have been a great disappointment to the organisers, as low cloud and rain prevailed, the rain easing off just before the expected arrival of H.R.H. The Duke of Edinburgh. In spite of the weather, Prince Philip did come, with Princess Anne, and both talked to several pilots and contest officials. One sailplane made a token take-off and some high speed passes before making a precise landing at the end of the runway. So the first official flight of the Canadian Championship was made by a Frenchman, André Dumestre of Calgary.

During the next four days the two local Met. men, Jack McMorran and Norm Taylor did their best to forecast suitable gliding weather, and several tasks were set but were all cancelled, variously due to high winds, wet ground, overcast, etc.

On the sixth day since the opening, Sunday 19th July, things shaped up much better, and a 200 Km. triangle task was set, to Indian Springs, McGregor, and back. Timing was to begin with a run through a starting gate. This turned out to be a good day with a good task, with 15 of the 20 starters completing the course. George Blunden of Calgary won the day in his Cirrus, with Dick Mamini also of Calgary second in his HP-14, and Dave Webb of Montreal a creditable third in the homebuilt SB-7 built by Joe Mandla of M.S.C.

The next day, 20th July, had even better conditions, though with a 15 mph S.W. wind. The forecasters' prediction of no clouds and thermals to a maximum of 4,600 ft. was easily exceeded by the 5/8 cloud cover during the heat of the day, with bases to 6,300 ft. above ground and rates of climb up to 800 fpm. The task was distance within a prescribed area, or cat's cradle task, something new to most competitors. Turning point identification was to be by photograph.

The first take-off was by Dave Webb at 12.00, the last by Bob Gairns at 12.50, a launching rate of one sailplane every 2 3/4 minutes. The rules for this task allowed a competitor to fly back along a leg just completed and then on to a further turn point without penalty, different from the World Contest ruling.

Some pilots had unfortunate experiences with areas of sink on some legs, but in general it was an excellent day. Hal Werneburg in his new Standard Cirrus was able to fly until 8.00 p.m. East of Carman and made the best distance with approximately 318 miles. Several pilots reached Indian Springs, 40 miles West of Carman, as the last clouds were dying in that area and then floated downwind with occasional thermals the 40 miles North to McGregor. Thermal activity there was still present until 7.00 p.m., but lift had died nearer Carman, so that, with the headwind component, those who reached McGregor late were unable to get back to Carman.

Hopes for better weather on the remaining days were not fulfilled, and there were no more contest days.

The hospitality and friendliness of the local people was very noticeable, and this alleviated the frustration of non-flying.

In the early part of the first week it was a pleasure to see John Pomietlarz and Harry Byrt, who spent an evening in Carman, having flown in from Edmonton in a Cherokee (powered version). John had just completed a 392 mile flight in his HP-11 from Edmonton to somewhere in Saskatchewan. Also present during the first week were Joe Zirnsak and his family from Thunder Bay.

On another evening Julien and Myrtle Audette organised an informal barbeque supper and an enjoyable evening was spent where contestants and crews shared experiences. Our sympathy goes to Julien who has some work ahead of him to repair damage to his HP-11 which had the main fuselage frame damaged when the aircraft was groundlooped by a pilot on his first flight in a high performance sailplane.

Halfway through the contest period a barbeque was held one evening in the garden of a local farmer, and a most enjoyable evening was spent and fellowship enjoyed with members of both the Winnipeg clubs, with the Mayor of Carman and his wife and with local people, in particular Joe, a radio ham operator, who relayed messages about the contest to Kingston and to Montreal. Other visitors to this barbeque were Bruce Gowans and his wife from Calgary and no less than four Gatineau Club members: Terry Tucker, John Soulsby, Nick Pattinson and Eric Wimberley, who had flown in from Ottawa in a rented Cessna 182. Don Bennett, now CBC Regional Director in Winnipeg and an ex-Gatineau club member, also put in an appearance, as did Vic Davey and family of Montreal.

Some general comments on the contest are offered. The two Army L-19 towplanes were excellent, and a Maule was admirable but not always available. A Super Cub was towing initially but became unavailable later. A J-3 Cub with an 85 hp engine was always on hand but was just not adequate as a contest towplane. If the expected 50 sailplanes had arrived, the towplane situation would have had to be radically changed in order to achieve a reasonable launching rate. The field was of sufficient size for the 20 sailplanes in the contest, though the single landing strip with North and South direction meant most take-offs and landings were crosswind. Air Cadet help was promised, but none appeared.

The closing ceremony was an official banquet put on by the Town, preceded by cocktails at the Mayor's residence. This was Western hospitality at its best, and something to be remembered with pleasure.

The two local clubs, the Winnipeg Gliding Club and the Red River Soaring Association, are to be congratulated for their hard work and for all the arrangements they made for accommodation and for meals. The competition director, Al Sunley, did a good job - he was firm but was receptive to any reasonable interpretation of the rules. I would certainly like to fly in Manitoba again, but in better weather.

Bob Gairns

\*\*

## XXII CANADIAN NATIONAL GLIDING CHAMPIONSHIPS

JULY 14 - 23RD, 1970; FRIENDSHIP AIRPORT, CARMAN, MANITOBA

(OPEN CLASS DECLARED "NO CONTEST" SINCE 4 CONTEST DAYS ARE REQUIRED TO MAKE IT A VALID CONTEST)

| OPEN CLASS<br>(Results after 2 days only) |                     |              |      | 200 Km. speed triangle -<br>Indian Springs/McGregor/Carman |                |               |              | Distance within a prescribed<br>Area   |                |               |              |
|---|---------------------|--------------|------|--|----------------|---------------|--------------|--|----------------|---------------|--------------|
|   |                     |              |      | 1ST DAY.<br>(Sunday, 19th July, 1970).                     |                |               |              | 2ND DAY.<br>(Monday, 20th July, 1970). |                |               |              |
| STG.                                      | PILOT               | SAILPLANE    | REG. | SPEED/<br>DIST.  | DAILY<br>SCORE | CUM.<br>SCORE | CUM.<br>STG. | DIST.                                  | DAILY<br>SCORE | CUM.<br>SCORE | CUM.<br>STG. |
| 1   | WEBB, Dave          | SB-7 (M)     | WOV  | 79.4 S   | 963            | 963           | 3            | 457.9                                  | 948            | 1,911         | 1            |
| 2   | MAMINI, Dick        | HP-14        | ALT  | 80.7 S   | 978            | 978           | 2            | 438.7                                  | 908            | 1,886         | 2            |
| 3   | BLUNDEN, George     | Cirrus       | QJH  | 82.4 S   | 1000           | 1000          | 1            | 423.9                                  | 877            | 1,877         | 3            |
| 4   | STOTEN, Michael     | SH-1         | RSO  | 74.6 S   | 905            | 905           | 6            | 392.8                                  | 813            | 1,718         | 4            |
| 5   | MARSDEN, Dave       | HP-14        | XFP  | 76.7 S   | 930            | 930           | 4            | 377.6                                  | 782            | 1,712         | 5            |
| 6   | CHABOT, Henri       | SHK          | PLM  | 74.8 S   | 907            | 907           | 5            | 383.1                                  | 793            | 1,700         | 6            |
| 7   | GAIRNS, Bob         | Libelle 301  | XGE  | 70.3 S   | 853            | 853           | 9            | 396.5                                  | 821            | 1,674         | 7            |
| 8   | HUNTER, Lloyd       | Diamant HBV  | 2N   | 71.4 S   | 866            | 866           | 8            | 375.1                                  | 776            | 1,642         | 8            |
| 9   | WERNEBURG, Hal      | Cirrus Std.  | AQV  | 67.2 S   | 615            | 615           | 15           | 483.2                                  | 1000           | 1,615         | 9            |
| 10  | TROUNCE, Peter      | Phoebus C    | VKY  | 70.3 S   | 852            | 852           | 10           | 350.9                                  | 726            | 1,578         | 10           |
| 11  | ROGERS, Larry       | HP-14        | O80  | 59.6 S   | 722            | 722           | 11           | 333.4                                  | 690            | 1,412         | 11           |
| 12  | HEA, Bruce          | Libelle Std. | QJS  | 55.8 S   | 676            | 676           | 13           | 348.8                                  | 722            | 1,398         | 12           |
| 13  | KURLENTS/PALFREEMAN | Diamant 16.5 | SYL  | 44.2 S   | 536            | 536           | 16           | 321.9                                  | 666            | 1,202         | 13           |
| 14  | TINGSKOU, Paul      | BG-12B       | SMW  | 57.7 S   | 700            | 700           | 12           | 238.2                                  | 493            | 1,193         | 14           |
| 15  | JONAH, Wilf         | Kestrel      | YAW  | 151.0 D  | 294            | 294           | 17           | 372.6                                  | 771            | 1,065         | 15           |
| 16  | PARSEY/BOUDREAULT   | Phoebus B    | VNE  | 54.4 S   | 660            | 660           | 14           | 150.6                                  | 312            | 972           | 16           |
| 17  | DUMESTRE, André     | Libelle 301  | XZB  | 72.2 S   | 875            | 875           | 7            | 0                                      | 0              | 875           | 17           |
| 18  | TIMM, Peter         | Phoebus A    | WLR  | 85.0 D   | 166            | 166           | 18           | 323.4                                  | 669            | 835           | 18           |
| 19  | AUDETTE, Julien     | HP-11A       | SMZ  | 0  | 0              | 0             | 21           | 133.4                                  | 276            | 276           | 19           |
| 20  | TUSTIN, Dave        | BG-12A       | RCW  | 171.0 D  | 139            | 139           | 19           | DNC                                    | DNC            | 139           | 20           |
| 21  | BUHR/KEATS          | Bergefalke   | UVO  | 8.0 D  | 19             | 19            | 20           | 0                                      | 0              | 19            | 21           |

| SPORTS CLASS |                     |              |      | 200 Km. speed triangle -<br>Indian Springs/McGregor/Carman. |                |               |              | Distance within a prescribed<br>Area.  |                |               |              |
|--------------|---------------------|--------------|------|---|----------------|---------------|--------------|--|----------------|---------------|--------------|
|              |                     |              |      | 1ST DAY.<br>(Sunday, 19th July, 1970).                      |                |               |              | 2ND DAY.<br>(Monday, 20th July, 1970). |                |               |              |
| STG.         | PILOT               | SAILPLANE    | REG. | SPEED/<br>DIST.   | DAILY<br>SCORE | CUM.<br>SCORE | CUM.<br>STG. | DIST.                                  | DAILY<br>SCORE | CUM.<br>SCORE | CUM.<br>STG. |
| 1            | WEBB, Dave          | SB-7 (M)     | WOV  | 79.4 S  | 828            | 828           | 2            | 457.9                                  | 815            | 1,643         | 1            |
| 2            | MAMINI, Dick        | HP-14        | ALT  | 80.7 S  | 841            | 841           | 1            | 438.7                                  | 781            | 1,622         | 2            |
| 3            | STOTEN, Michael     | SH-1         | RSO  | 74.6 S  | 815            | 815           | 4            | 392.8                                  | 732            | 1,547         | 3            |
| 4            | BLUNDEN, George     | Cirrus       | QJH  | 82.4 S  | 820            | 820           | 3            | 423.9                                  | 719            | 1,539         | 4            |
| 5            | MARSDEN, Dave       | HP-14        | XFP  | 76.7 S  | 800            | 800           | 5            | 377.6                                  | 716            | 1,516         | 5            |
| 6            | CHABOT, Henri       | SHK          | PLM  | 74.8 S  | 798            | 798           | 6            | 383.1                                  | 698            | 1,496         | 6            |
| 7            | GAIRNS, Bob         | Libelle 301  | XGE  | 70.3 S  | 725            | 725           | 10           | 396.5                                  | 698            | 1,423         | 7            |
| 8            | HUNTER, Lloyd       | Diamant HBV  | 2N   | 71.4 S  | 745            | 745           | 7            | 375.1                                  | 667            | 1,412         | 8            |
| 9            | WERNEBURG, Hal      | Cirrus, Std. | AQV  | 67.2 S  | 529            | 529           | 15           | 483.2                                  | 860            | 1,389         | 9            |
| 10           | TROUNCE, Peter      | Phoebus C    | VKY  | 70.3 S  | 733            | 733           | 9            | 350.9                                  | 624            | 1,357         | 10           |
| 11           | ROGERS, Larry       | HP-14        | O80  | 59.6 S  | 621            | 621           | 12           | 333.4                                  | 593            | 1,214         | 11           |
| 12           | HEA, Bruce          | Libelle Std. | QJS  | 55.8 S  | 581            | 581           | 14           | 348.8                                  | 621            | 1,202         | 12           |
| 13           | TINGSKOU, Paul      | BG-12B       | SMW  | 57.7 S  | 658            | 658           | 11           | 238.2                                  | 463            | 1,121         | 13           |
| 14           | KURLENTS/PALFREEMAN | Diamant 16.5 | SYL  | 44.2 S  | 482            | 482           | 16           | 321.9                                  | 599            | 1,081         | 14           |
| 15           | PARSEY/BOUDREAULT   | Phoebus B    | VNE  | 54.4 S  | 607            | 607           | 13           | 150.6                                  | 287            | 894           | 15           |
| 16           | JONAH, Wilf         | Kestrel      | YAW  | 151.0 D   | 241            | 241           | 17           | 372.6                                  | 632            | 873           | 16           |
| 17           | TIMM, Peter         | Phoebus A    | WLR  | 85.0 D  | 153            | 153           | 18           | 323.4                                  | 615            | 768           | 17           |
| 18           | DUMESTRE, André     | Libelle 301  | XZB  | 72.2 S  | 744            | 744           | 8            | 0                                      | 0              | 744           | 18           |
| 19           | AUDETTE, Julien     | HP-11A       | SMZ  | 0   | 0              | 0             | 21           | 133.4                                  | 259            | 259           | 19           |
| 20           | TUSTIN, Dave        | BG-12A       | RCW  | 71.0 D  | 139            | 139           | 19           | DNC                                    | DNC            | 131           | 20           |
| 21           | BUHR/KEATS          | Bergefalke   | UVO  | 8.0 D   | 16             | 16            | 20           | 0                                      | 0              | 16            | 21           |

The handicapping system used in the Sports Class was that outlined in the April 1969 issue of "SOARING"

Speed 'S' = Kilometers per hour  
Dist. 'D' = Kilometers  
DNC = Did Not Compete



|             |
|-------------|
| S.A.C. NEWS |
|-------------|

CORRECTION TO BY-LAW 17

Mr. A.N. LeCheminant has requested that a correction be made to the Amendment to By-Law 17 which was printed on page 24 of the April-May 1970 issue of Free Flight. To avoid any misinterpretation, the complete corrected text of By-Law 17 is reproduced below:

"The Board of Directors shall appoint and name such committees as it deems necessary and desirable except that whenever a matter concerning changes to licence conditions or any matter involving the great majority of members arises, it shall be mandatory on the Directors to appoint a committee to consider the subject. After reviewing the committee's findings, the Board shall obtain an affirmative vote of the general membership either by meeting or by mail before implementing action on the matter. The terms of reference of such committees shall be established by the Board of Directors to which the committees are responsible."

\*\*

RADIO COMMITTEE REPORT

Canadian Glider Pilots may be happy to know they have no monopoly on extravagant radio usage. Recent experience at Marfa showed that many other nationalities were quite proficient; the Latins were in the lead with the British not far behind. In fact, the official channels were quite unusable a lot of the time.

There is a possibility that a single channel radio for glider use could be marketed in this country for about \$250 to \$300. For development to go ahead, strong interest from more than twenty people is needed. Write to me if you are.

There was recently a case near Montreal of a station making considerable unauthorised use of 123.3 MHz. An unofficial word with the Radio Regulations Department of D.O.T. resulted in immediate help. We do enjoy good relations with this Department and I hope this will continue.

John Firth,  
Chairman, Radio Committee

FIVE BEST FLIGHTS AND "200" TROPHIES

Cross country pilots are reminded that Paul Thomsen of 2675 Vaudreuil, No. 11, Sherbrooke, P.Q. is in charge of the collection of data for the above trophies.

It is hoped that a list of 1970 performance flights will be published in the next issue of FREE FLIGHT.

### HIGH ALTITUDE INDOCTRINATION COURSE

In 1967 two one-day courses were run at the Institute of Aviation Medicine, Avenue Road, Toronto, and some 25 Glider Pilots attended lectures on the use of oxygen equipment and on the effects of a high altitude environment on the human body. Each course was completed with a simulated high altitude flight in a low pressure chamber. It is hoped that similar courses can be run this Fall.

On behalf of Glider Pilots in Ontario and Quebec, the Institute has been asked to provide two one-day courses in late September. These, if held, would be on weekdays, and would last from 8.30 a.m. to 4.00 p.m. Approximately 15 persons can be accommodated on each course.

These courses are recommended for pilots intending to make wave flights during the Fall. Those interested should write to Bob Gairns, 130 St. Francis Boulevard, Chateauguay, P.Q. Or telephone (514) 691-4754.

Note that to enter the low pressure chamber a current D.O.T. medical is required, with emphasis placed on exposure to high altitude.

It is hoped that similar courses can be organised for other areas such as Winnipeg, Regina, Calgary, Edmonton and Vancouver. The Institute has been approached to provide addresses of Aeromedical Centres convenient to the above cities.

R.C. Gairns

### SOARING COUNCILS

Following the Alberta Soaring Council, the Manitoba Soaring Council has just received its charter and is now fully incorporated as a non-profit, non-share-capital Company. Anyone wishing to receive copies of the legal work regarding the above Council, is asked to contact Franck Pellerin, 123 Lanark Street, Winnipeg 9, Manitoba.

F. Pellerin

### FREE FLIGHT - COVER DESIGN COMPETITION

First prize: \$50.00 Requirement is simply that it can be produced by the offset process (photographs permitted) and must identify itself as 'Free Flight', official publication of the Soaring Association of Canada. Deadline: 1st October, 1970. Designs should be sent to S.A.C., Box 1173, Station "B", Ottawa 4, Ontario.

T.R. Beasley,  
for Directors

|                            |
|----------------------------|
| AN INTERVIEW WITH WOLF MIX |
|----------------------------|

By Gordon MacDonald, SOSA NEWS Editor

As most of you know, SOSA's Wolf Mix came fourth in the Standard Class in the World Soaring Championships held in Marfa, Texas, from June 21st to July 4th. This is a remarkable achievement. Placing this high in a field of forty contestants, Wolf exceeded the performance of some almost legendary figures in the soaring world. Shortly after he returned from Marfa, Wolf kindly agreed to an interview with your SOSA News Editor.

(Due to the length of this taped interview, the general discussion at the beginning and details of the last day's flying are the only parts that are reprinted below - Editor, Free Flight).

ED: Wolf, to anyone other than glider pilots, it might seem rather unimaginative to start an interview by discussing the weather. But it's obviously important to us, and I see you have some Marfa forecast sheets there, so this seems like a good place to begin.

MIX: Well, Gord, here is the forecast for the first contest day, Surface temperature 88° at 1200 hours, wind 140°, 10 kts. At 1500 hrs. 8000' ceiling, broken, temperature 97°, wind 150°, 10 kts. And later on, at 1800 hrs, ceiling at 9000' ASL. This was not a particularly good day, with ceiling at only 9000 ft.

ED: Do you have a forecast that's perhaps more typical of conditions there?

MIX: Yes, here, on another day, are the area stability indexes and wind conditions for Marfa, El Paso, Wink, Midland, for various levels. You'll see the forecast is for thermal conditions at 1200 hrs to go to 8000 feet above sea level with 1 metre per second. At 1400 hrs it calls for 11,000 ASL and 2½ m/s. At 1700 hrs it would be 14,000' ceiling at 3 m/s and at 1930 hrs, 14,000 feet and 2 m/s.

ED: Some of us at Rockton would really envy those cloud bases.

MIX: Well, not really. You have to bear in mind you're flying over high ground.\* In the Van Horn area, for example, you get mountains of 7000 to 8000 feet.

ED: So Texas is not really flat after all ...

MIX: Not at all ! On the first contest day some of the mountain tops were barely out of cloud.

ED: Were the forecasts generally pretty accurate?

MIX: They were very good, except the only thing they were basically wrong about was the thermal strength. This, of course, is very difficult to forecast accurately -- because thermal strength depends upon the lapse rate, the amount of heating, and many other factors. The thermal strengths were actually much higher than forecast except on one day.

ED: When was that?

\* "Lowlands" in the Marfa area average around 4500' A.S.L., e.g. Marfa Airport is 5,000' A.S.L. Ed. - Free Flight

MIX: That was the day I decided to put in lots of extra ballast. Then the thermals were weaker than forecast!

ED: I understand the Canadians had their own weather expert ..

MIX: Yes, Dr. Sepp Froeschl. During the second week of the contest Sepp was down from the DOT in Montreal, to attend the OSTIV Congress. Fortunately, he was able to spend some time with us, and the advice he gave us on making best use of the forecast information was really most valuable.

ED: Well, when you have a weather briefing like this, and they say the thermals are going to start around 12:00, is there a mad rush for the starting line?

MIX: No, all this is organized for you -- you don't really have very much to say about it. Here's a sample day -- you'll see that on this particular day grid time was 12:30. That means that all the aircraft had to be on the field in position, ready for take-off by that time.

ED: How do they determine the position for take-off, is it drawn by lot or ...?

MIX: Lottery, yes. The first day they draw for your take-off position. Then on following days it's rotated according to a specific scheme. If it's a speed task, you will take off in order, but you can select your starting time because the gate will open something like half an hour after take-off, so that every aircraft is, theoretically, in position to start upon the opening of the starting line.

ED: They must get them into the air pretty fast then.

MIX: Yes, they can start all of one class in twenty minutes.

ED: How many aircraft were involved in the competition?

MIX: There were forty in the Standard Class, thirty-nine in the Open class.

MIX: On alternate days the Open Class or the Standard Class would take off first -- they reversed it every day.

ED: After the first lottery day, does pilot take-off position stay with the rotational system?

MIX: No, when it's a cat's cradle or free distance they draw by a fresh lottery. The reason for this is so the organizers will not select, say, a free distance task, if they know an especially qualified pilot is in one of the first places for take-off. Position in the line should not influence the organizers' decision. So when they set a task for free distance they automatically select by lottery.

ED: I gather that in free distance it really counts to be in the first line for take-off

MIX: Yes, every time the task was set for free distance I had the



misfortune to draw a place in the second last row - that was my standard position! One day, when we decided to make an attempt at team flying, Dave Webb and John Firth in the Open Class took off first. We waited 15 minutes before the Standard Class was let go, to give some separation. By the time I was airborne, Dave and John had gone miles, and it looked like I wouldn't have a chance to catch up with them. Only in the latter part of the day, I actually passed John Firth, but I never caught up to Dave. I would have rounded Marfa about fifteen to twenty minutes behind him -- except I didn't make it. Dave got around Marfa and back to the clouds, and flew all the way to Sierra Blanca. If I had had a lead of fifteen or twenty minutes I might have had a chance of doing exactly the same thing.

ED: So timing can be really critical ..

MIX: Oh, absolutely! Timing proved to be extremely critical. I didn't have any really serious problems, but on one speed task, the Open Class took off after us and a thunderstorm was in the area, and killed all the lift around the field. One fellow had fifteen take-offs, and never did get away!

ED: He was determined anyway...

MIX: Wally Scott didn't get away that day either, so you can see, especially on a free-distance day, or distance within a prescribed area, timing can decide the championship - and it did in this contest. Because on the speed tasks, everybody is reasonably close in skill and the performances are so close that you don't get much separation. You have to have a real exceptional performance to get away from somebody else. And that is generally influenced by some kind of luck, or having no bad luck at all!

ED: Which is unusual ...

.....

The last contest day ....

ED: Well, you were still holding your number 5 position.

MIX: Yes. Again, Smith gained 87 points on me - so he came up pretty close. With the last day coming up I was worried, I thought I'd better open up - I didn't want to drop into sixth or seventh place. At the beginning of the contest I would have been satisfied to come in the first ten. But my goal was to hold my place on that last day. Well this last contest day looked like a real good one. We had a triangle to Van Horn, Pecos, Marfa. I put all the lead on I had, crossed the starting line behind the Poles and noticed them working a thermal. So I glided until eventually our flight path joined. My impression was that the team flying works fine when they're in real trouble, under difficult conditions. But under good conditions, it slows them down. I was able to get quite a bit ahead of them. I reached the turnpoint ahead of them, took my photograph, climbed up to cloud base and this is when they arrived with about six or seven other gliders. So I decided to push off. That was my mistake!

MIX: The poor conditions on that leg forced me to stay south of course, flying along the highway, and I got into difficulties in the area around Kent. Now, I was just behind Cameron, who was one place ahead of me, and saw him get into real trouble near a landing strip at a ranch near Kent. I was sure that he was going to land. But, he picked up a thermal at about 500 feet and worked himself up again. In the meantime I carried on and gradually worked my way toward Pecos. While I was scraping the deck and struggling and working hard, I saw seven or eight gliders (I assume these were the same gliders I'd left below me at the turnpoint) passing me overhead at a tremendous height. Oh boy, I can tell you that's when you really feel you made the wrong decision! When I finally got high, I could see them in the distance and I was always behind and I worked like a son-of-a-gun to try to catch up to them.

Eventually, at Pecos, I made it. Up to then, I was all by myself. But the moment I was with other gliders, it worked like a charm. I was back to where the clouds were and from then on it was just peanuts to get back. When I got back, there was a whole group of enthusiastic Canadians there. They had worked out scores and they said you did it, you did it, you did it! And I said did what? And they said well, you got a very good speed. And I just couldn't believe it.

ED: That's the day you moved up from fifth to fourth place in the contest?

MIX: Yes, quite a few fellows had bet that I would be in the first five and as it turned out I was fourth for the day. But until I got back I didn't really know I was still in the final running. The group had timed the starting time of all those fellows that were ahead and behind me, and they knew that Waibel and A.J. Smith had taken off much earlier than I did, about 15 to 20 minutes, and when these two came back over the finishing line my friends were just chewing their nails, and saying "Well, if he doesn't come in during the next 5 or 10 minutes ... they're going to beat him." The PA system was amplified for the starting line radio and when I called in "24 - two miles" they could hear this! Boy were they excited! But my poor crew had gone with me and stayed in close contact throughout the flight. I had them at Fort Davis when I was on final glide and they were about half an hour behind me.

ED: So they didn't witness your coming in?

MIX: No, they only did once. You know, it's very important to have a good crew. At anytime, they knew where I was or I knew where they were. They wouldn't follow all the way around of course, they would take short cuts and then wait at strategic points.

ED: So they were using good judgment too?

MIX: Once I said "Proceed to a certain road intersection" and they replied "We're already there". That sort of thing. Thanks to our radio communication they were able to follow my flight very closely.

|   |
|---|
| A NEW VENTURE FOR THE BOY SCOUT AEROSPACE VENTURERS |
|---|

By Dan Lewis

The Aerospace Venturer Company of the Quebec Boy Scout Council has just completed a highly successful two week Soaring Camp with the Montreal Soaring Council at Hawkesbury, Ontario. While this is the third year that the Scout Group has been weekend flying with the MSC in their Schweizer 2-22 CF-PBJ, it is the first soaring activity undertaken as a group.

Eight boys made camp July 18th under the direction of Dan Lewis of the Quebec Provincial Council. Fortunately all of the boys were experienced campers as it began to pour and continued for two days. Added to this, the plumbing in the Clubhouse went "O/S". It wasn't all bad as the boys had lots of opportunity for ground school and "hangar flying" with instructors Norm Swettenham, George Couser and Lucien Leduc. They also carried on with the would-be pilots in the flying operation. Each boy was assigned to one instructor for the day. This enabled the instructor to stay with the student after the flight for a debriefing. The system proved quite effective since they all made remarkable progress. While one Venturer, Pierre Home-Douglas, made his first solo flight, the others had about reached solo stage but were hindered by age (three of the best students were only 14), or other technicalities in not having the necessary student permit.

All Soaring Clubs in Canada have an opportunity to serve Scouting and themselves by organizing a Scout Aerospace Venturer Company. The advantages of serving Scouting are obvious. The Club gains by having a training aircraft (supplied by a Scout organization or Service Club) and utilizing the early hours of the day (before thermals) for training. Besides the personal gratification one benefits by participating, there is the distinct opportunity of "learning by teaching".

Anyone wishing further information on organizing a Venturer Company should contact Dan Lewis at M.S.C. (P.O. Box 1082, St. Laurent, Montreal 379, P.Q.)

\*\*

|  |
|--|
| <p><u>Editor's note:</u> Due to a sudden unscheduled visit to the Nationals during the July vacation period, I was unable to completely finish the Special World Contest report at that time and I would like to thank Helen and Walter Piercy for the help that they gave me in order to issue it as quickly as possible.</p> |
|--|

\*\*

|                             |
|-----------------------------|
| ANNUAL B.C. SOARING CONTEST |
|-----------------------------|

By Vic Shobridge

We were extremely fortunate to hit two successive peaks of soaring weather for our contest. Congratulations to Peter Timm the winner, and to all those pilots who made good flights.

Final results:

|                 |          |             |
|-----------------|----------|-------------|
| Peter Timm      | Phoebus  | 4700 points |
| Derek Duckham)  |          |             |
| Russ Bower ) -  | Ka-8     | 3438 "      |
| Vic Shobridge)  |          |             |
| Povl Pedersen)  |          |             |
| Povl Pedersen)  |          |             |
| Paul Kalmar ) - | 1-26     | 3174 "      |
| Peter Lamla     | Ka-6     | 1149 "      |
| Russ Yard       | Cherokee | 283 "       |
| Charles Grant   | Ka-7     | 222 "       |

- - -

To sum up the above contest, the following is a paragraph taken from Christine Timm's article "A Crew's Eye View of the B.C. Annual Soaring Meet". The complete article was recently published in the 'Vancouver Soaring Scene'.

"Looking back over those five hectic days it seems that at last a suitable contest soaring site has been found in British Columbia. Not only did the weather prove to be excellent enabling the Committee to declare a task every day, but the countryside provided spectacular scenery for crews and pilots alike. Last but not least, the Contest Committee contributed considerably to the success of this contest with their highly competent organization and excellent choice of tasks and it is hoped that all these factors have finally established B.C. on the 'contest map'."

\*\*

|                     |
|---------------------|
| INSTRUCTORS' SCHOOL |
|---------------------|

Courtesy 'Vancouver Soaring Scene'

The S.A.C. Annual Instructors' School, Western Region, will be held at Penhold Air Force Base, Alberta, from September 5th to 12th this year. The Chief Instructor will be Don Skinner of the CU-NIM Club. The Officers' quarters are available at \$3.00 per day and those who wish to attend must pay their own travel expenses this year. Applicants must have a minimum of 20 hours solo in order to qualify for the course.



INTERNATIONAL F.A.I. BADGES

By Vic Shobridge

The following were approved in Canada during the month of June, 1970:

DIAMOND BADGE

CF 15 George Blunden - 325 Km. - 528 Km. 5060 m CU-NIM

DIAMOND DISTANCE

385 George Blunden; Cirrus; Black Diamond CU-NIM

SILVER BADGE

|     |                        |           |        |
|-----|------------------------|-----------|--------|
| 247 | Donald T. Wood; 1-26;  | Pendleton | G.G.C. |
| 248 | Fred J. Becker; 1-26;  | Pendleton | G.G.C. |
| 249 | Douglas A. Tetu; Sklk; | Pendleton | G.G.C. |
| 250 | Gordon Sims; Sklk;     | Pendleton | G.G.C. |

SILVER BADGE LEGS

|     |  |        |
|-----|--|--------|
| 460 | Donald T. Wood; Dist; 1-26; Pendleton        | G.G.C. |
| 461 | Gordon K. Hatcher; Alt; K-8; Hawkesbury      | M.S.C. |
| 462 | Fred J. Becker; Dist. & Alt; 1-26; Pendleton | G.G.C. |
| 463 | Douglas A. Tetu; Dur; Skylark; Pendleton     | G.G.C. |
| 464 | Gordon Sims; Dist; Skylark; Pendleton        | G.G.C. |

"C" BADGE

|     |                                      |         |
|-----|--------------------------------------|---------|
| 867 | Gordon Basil C. Myall; 2-22; Rockton | S.O.S.A |
| 868 | Gordon K. Hatcher; K-8; Hawkesbury   | M.S.C.  |
| 870 | D.M. (Monty) Williams; K-7; Hope     | V.S.A.  |

\*\*

CANADIAN RECORD

Single-seat 500 Km. speed to goal with an average speed of 97 Km./hr by David Marsden in an HP-14.

NOTICE OF CITIZEN'S RECORD (Not yet homologated)

|                  |             |            |          |
|------------------|-------------|------------|----------|
| 300 Km. triangle | WOLFRAM MIX | 91.3 Km/hr | 56.5 mph |
|                  | (S.O.S.A.)  |            |          |

\*\*

(N.B. Record claims must be filed within 48 hours of completion of flight (by telegram to V. Shobridge). Documentation should follow a.s.a.p. ED)

|                                 |
|---------------------------------|
| NEW CANADIAN RECORDS - FEMININE |
|---------------------------------|

By Vic Shobridge

Toni Cservenka has recently set a number of Citizens records for Feminine pilots. On June 29th, she flew from Wenatchee, Wash. to Ritzville, Wash., a distance of 149 kms. for a new feminine distance and goal in the Ka-8. Later in El Mirage, Calif., she flew a 2-32 to a new feminine absolute altitude and gain of height (multi-seat) of 15,000' ASL and 10,100' gain. She also established a new record for 100 Km. triangle fem. (multi-seat) of 31 kmph. Toni said that in El Mirage the lift reached 2000 fpm but the trigger temperature was 102°!! The temperature on the ground reached 117° in the shade.

Marion Barritt, of BESC, set a new Citizens fem. 200 km. triangle speed record of 68.67 kmph at Wenatchee in a Standard Libelle on June 6th.

\*\*

|                             |
|-----------------------------|
| SO YOU WANT TO SET A RECORD |
|-----------------------------|

.....

By Marion Barritt

STOP!! Before you hitch up your trailer and head off to your favorite thermal site, phone or write Bertha Ryan, Chairman of the Soaring Society of America Record Homologation Committee, P.O. Box 5567, China Lake, Calif. 93555. She will send you a supply of the application forms for National Records (or World Records) and all the rules that pertain to same.

After you get finished reading through everything you may just slip off your flying boots and Saran-wrap your flying headgear. (Maybe it wouldn't be such a bad weekend to get caught up on the yard, fix that broken fence your wife has been complaining of for months or, in my case, stay home and bake a cake!)

Yes, the paper work gets pretty involved. If I'd known before what I know now.....

Well, I didn't --- and I went. Husband Doug didn't want a chocolate cake, he just wanted to see his wife out practising some speed tasks in the most treasured member of the family, our Std. Libelle, before she took it on her proposed 500 KM attempt. He believes he has a good reason for this. Something about taking 8 hours to go 200 miles on her last X-country, running out of daylight if the same pace was maintained for 300 miles plus and (we're down to the nitty gritty now!) husband having to make a long retrieve!

Saturday, June 6th, soaring conditions developed rather late (for the Wenatchee area) and it wasn't until 2:20 that I committed myself to a 200 KM Feminine Speed Triangle attempt (Canadian National Record), after being in the air an hour. I contacted a thermal nearly immediately after going through the starting gate so pressed on flying

75-80 mph between thermals. Thermals averaged 5-600 fpm on the 1st two legs and I had beautiful, flat bottomed cumulus to guide me, with bases around 10,500', plus a 5-10 mph tail wind from the NW.

At Mansfield, my 1st turnpoint, I had my first taste of trying to take a picture with a mounted camera. I quickly reached the conclusion that I'd rather fly with my knees and hold the camera, than try to point the wing at the right spot while holding top rudder to keep from describing a lightning fast 360. Three rather ludicrous waggling turns later, I finished my time consuming jaunt around the town and proceeded on course, fairly confident that at least one of my pictures would be acceptable.

About 15 miles short of my 2nd turnpoint, Wilson Creek, I found my strongest thermal of the day. I used it to climb as high as possible, 12,100' asl, because looking ahead I could see only wisps of clouds and a thick haze in the vicinity of my 3rd leg. It was a straight glide to Wilson Creek and I only found one thermal worth stopping for on my 3rd leg. By the time I reached the eastern side of the approximately 4000', 10-mile wide Badger Ridge that separated me from Fancher Field, I was too low to cross and had to search for a thermal. A dust devil picked me up when I was down to about 2500' above the ground and gave me the altitude I needed to get back after flying 129 miles in 2:59:30 for a speed of 42.67 mph over a 200 KM triangle course.

After days spent trying to understand and fill in countless forms, I was more than happy to hear that SSA has approved my record. Next hurdle is approval by NAA and then the Canadian Aero Club. Incidentally, for the information of anyone else in the same position I am in, being a Canadian citizen residing in the USA, you are still required to use SSA Record application forms. SSA will approve, or otherwise, your flight and forward to whichever country you are a citizen of.

(Reprinted from the Seattle "Towline")

\*\*

#### 23RD CANADIAN NATIONALS

The Gatineau Gliding Club will be hosting the 1971 Nationals at Pendleton Airport. The period of June 29th to July 8th inclusive is tentatively being considered to coincide with the best soaring conditions, the closing of school, the Dominion Day holiday & also the 4th July holiday south of the border. Would potential participants please note these dates and voice any interim objections to them by writing to Dave Parsey, c/o Gatineau Gliding Club, P.O. Box 883, Station "B", Ottawa, Ont.

**MARFA '70 - A VIEW FROM THE GROUND**

By Peter Coleridge

My arrival at Marfa was accomplished in more style than is usual for a ground crew member. Having flown to Odessa, I was resigned to the 4½ hour bus trip when a small plane landed; as the pilot got out I noticed the "Marfa 70" badge on his cap. It turned out that he was meeting the F.A.A. representative but would be happy to give me a lift. This welcome offer symbolized the friendly attitude typical of so many of the local people, both the U.S. gliding fraternity and the Marfa residents.

While flying in I was struck by the inhospitable nature of the country; very brown and rocky with few landmarks and fewer landing spots. I was glad that I was to be on the ground without having to worry about flying over this terrain.

The weather on the day I arrived, was typical of most of the contest period. It was hot (though not for Marfa) but pleasantly dry and because the site is at 5000' the nights were cool. The aerodrome, of World War II vintage, had an old hangar with adjoining rooms containing offices, repair-shops, and a new building had been erected for a dining hall.

An impressive array of 80 gliders were tied down along the ½-mile of ramp. Luckily the Canadians were at the near end. Apart from John Firth's HP11A, Dick Johnson's HP13 (flown by George Munch of Brazil), a Std. Austria, and the Polish Cobras, they were all white and fibre-glass. The most striking ship was the 22-metre "Nimbus", built by Klaus Holinghaus of Germany and flown by George Moffat. With that combination even now nobody knows exactly how good the glider is, but after the contest Klaus flew a 100 km triangle at 95 mph. Also noticeable was Neubert (Germany) with a 22-metre Kestrel, Burton (G.B.) in a 19 metre Kestrel (made by Slingsby), 12 ASW-12s, plus many Kestrels, Diamants, etc. The standard class was almost as impressive with LS-1s, Std. Cirruses in profusion.

The first contest day on Monday was not encouraging; weak thermals and low cloud base, not at all Marfa weather. The task was Area distance, won by the Poles, team flying, who did 500 km. Nearly everyone else did much worse and, of the Canadians, Dave Webb and Wolf Mix were in the middle with not very good scores. Willi Deleurant was lost until the next morning because he had to walk all night (about 28 miles) to get to a phone; and then he missed the next competition day. The same kind of mischance happened to Neubert. John Firth was forced to land early on a road and damaged his plane by hitting a highway sign.

It was about 8 pm that night when we finally got the HP11 back to the hangar and examined the extent of the damage; it was very discouraging. However, Kenny Briegleb and "Freddy" Jiran in the repair shop were optimistic. At the critical moment, when everyone was debating the strength of the proposed repair, Dick Schreder turned up and gave



it his blessing. Freddy, Kenny and Tony Burton worked all the night, the rest of us slept for three or four hours. At 11 a.m. the next day, about 15 minutes late, we were on the starting grid.

During the next few days the tasks were hindered by cu-nims that grew over the course towards the end of the day, making finishes very chancy. Consequently, John and Dave, who always seemed to get stuck or badly delayed, couldn't score well enough to pull up from their rather low positions. Willi, who had missed a day, wasn't in the running, but we slowly realised that Wolf was flying extremely well. He never won a day but always finished high, gaining a few places each day and climbing to 8th position overall.

The weather now deteriorated even further and proceeded to rain for 3 days! Everyone told us it was most untypical of Marfa and many humorous comments and cartoons appeared on noticeboards. The scientific and technical congress on gliding, OSTIV, which was meeting concurrently with the Championships was well attended and the many interesting papers there on instruments, designs and meteorology were delivered to good audiences. The local people went all out in providing invitations to barbeques, parties and a rodeo.

The area distance task that followed was perhaps the most successful for the Canadians. They all chose to fly over the rugged but drier mountainous region and, altogether they made good time, ending up in the right place at the end of the day, so as to get those extra miles. Dave was second for the day with 496 miles and Wolf and John scored well with over 400 miles. Unfortunately, by this time, the field was so spread out that it was impossible to gain more than one or two places. In the speed tasks that followed, the competition was so tight that pilots had to score well just to maintain their place. However, Wolf, flying very consistently and making no mistakes, climbed up to 4th place in the Standard Class by the end of the contest. He was behind the two Poles, in Cobra 15s, and the winner, by a massive 600 pts was Reichmann of Germany in an LS-1. Reichmann is only 28 and hasn't got his Gold Badge yet. We will presumably hear lots more of him.

In the Open Class, Moffat in the Nimbus led from Hans Grosse (Germany) in an ASW12 and Makula of Poland in the Cobra 17. After missing the second day Neubert finished only 600 points behind Moffat. Many people regretted that, by missing a day, he wasn't able to give Moffat a bigger challenge. Dave Webb (28) and John Firth (30) were unable to pull up from their bad starts.

To sum up: the most frequently expressed opinion was that the country was too rugged for a World Contest. The take-offs, the start time and the turn-points photographs were very well organized; the weather was disappointing, the hospitality generous and the two champions were deserving and popular. In the future many top pilots will move to the Standard Class because the Open Class is just too expensive. In fact, it seemed to me that although the gliders used were the best in the World, near the top the results would probably have been much the same if the contest had been flown with one design gliders; it was the pilots, not the gliders, that made the critical difference.

# CLUB NEWS

## ALGOMA SOARING CLUB:

Letter from Pat FitzGerald

The lack of available qualified pilots was jeopardizing the operation of our Club and therefore several of us straggled into Pendleton Airport where Walter Piercy and the Gatineau Club were conducting a flying week. First to arrive were Erkki Sillberg and Roman Sulyticki; next came Vic Mizzi and Pat FitzGerald and finally John Anthoine and family. These hopefuls had a single all-consuming objective - to solo by Saturday night!

From the very beginning the hospitality was formidable. The facilities of the Clubhouse were at our disposal and Mrs. Terry Tucker offered her cottage to the Sault Ste. Marie group for the week. It was a wonderful gesture and undoubtedly the comforts it afforded us played a major factor in the progress we all made.

Don Wood, John Featherstone & Glen Lockhard spent the whole week with us as instructors in the 2-33 with Jack Parkinson, ----- Farrell and Glen Lockhard in the towplanes. For 5 straight days the Pendleton instructors and towpilots found themselves getting up at 6:30 a.m. with flying commencing at 8 a.m. The hangar doors were seldom closed before 9.00 p.m.

On Friday Cy LeMay dropped in on us and unselfishly waived his flying priorities in favour of the boys who had not yet soloed.

Toward the end of the week Stan Bieniada and "Chem" LeCheminant of GGC joined the instructor brigade and everyone became infected with the enthusiasm of these Northern imbeciles who were determined to get their club members

qualified so that the Club could operate back home with as little delay as possible.

By Wednesday John Anthoine & Erkki Sillberg had soloed and were off in the 1-26. By Thursday Roman Sulyticki had done the same. This left more aircraft time available for intensive training by P. FitzGerald and Vic Mizzi. By Saturday morning Pat & Vic had accumulated over 20 flights each and approaching 5 hours air time. The flying week officially ended and with GGC members requiring the 2-33, flights became few and far between. However towards the end of Saturday's flying we were able to experience that unforgettable thrill of a first solo in a glider.

There was also the successful completion of the DOT written examination by Vic Mizzi and Erkki Sillberg - both graduates of Pat FitzGerald's one-hour ground school.

As newcomers to the sport of soaring one thing has impressed us all - the community spirit which, almost without exception, seems to pervade the soaring world. The instructors, pilots and members of the Gatineau Club are at least among the foremost in this department. If our Club now grows and prospers it will be in no small measure due to the unselfish and devoted efforts of the Gatineau Club.

## CHAMPLAIN SOARING ASSOCIATION:

(From 'Cross-Wind')

The Directors have decided to pursue the \$100 loan plan to raise funds to start a new expansion program that will bring back the families to the field. This plan was started some years ago to get the Club airborne. A towplane was acquired and a major overhaul

of the airframe completed, and we have not had a dissatisfied member because the towplane would not start.

The next plan will provide some remuneration to the members making loans.

A 1-26 is now available for extended soaring and cross country flying.

- - - - -

#### GATINEAU GLIDING CLUB:

Taken from the 'Gatineau Glider'

Preparations for the Nationals, which we are to host next year, have begun. Most members will have noticed the trench leading away from the Clubhouse to the trailer area, which is to carry water and power.

Lorna DeBliquy was congratulated for placing 26th (out of 92) in the "Powder Puff Derby". Lorna also received a prize for the best speed on one leg of the flight, as well as the Amelia Erhart Scholarship for \$1,000.

Jim Aitken made a flight of over 5 hrs to complete his Silver C, and Don Wood, Jack Parkinson, Fred Becker and Doug Tetu made Silver C distance flights.

The Canterbury High School group have kindly allowed GGC members the use of their 2-33 (CF-ABE) providing the 1st pilot is an instructor. Priority of flights to go to the Canterbury High School group.

Another flying week may be organized at Pendleton A/P later in the summer. Those interested please contact Glen Lockhard.

- - - - -

#### MONTREAL SOARING COUNCIL:

One of our most energetic directors, Gunter Geyer, has generously built (donating the material as well) a mobile Flight Operations trailer for use on the

flight line. It has two axles, a welded metal frame covered with plywood and has four corner stands for stability on wet ground. The front opens up above a counter and glass windows each side enhance visibility. Four comfortable chairs are rooted to the floor for the duty pilot, timekeeper, treasurer and an Admin person. Shelves provide ample space for parachutes shot bags and all other gliding paraphernalia usually needed on the field. All in all it is a very valuable piece of equipment and has revolutionized the field operations.

Herman Kurbis, a former CFI of the Winnipeg Club and more recently an M.S.C. instructor and director, left for Ontario last month. Herman will be greatly missed around the field.

---

MSC members extended deepest sympathy to Doug Woodard whose father was killed in the Air Canada DC-8 crash near Toronto International Airport on July 5th.

---

#### RED RIVER SOARING ASSOCIATION:

Taken from 'RRSA Newsletter'

This being Manitoba's Centennial Year, celebrations are going on variously all over the Province during the entire year. July 1st was "Up, Up and Away Day" and all citizens were invited to put into the air just about any flying device available, including blimps, balloons, kites, aeroplanes, models AND, of course, gliders. And so it was that we had a most successful "open house" at the field, with perhaps 200 or more visitors. The Bergfalke, in the capable hands of Franck Pellerin, behaved marvelously, and must have impressed our guests. After an almost unbelievably short run on the end of the winch cable, it rocketed up at its



usual steep climb angle of about 45 degrees and climbed -- on at least one occasion -- to 2,300 ft. after the winch operator had wound in less than 1,000 ft. of cable.

Our guests of the day were the Federal Minister of Manpower & Immigration, Allan J. MacEachen, & the Provincial Minister of Health and Social Development, René Toupin and Mrs. Toupin. They stayed only long enough to pop Mr. MacEachen into the front seat and whisk him up for a quick flight. He must have enjoyed the flight as he commented to Henry Curtis upon landing, that it had made his visit to the West entirely worth while. Mr. Toupin accepted an invitation to come to the Club some other time for a flight.

Duncan Marshall (CFI) test flew the Club's new L-Spatz III and stayed aloft for about an hr. He compared its performance with the Schweizer 1-26, piloted by Ian Rollo, by reporting that although it hadn't the same penetration as the 1-26, its performance in lift was considerably better. The ship has subsequently been flown by other Club members who are delighted with its handling and performance.

-- -- -- -- --

#### THE RIDEAU GLIDING CLUB: (Letter from Jim Sleeth)

It's been almost two years since there has been anything in Free Flight about the RGC, and so this letter is just to bring things up to date.

During the Labour Day Meet at our field in 1968, the LK-10A, our only trainer, was ground-looped by an early solo student, and consequently all flying for the rest of the year was solo flying in private ships and the Club's Ka-3. Work started on the LK in November of that year and is still continuing.

In the spring of 1969, the Club, all 14 of us, sunk our souls for a 2-22C, CF-PLT. Training progressed quickly and by the end of the year we had two new soloists & our club membership skyrocketed up to 16! One cross-country was made that year by yours truly in the 2-22 when I drifted too far downwind while thermaling. A safe landing was made 3/4 of a mile from the field.

In 1970 the LK is nearing completion and the Ka-3 was sold to Bob Patterson of Erin who put 8 hours on the plane in one week! Once he outclimbed a Libelle and rose to 7,000 ft.

The 2-22 should be paid off by sometime next year, after that, maybe a 1-26. At the time of writing there have not been any new solo pilots, but two are quite near and another two are a bit farther off. Club membership this year has gone up to 22 and hopefully will rise a bit higher yet this year.

In the future there is talk of a Tern II being built for private ownership, and this Labour Day our Club will again be hosting a local contest, the results of which will appear in a later issue of Free Flight.

-- -- -- -- --

#### SOUTHERN ONTARIO SOARING ASSOC. Gordon MacDonald writes in SOSA

##### NEWS ...

The July 4th meeting proved to be one of the liveliest get-togethers we have had for some time. Amendments to the By-laws, length of office of directors and other Club matters were discussed. Other highlights of the meeting were that SOSA will have two general meetings a year, at least one of which will be held between May 1st and July 31st. The reason for this was that at the time of the AGM in February, many grievances were forgotten, whereas a meeting



mid-year would give members a chance to air their beefs and suggestions and give the directors the opportunity to respond and report on progress.

It's regrettable, but the advent of the Animal Farm seems to have completely changed the character of visitors to the Club. Whereas formerly most people who sought us out at least professed some interest in gliding, now we are the victims of hordes of spectators. They ignore our signs, drive over our fields, put finger marks on canopies, blow into pitot tubes (yes, really!), wander into the hangar, even use our member's picnic benches. So, from now on we are going to have to take a much firmer line with visitors. The welcome signs are coming down, and fences, and maybe a gate or two, are going up. This is for our peace of mind, and the safety of our operation.

Editor's note: The Animal Farm adjoins the SOSA field, with only a high fence in between. This farm houses uncaged lions, tigers etc. and visitors must stay inside their cars when driving through.



## VANCOUVER SOARING ASSOCIATION From 'Vancouver Soaring Scene'

Five aircraft participated in the Wenatchee Soaring Camp this year. Badge legs claimed by members attending were as follows: Peter Lamla (K-6) 5 hrs. & 300 Km. Gold Dist. & Diamond goal. Derek Duckham (Ka8) 300 Km. Gold Dist. & Diamond Goal. Lothar Schaube (K6E) 300 Km. Gold distance. Monty Williams (Ka7) and Chris Scalet (Ka7) both made Silver C distance. Vic Shobridge (Ka8) made 265 mls. on a 500 Km. tri. attempt and Charlie Grant (Ka7) attempted a 300 Km. triangle, but landed at Coulee City.

George Eckschmiedt made everyone happy and most of all himself when he finally succeeded in sparing the necessary five hrs. out of his busy life to fly the Ka-8 and thus complete the last leg of his Silver "C" badge.

At the General Meeting in May Operations Manager, Paul Kalmar, reported that flying statistics totalled 349 flights for 109 hrs. Paul asked for volunteers to help finish the clubhouse and also help on fence repairs, painting and general clean up. If we are to fulfil the terms of our agreement with the DOT and continue to manage Hope airport, we are required to maintain it.

Derek Duckham (Sec'y) noted at the meeting that Paul Kalmar had been awarded an honorable mention in SAC reports, for instruction.

The Club has filed an intent to sue against Northern Helicopters Ltd. and the families of the occupants of the helicopter have filed intent for a counter suit against the V.S.A.

YORK SOARING ASSOCIATION:

Letter from Rainer Zimm )

The 1970 flying season started on May 9, with the usual checkout flights, to get back some of that old "finesse". The turnout was so great that we had to seek some help, from the instructing standpoint, and managed to get Doug Winger (S.O.S.A.) and Gil Parcell (Tottenham) to throw in their added knowledge and fine company.

Over the winter months the Club has carried out a works programme which included: a J-3 "super" tow-plane project, maintenance to the existing Ka-7 (CF - WRX) and the acquisition of another Ka-7 (CF-OZA) from Pendleton. In turn, the old faithful Doppelraab, which had served us so many years, and had made better pilots of us all, (if you could fly a Doppelraab, you could probably fly them all, right Mr. Winger?) was sold to the Algo-ma Club.

The weather this season has been what we might call "fair" with one miserable weekend after another early on. Fortunately, this year we have been avoiding doing any kind of work, since we all had our fill last year hammering a gliding field out of a farm. This was quite a feat and left very little time for flying.

Presently we have just finished our two flying weeks; probably the best in the entire history of Y.S.A. From July 25 to August 9th we managed to fly (and soar) every day except one. We logged 198 flights, totalling 130 hours. Instructors were always on hand, in

the form of Pete Holbrook, John Featherstone, Ivan Nadas and Walt Chmela. Towing was handled by our accountant, Fred (Gandhi) Balchunas, who managed to survive the ordeal of towing for 13 consecutive days by dieting on oysters, and oysters alone. Fred has done a fantastic job in anything he has undertaken and is turning out to be a great tow pilot (consequently a terrible soaring pilot; fortunes of war, Fred!)

During the flying weeks, two Silver "C" distance attempts were made, one succeeded. Ivor David after a "routine" flight and years of waiting, paid Rockton a visit. Walt Chmela attempted a diamond distance to Syracuse, N.Y., but fell short. Ivan Nadas came down near Highways 6 and 401 on his Silver "C" distance to Rockton. John Featherstone tried a Gold, out-and-return to Glencoe, Ont., just west of London, but after 3 hours of struggling made it to Stratford, then decided to head back home. There were also five Silver "C" duration attempts, but only Frank Markut's succeeded. We also had visitors from: S.O.S.A.- (Charlie Bond's HP-11 and Otto Bandmann's Cherokee) and Air Sailing (the Bunder-Grenville Ka-6E). It sure is a beautiful sight to see 7 or 8 gliders thermalling in the surrounding area, on one of those big "Cu" days.

In conclusion, the year is shaping up well, the flying is great and the members are all content, and that's what counts, because that's what a Club is all about.

-----

DEADLINE for the next issue of FREE FLIGHT is 9th October, 1970

Sylvia Webb, Editor

# DUPONT JACKETS & FLIGHT SUITS AVAILABLE TO MEMBERS

Further details of the squall jackets and flight suits donated to the Canadian International team by DuPont have now been received from Bob Carlson (of both DuPont & SOSA). Bob was instrumental in obtaining these for the team and has now gone to the trouble of determining their availability to all S.A.C. members.

The jackets and suits worn by the team were red with a white stripe featuring a red Maple Leaf crest with white soaring birds. "Marfa 1970" was beneath this and this can be replaced by Club initials, etc. These outfits were very attractive and Bob says the blue jacket with white stripe and crest is also very striking. The manufacturer (**Cardinal** Sportswear & Crests of Vancouver) and the weaver of the fabric (Lincoln Fabrics of St. Catharines, Ont.) collaborated with enthusiasm in the manufacture of these outfits and they are to be congratulated on the fine quality of their products.

The nylon used in the jackets is quite heavy - about two or three times normal squall jacket weight, hence the higher cost. More information can be obtained by writing to Bob Carlson (address below). For the convenience of readers who wish to purchase suits or jackets, the following order form can be used.

## NAME & ADDRESS \_\_\_\_\_

- (1) SQUALL JACKET at \$12.00 each (Delete words not applicable)
- |              |            |        |                      |
|--------------|------------|--------|----------------------|
| <u>Size:</u> | Ladies cut | Short  | Chest/Bust: .....    |
|              | Mens "     | Medium | Sleeve length: ..... |
|              |            | Tall   |                      |
- Colour of jacket:      White    Blue    Red
- Colour of contrasting stripe:    White    Blue    Red    Other .....
- CREST at \$2.75 each (additional)    Maple Leaf with soaring birds
- Club initials (or other) .....
- (Crests are not obligatory)
- 
- (2) FLIGHT SUITS:    a) Blue - nylon/cotton fabric at \$40.00 each
- b) Variety of colours - plain cotton at \$25.00 each
- (Crests are an additional \$2.75 if required)
- CREST details .....
- Colour of suit (if (b) only) ..... Stripe: .....
- |              |              |                   |               |
|--------------|--------------|-------------------|---------------|
| <u>Size:</u> | Ladies/Mens  | Chest/Bust: ..... | Leg: .....    |
|              | (Short/Tall, | Waist .....       | Sleeve        |
|              | medium)      | Neck: .....       | length: ..... |

Please allow 3-4 weeks for delivery. Send cheque (postdated acceptable) with order to Bob Carlson, 72 Humbervale Boulevard, Toronto 560, Ontario.

## A D V E R T I S E M E N T

The ultra-reliable Berteau ML200 Transceiver is now approved and available in Canada. This space-age beauty is fully transistorized, modularized, and expoxied to resist temperature variations, vibration, and humidity. Only 3.5 lbs., adaptable to any 3 1/8 inch cut-out, and less than 10 inches long. Adds a new dimension to soaring fun. Team up for enjoyable cross country flying and organized retrieves!

Hea's Aviation Supply,  
1528 - 23 St., N.W.,  
CALGARY 42, Alberta (403) 282-3874

Exclusive dealer in Canada for Graham Thomson Ltd.

-----

### FOR SALE

CF-MOZ CINEMA TGl, last flown December 1968. Subsequent repairs executed to fuselage, but wings require partial rebuilding. Trailer could be made available. Offers to: Red Deer Soaring Association, Box 963, Red Deer, Alberta, or phone (403) 346-5276

\*\*

SCHWEIZER 2-22 PROTOTYPE (CF-ZBL). This old warhorse is still in good condition but needs a new home. With instruments: \$1,500 or best offer. Contact: Montreal Soaring Council, P.O. Box 1082, St. Laurent, Montreal 379, P.Q. Or call: (514) 671-2420 or (514) 259-1437

\*\*

SCHWEIZER 1-19 - \$750.00. WINCH: \$250.00. Contact: Cu-Nim Gliding Club, Box 5922, Station "A", Calgary, Alberta

\*\*

AUSTRIA SH-1 (CF-RSO). This very fast competition aircraft has newly refinished wings. Trailer, instruments, etc. available if required. The bare aircraft: \$4,900. Call: Ted Henderson (514) 481-6584 or Mike Stoten (514) 671-2420. Or write: 7580 Tyrol, Ville Brossard, P.Q.

\*\*

SKYLARK 2B (CF-ZBL) with full instrumentation, oxygen and aluminum trailer. Price: \$3,500 or nearest offer. Write: John Bisscheroux, 4500 Samson Blvd., No. 4, Chomedey, P.Q. or phone: (514) 688-8129

\*\*

Advertising in FREE FLIGHT of personal equipment (such as your own glider, instruments, parachute, oxygen equipment, radio, etc.) is FREE as a service to S.A.C. members. For non-SAC members and for commercial advertising (aviation supplies and aircraft sales by dealers) a charge of \$8.00 for a full page is made. (Ads of 1/2-page at \$4.00 and 1/4-page at \$2.00 are acceptable.) Cheques for the latter should accompany the ad and be made payable to S.A.C.