

Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

AP MAY '71

GP

SOARING ASSOCIATION OF CANADA

List of Member Clubs

1. QUEBEC & MARITIME ZONE

Appalachian Soaring Club, Box 271, Sherbrooke, P.Q.
 Buckingham Gliding Club, 146A MacLaren Street, Buckingham, P.Q.
 Champlain Soaring Association, c/o J.D. McCormick, 875-54th Ave., Lachine, P.Q.
 Lahr Gliding Club, c/o Capt D. Bentley, 1 Wing CAF, CFPO 5000, Belleville, Ont.
 Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.
 Quebec Soaring Club, Box 276, Quebec 10, P.Q.

2. ONTARIO ZONE

Air Cadet League (Ontario), 1107 Avenue Road, Toronto 12, Ont.
 For mail: Attention: R.E. Nevin, Chairman, Glider Committee,
 Air Sailing Club, Box 618, Station "K", Toronto, Ont.
 Air Trails Soaring Club, c/o R. Scholey, 1651 Norman Road, Windsor, Ont.
 Algoma Soaring Club, Box 921, Sault Ste. Marie, Ont.
 Belleville Flying Club (1960), Box 322, Belleville, Ont.
 For mail: Attention: J.E. Marker.
 Bonnechere Soaring Association, Box 35, Deep River, Ont.
 Central Ontario Soaring Association, Box 762, Peterborough, Ont.
 Chatham Pioneer Flying Club, c/o H. Brubman, 561 Iacox St., Chatham, Ont.
 Erin Soaring Society, R.R. No. 2, Erin, Ont.
 Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ont.
 London Soaring Society, Box 773, Station "B", London, Ont.
 Pioneer Soaring, R.R. No. 2, Tottenham, Ont.
 Rideau Gliding Club, c/o H. Janzen, 172 College Street, Kingston, Ont.
 SOGA Gliding Club, Rockton, Ont.
 Toronto Soaring Club, Box 192, Station "C", Toronto 3, Ont.
 Windsor Gliding Club, c/o J. Dunn, 1105 Coventry Court, Windsor 16, Ont.
 York Soaring Association, c/o F. Balchunas, 41 Dundonald St., No. 704,
 Toronto, Ont.

3. PRAIRIE ZONE

Lakehead Gliding Club, Box 161, Station "P", Thunder Bay, Ont.
 Melville District Gliding & Soaring Club, c/o Credit Union Ltd, Melville, Sask
 Pine Tree Soaring Club, 821 - 22nd Street East, Prince Albert, Sask.
 Red River Soaring Association, Box 1074, Winnipeg, Man.
 Regina Gliding & Soaring Club, c/o W. Reed, 3075 Angus Street, Regina, Sask.
 Winnipeg Gliding Club, Box 1255, Winnipeg, Man.

4. PACIFIC ZONE

Cu-Nim Gliding Club, Box 5922, Station "A", Calgary, Alta.
 Edmonton Soaring Club, Box 293, Edmonton, Alta.
 Kamloops Soaring Club, Box 639, Kamloops, B.C.
 Red Deer Soaring Association, Box 963, Red Deer, Alta.
 Skyway Air Services, Box 520, Langley, B.C.
 Vancouver Soaring Association, c/o D. Duckham, 1064 Ruthina Ave, N. Vancouver, B.C.
 Van Isle Gliding Association, c/o D. Pearson, Stirling Arm Drive, R.R. No. 3,
 Port Alberni, B.C.

12/73

SOARING ASSOCIATION OF CANADA Box 1173, Stn. "B", Ottawa 4, Ont.

List of Supplies

<u>ITEM NO.</u>	<u>D E S C R I P T I O N</u>	<u>UNIT COST</u>
1.	F.A.I. Soaring Badges - "A" and "B"	\$ 2.50
	(a) Button - Screw Back	3.00
	(b) Button - Clutch Back (Tie Back)	3.00
	(c) Pin - with Safety Catch	0.25(5/1.00)
2.	F.A.I. Soaring Badges - "C" & above (Prices in Item 5)	1.50
3.	" Soaring Awards - Rules & Procedures (Booklet)	0.10
4.	" Sporting Code (Booklet)	--
5.	S.A.C. Application for F.A.I. Awards (4 pages)	--
6.	" Instructor's Guide (5" x 8" Booklet)	--
7.	" Student Notes (5" x 8" Booklet)	--
8.	" Air Instruction Cards	--
	(a) 3 1/2" x 5" Booklet	0.01
	(b) 4 1/4" x 7 1/2" White Bond Paper - 14 Stages	0.25(5/1.00)
9.	S.A.C. Student Progress Sheet (4" x 12" Sheet)	No Charge
10.	" Tephigram & Weather Briefing (Booklet)	6.50
11.	" Weather Briefing Form N-052 (8 1/2" x 11" Sheet)	0.25
12.	" Application for Official Observer (1 Sheet)	2.75
13.	" Blazer Crest (Navy Blue)	2.50
14.	" Decal	1.50
15.	" Tie (Navy Blue with Glider Design)	1.25
16.	" Cap (Red, Green or Blue with White S.A.C. Crest).	
17.	" Glider Pilot Log Book	
	(a) Single Copy	
	(b) In quantity of 25 or more	

NOTES:

- Item 2 available ONLY from:
 V. Shobridge,
 1849 Burrill Street,
 North Vancouver, B.C.
- Item 5 available ALSO from V. Shobridge
- Items 6, 7 and 8 make up the S.A.C. Instructors' Manual
 They will be available in March 1971. Prices will be
 approximately the same as previous Manual components.
- Make all cheques payable to:
 Soaring Association of Canada.



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 3/71.

April-May, 1971.

THE S.A.C. ANNUAL GENERAL MEETING

Bob Gairns

The twenty-sixth annual meeting of the Soaring Association of Canada was held on March 20th at the National Research Council in Ottawa, followed by dinner at the Holiday Inn. About 65 people were in attendance, including Roy Pinder, M.O.T. representative, Gordon Tandrup of RCFCA, and Mr. and Mrs. Paul Schweizer and Tony Doherty of the Schweizer Aircraft Corp. Also attending, after several years away from soaring, was Dick Noonan (an early S.A.C. President who did a great deal to promote the sport), formerly of Winnipeg and now resident in New York. We were also pleased to welcome Mr. André Dumas, former President of RCFCA and now a Vice-President of F.A.I. and on the Executive of the Air Cadet League of Canada, Mr. and Mrs. J. Marshall of Shell Canada, Mr. A. Poliet of Dow Breweries (Ottawa Office) and Mr. & Mrs. John Delafield. Unfortunately Mr. A.J. Fraser, our Sports Consultant of the Fitness & Amateur Sport Directorate, was unable to attend.

David J. Marsden (Edmonton Soaring Club) was elected President of S.A.C. for 1971 and Frank Holman (Red Deer Soaring Assoc.) Vice-President. The 1971 Organization Chart is at the end of this report.

A change from previous years was the presence at the meeting of an official recorder of minutes, in the person of Mrs. N. Hamilton, an employee of C.O.P.A. who looks after S.A.C. affairs.

The morning session was devoted to discussion on matters arising from the 1970 A.G.M. and from reports of the various committee chairmen on activities in 1970. (See enclosed Appendix "A" for reports. Ed.)

An item of note was that there was a balance of \$1,159.00 in the World Contest Fund.

Official membership in S.A.C. had declined by 16%, from 1,022 in 1969 to 853 in 1970, though the previous growth pattern had indicated a 6% increase per year was to be expected. However, the 1970 figure was thought not representative because of the change in the financial year from January 1st to July 1st. There were 37 member clubs at the end of 1970. Mrs. Terry Tucker, S.A.C. Treasurer and Membership Secretary in 1970, was given a special vote of thanks for her very efficient service during the year.

Statistics: A good number of flight statistic returns had not been received, but an interim report, prepared by R. Gairns (MSC) indicated by comparing 1969 and 1970 returns from 16 clubs, that a similar number of flights and hours were achieved, but cross country miles more than doubled. M.S.C. topped the cross country list, with 8,020 miles by 14 private ships, while Cu-Nim flew 7,965 miles in 8 private machines, and SOSA flew 6,694 miles in 16 private machines. MSC had most flights - 3,932, SOSA was close with 3,040, while Lahr, with winch and car tows, made 3,417 flights.

National Contest: John Firth (GGC) said that, because of the high cost of Army L-19's at Carman, club or commercial towplanes would be used for the 1971 contest.

F.A.I. Committee: This committee was sending proposals to the F.A.I. for there to be two open classes of sailplanes in future World Contests, one for machines of 18-metre span and one for those of greater than 18-metre span. The Committee also proposed a new 15-metre span class with 90 degree flaps acting as airbrakes. The Committee felt that brake parachutes were not reliable and should not be allowed for standard class sailplanes.

F.A.I. Awards: During 1970, 52 'C', 32 Silver 'C', 6 Gold 'C', and 2 Diamond badges were completed, and 9 Diamond altitude and 9 Diamond goal flights made.

Safety: "Chem" le Cheminant (GGC) reported that just over 50% of accident report forms sent to clubs had been returned. Only four clubs reported accidents, so that most of his data had been obtained from M.O.T. sources, some of it not yet published. There had been one fatal accident which concerned an overweight homebuilt glider. Most accidents occurred through lack of judgement, many on off field landings.

Peter Trounce (SOSA) said accidents should be reported in 'Free Flight'.

S.A.C. History: "Chem" le Cheminant felt that there was much valuable material kept by many clubs. He stated he would be very pleased to receive any historical data which clubs care to send to him.

A recent talk with Paul Schweizer brought news of a Gliding Museum being established at Harris Hill and an offer to house any Gliding Canadiana.

Air Cadet Liaison: Hank Bruhlman (Chatham) said the Air Cadet movement now had 12 Schweizer 2-22 gliders. An instructor training course was to take place at Trenton over Easter. Five locations train cadets to license standard, and training courses are held at summer camps at Penhold, Alta., Trenton, Ont., Bagotville, Que., and Greenwood, N.S.

Instructor Schools: W.J. Piercy (RGC) said two schools were run in 1970, one at Gatineau Gliding Club with 13 students, one at Penhold with three students. In 1971 there will be another course in May at Gatineau, and a

Western course later in the year at Penhold. It was mentioned that over half the students scheduled to attend the Western course would be members of the Armed Forces. It was questioned whether S.A.C. would still wish to subsidise the flying training of these people.

Instructors' trophy: W. Piercy regretted that only five clubs submitted names for Instructor of the year.

Radio: J. Firth (GGC) said M.O.T. had been helpful in acting to stop a non-flying organisation from broadcasting on 123.3 MHz. Future complaints against unauthorised use of the 123.3 channel should be accompanied by details of messages overheard and the exact time of their transmittal.

Free Flight: A vote of thanks was given to Sylvia Webb for her good work in producing the newsletter.

Communications: Frank Cole described the help given by ham radio operator Joe Knowles of Carman in setting up a news service to Kingston and Montreal during the 1970 National Contest. An amateur broadcasting station would be set up to pass on news during the 1971 Contest.

Meteorology: Dr. Sepp Froeschl said the Met. service was very willing to give weather information to help soaring, but few clubs availed themselves of the service in 1970. He suggested each club appoint one or two representatives to have liaison with their local Met. service. He also suggested those clubs with winter groundschools ask their local Met. man to give a lecture.

There is to be a World conference on soaring meteorology in Austria in April of this year, with Dr. Froeschl as chairman. It was hoped to get the respective governments to implement measures to get information to soaring pilots.

AFTERNOON SESSION

After the President's report, P. Trounce (SOSA) put forward a motion proposing new rules for the selection of International Team pilots. He wanted prospective pilots to be Canadian citizens at the time of issue of ballots for voting and required that team pilots be resident in Canada. John Soulsby (GGC) seconded the motion. D. Webb (MSC) thought Canadian residence should not be mandatory, but a team pilot should have flown in Canadian National Contests.

As a result of discussion, the proposal was broken into three parts. At time of issue of ballot: 1) The type of sailplane to be used by each prospective team pilot be stipulated. 2) The team pilot to be a Canadian citizen. 3) All team pilots be resident in Canada.

A vote was taken using Club block votes. No. 2 was accepted, Nos. 1 and 3 defeated.

P. Trounce, seconded by W. Seufert (Appalachien) proposed that the team elect the Team Captain. This was carried by a show of hands.

Flight statistics: The poor returns from clubs for flight statistics was deplored. One suggestion was that statistics be requested soon after the end of the flying season.

1971 National Contest: A meeting was arranged for the next day to discuss scoring rule changes proposed by J. Firth. (See page (xii) of Appendix "A" enclosed with this issue for details of this meeting. Ed.)

The contest dates of July 6-16th had been selected because of school holidays for children of those running the contest. Sepp Froeschl said there was a 50-50 chance of reasonable soaring weather for the period chosen, but that the best soaring weather was generally in early June.

J. Firth had the computer programme used for the World Contest scoring at Marfa in 1970. A computer would be available to help with scoring this year.

1972 National Contest: Offers were received from SOSA and MSC. The SOSA site was chosen by club votes. P. Trounce announced that SOSA would run a "mini-contest", to take place at Rockton, Ont., from July 24th to August 2nd, 1971.

M.O.T. Medicals for Glider Pilots: Twenty-two replies had been received from the 38 copies of a letter on the subject sent out by "Chem" le Cheminant.

W. Piercy said he had had advice from Dr. Buley of ICAO and from Dr. Hemming of M.O.T. With the advice from these two doctors, he had written to the Director of Civil Aviation indicating that S.A.C. recommend a medical for instructing and passenger carrying only. The M.O.T. reply was that they cannot agree without statistical information.

Another item mentioned was an ICAO recommendation that the glider license time requirement be increased to 6 hours - from the present 3 hours (which includes 2 hours solo time). ICAO also recommended power pilot license holders need only have 3 hours in gliders to obtain glider licenses.

A number of members felt S.A.C. should reject this proposed change as it was something being imposed on soaring pilots, and should therefore not be accepted. P. White (GGC) seconded by P. Trounce (SOSA), proposed a motion that the meeting felt the 6 hour requirement for the glider license should be resisted. This was passed. It was agreed that the new S.A.C. directors would review the 6 hour requirement and submit a proposal to M.O.T. W. Piercy said a meeting between S.A.C. representatives and M.O.T. was desirable to put forward S.A.C.'s views on the proposed change. He would try to arrange such a meeting.

Instructor Schools subsidy: It was agreed that S.A.C. would give a subsidy for one half the air time at the two instructors' schools, up to a maximum of \$200 for each school.

Provincial Soaring Councils: W. Budachs (Erin) seconded by R. Gairns, proposed an amendment such that Part B, whereby S.A.C. would allow its directors to be appointed by the Provincial Councils, and Part C, whereby S.A.C. By-laws would be altered to provide for election of 6 directors from the proposed 6 Provincial Councils, be deleted from the proposal. This amendment was carried.

F. Holman (RDSA) seconded by W. Budachs, proposed that the meeting accept Part A, whereby: "The Association endorse and actively promote the establishment of Provincial Soaring Councils, consisting of an alliance of S.A.C. member-clubs within each Province". This was carried.

B.G.A. Instructor Publication: W. Piercy, as Chairman of the Instructors' Committee, had several copies of a British Gliding Association publication for instructors which covered many aspects of glider flying training with chapters on aerodynamics, glider construction, and answers to many of the questions commonly received by instructors. It was agreed that S.A.C. would absorb the cost of sending one copy to each Club C.F.I.

Group Aircraft Insurance: T.R. Beasley had been working on this and reported that the general reaction from insurance companies was unenthusiastic because of the small number of gliders involved. He thought that self insurance with a high deductible might be approved by an insurance company. W. Budachs said the Ontario Flying Farmers had an insurance scheme which he could investigate. J. Soulsby had a commercial insurance broker in his office, and offered to discuss group glider insurance with him. T. Beasley promised to give John Soulsby a copy of insurance rates he had been quoted.

C.O.P.A. Administration: W. Piercy said this service had been efficient and should be continued.

Air Cadet League and Training of Air Cadets: Hank Bruhlman explained that the Air Cadet League structure was based on Provincial committees, with glider training programmes for the West at Penhold, for Ontario at Trenton, for Quebec at Bagotville, and for the Maritimes at Greenwood, Nova Scotia. The purpose of the training was to convert power pilots to passenger carriers in gliders and to provide cadet training. In addition to the training centres, cadet training was also carried out at Chatham, Sarnia, Niagara, and at Lahr in West Germany.

Up until recently the RCAF had not taken an active part in the Air Cadet movement, but now the Canadian Forces will maintain the gliders and winches; present training is basically a winch launching operation. The Air Cadet League was now writing training manuals for instructors and cadets. W. Piercy has had close liaison with the Air Cadet League and had been invited to attend their instructor training course near Trenton (Mountainview) at Easter. Walter has revised the S.A.C. Instructors' Manual for use by the League.

Jonathan Livingston Seagull Trophy: This trophy, proposed by K. Bissell two years ago, appeared in the form of an artistic presentation of a gull encased in a transparent cube of plastic. Designed by Jim Carpenter of SOSA, it will be awarded annually to the best Air Cadet student; a small replica being presented for the student to keep.

Procedure for importing sailplanes to obtain tax exemption: A number of clubs had not paid Federal tax on imported two-seat gliders which were purchased for training purposes. In addition, MSC has received the same tax exemption for their proposed purchase of a club LS-1.

Personal Income Tax Exemption: It was thought that a rebate might be allowed for a training course at an approved school. This is the case for power pilot training courses. MSC are approaching the Federal tax authorities on this matter: to date, no ruling has been received.

Election of S.A.C. Directors: Directors elected before the meeting were D. Tustin (WGC) - Prairie Zone; T.R. Beasley (MSC) - Quebec and Maritimes. P. Folkes was proposed for Ontario and D. Marsden for the Pacific Zone, both were elected by Club weighted votes. Five members were proposed for directors-at-large. F. Holman of Red Deer and P. Trounce (SOSA) were elected, again by weighted club votes. W.J. Piercy (Past President) remains a director.

EVENING SESSION:

Following an excellent buffet dinner, awards were presented with accompanying wit and humour by John Agnew (MSC) and "Shorty" Boudreault (GGC). Mr. J. Marshall presented the Shell trophy and Mr. Polietette the Dow trophies. Mr. Dick Noonan was on hand to present the Jonathan Livingston Seagull trophy to Mr. André Dumas, who represented the Air Cadets.

B.A.I.C. trophy: For year's best flight, won by D.J. Marsden (ESC) - 386.8 mile goal - Innisfail, Alta. to Moose Jaw, Sask.

Shell trophy: For National Champion. No official National contest champion declared due to bad weather limiting number of contest days. D.B. Webb (MSC) was awarded the trophy since he was leading when contest ended.

Canadair trophy: For 5 best flights, won by D.J. Marsden.

Dow trophies:

- Best Speed to Goal: George Blunden, C-NGC.
- Best Speed on Triangle: George Blunden "
- Best Distance: H. Werneberg (SOSA).

SOSA Novice: For best performance of a first time competitor at the National Contest, won by Bruce Hea (Cu-Nim).

Hawkesbury Chamber of Commerce trophy: For National Contest runner-up, won by R.F. Mamini (Cu-Nim of Calgary).

- Ball & Chain: For significant performance by a married pilot, won by Wolf Mix (SOSA), for coming 4th in the Standard Class of the XII World Championships, at Marfa, Texas.
- Carling/O'Keefe: For best Team Entry at National Contest, won by Hillar Kurlents & Bernard Palfreeman (both of MSC).
- "200" trophy: For 5 best flights by a pilot with less than 200 hours experience, won by D. Gyorffy.
- Instructor's: For most contribution by an instructor, won by A. Sunley (W.G.C.)
- Roden trophy: For best utilization of Club Equipment - was not presented at the Dinner due to the poor returns of statistics from Clubs in order to choose a winner. When sufficient returns of statistics are received from Clubs, the winner will be announced in 'Free Flight'.

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The after dinner speaker was Mr. John Delafield, 7th in the Open class at the 1970 World Contest flying an ASW-12 for Great Britain. He is in Toronto for one year, and is an R.A.F. Officer. Mr. Delafield showed slides and described soaring conditions in England and Scotland, in South Africa and in Marfa, Texas. A most interesting talk.

Further talk continued in the Schweizer suite before retiring after a busy but useful day.

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- (Editor's notes: I would like to thank Bob Gairns for doing such an excellent job of reporting on the AGM for us.
- Since the Committee Chairmen's reports are quite lengthy, they are being issued as Appendix "A" to this issue. They have been copied, unabridged, in the order they were received.
 - Next year's AGM is to be held in Peterborough, Ont.
 - The 1972 World Contest is to be held in Yugoslavia; the 1974-5 (probably January 75) in Australia, followed by Finland in 1977!)

1971 CANADIAN NATIONAL SOARING CHAMPIONSHIPS

Preparations for the 1971 Nationals are progressing smoothly. Practice will start on 3rd July, with the actual competition running from 6th to 16th July. A Sport Class will be included if sufficient interest is shown.

This year's meet is being hosted by the Gatineau Gliding Club (G.G.C.), who own and operate Pendleton as a licenced private airfield. Originally a war-time training field, it offers three paved runways with adjoining grass strips, hangarage for 35 sailplanes and a workshop. Towing facilities will be provided by G.G.C., nearby clubs and, if necessary, local commercial operators.

Nearest hotel/motel accommodation is about 5 miles away, but we have a prepared camping area for tents and trailers close to the hangar, with a new fully-equipped clubhouse and a swimming pool nearby. There is also a very limited amount of bunkhouse accommodation at the field. We are planning to have several rental trailers available - anybody who has a lead on possible renters in the Ottawa-Montreal area is urged to notify the writer as soon as possible.

Pendleton is located about 30 miles east of Ottawa and about 80 miles west of Montreal. The competition will be flown mainly in the area bounded by the St. Lawrence and Ottawa rivers and no international border crossings are planned. It is mainly a flat agricultural area with few field landing problems, and with a little co-operation from the weather, offers good to excellent soaring - some of Canada's best soaring flights have originated here.

Minimum pilot qualification is a completed Silver "C" badge, and hesitant entrants are reminded that just such a qualified pilot won the Standard Class at Marfa last year! Entry fee has been set at \$35.00 with the completed entry form, plus a further \$40.00 on registration. This will include ten tows, ten Instamatic cassettes, sectional charts, etc. Gliders must carry valid national documentation and also Public Liability and Property Damage Insurance for at least \$25,000.

Entry forms and any information about entries can be obtained from:-

Arthur Klinge,
239, St. Laurent Blvd.,
OTTAWA 7, Ont.
Zip code K1K2Y9.

A. Klinge,
Contest Publicity

THIRD WESTERN INSTRUCTORS' SCHOOL

The third Western Instructors' School is now behind us and the writer is happy to report that it was most successful. Eleven instructors were there for the full week, and except for the first afternoon, we flew every day. The Edmonton contingent generously had a club member bring their 2-22 down on the Wednesday, April 14, which helped considerably and sixty-five flights were recorded in the six days, using it and the Bergfalke.

Two new clubs in the west, Cold Lake, Alberta and Comox, Vancouver Island, sent instructors to the school as a result of their being introduced to our sport in Lahr, Germany. If their enthusiasm is any indication, don't be surprised if other Air Force bases in Canada start up Gliding Clubs!

The accommodations, meals and "recreational" facilities supplied by the personnel of C.F.B. Penhold were, as usual, "terrific", and the cost was even less than originally estimated. Garnet Thomas of Edmonton, current President of the Alberta Soaring Council, assisted us at this year's school.

Don Skinner,
Western Instructors' School

HIGH ALTITUDE COURSE (WESTERN)

Twenty-three members from the Calgary and Edmonton clubs attended the High Altitude Indoctrination course at Cold Lake last Saturday (April 24) and were given a really good time (I was going to say "high") and a thorough schooling on equipment, the medical aspects and ending in a session in the "tank" up to altitudes of 35,000 ft.

Don Skinner,
Cu-Nim Gliding Club,
Calgary.

HIGH ALTITUDE COURSE (EASTERN)

Gordon MacDonald of SOSA advises that tentative dates have now been proposed for Monday, Tuesday, Wednesday, June 28th, 29th and 30th. The first two days will be devoted to classroom lecture, a requirement before entering the pressure chamber on the 3rd day.

A medical within the preceding six months is necessary. It is preferred that this be by an M.O.T. doctor, but this is not mandatory. The medical should place some emphasis on the respiratory system in relation to high altitude flight and a letter from your doctor advising that this is normal, would be useful.

There is no charge for the course.

Interested parties should contact: Gordon MacDonald, Suite 106, 65 Rameau Drive, Willowdale, Ontario.

S.A.C. MEMBERSHIP

Members are reminded that the S.A.C. year ends on June 30th. To avoid a last minute rush for Terry Tucker, please send in your renewal NOW. (See Organization chart for Terry's address).

<u>Type of Membership:</u>	<u>F E E S *</u>
Club-Affiliated (Includes subscription to SOARING) ..	\$15.00
Couple (Married!) (One copy of SOARING only) ..	\$16.00
Junior (Includes subscription to SOARING) ..	\$ 9.00
Associate (Son or daughter of member; <u>NO</u> Soaring) ..	\$ 4.00
Individual (Includes subscription to SOARING) ..	\$15.00
Corporate	\$25.00

(*These cover the period July 1/71 to June 30/72.)

CHANGES TO S.A.C. LIST OF SUPPLIES

Item 6 - SAC Instruction Manual, Part I, Instructor's
Guide ... \$ 0.75

Item 7 - SAC Instruction Manual,
Part II - Air Instruction Notes \$ 0.50

Item 8 - (Air Instruction Cards). These are incorporated into Item 7 -
in addition, 14 plastic-laminated cards ($4\frac{1}{2}'' \times 7\frac{1}{2}''$) for the
14 Stages are available June 1/71, at \$3.00/set.

Item 16 - S.A.C. Caps in Red, Green or Blue with White
Crest ARE NOW IN STOCK \$ 2.50 ea.

ADDRESS CHANGES

The following address changes for SAC Member Clubs, together with an addition, came in after the front cover and list were printed. Therefore, please note the changes if you intend writing to any of the clubs listed below. An amended list will be in the next issue.

KAMLOOPS SOARING CLUB - c/o D. Lurkins,
627 Alberni Street,
KAMLOOPS, B.C.

Was: Box 699.

LAHR GLIDING CLUB - c/o Capt. B. Irwin,
1 CAG HQ.,
CFPO 5000, Belleville, Ont.

Was: c/o Capt. D. Bentley,
1 Wing CAF, CFPO 5000, Belleville, Ont.

MELVILLE DISTRICT SOARING & GLIDING CLUB -

Box 961,
Melville, Sask.

Was: c/o Credit Union Ltd.,
Melville, Sask.

SOSA GLIDING CLUB - P.O. Box 654,
Station "Q",
Toronto 7, Ont.

Was: Rockton, Ont.

VAN ISLE GLIDING ASSOCIATION -

c/o J. West,
1168 High Rock Place,
Victoria, B.C.

Was: c/o D. Pearson,
Stirling Arm Drive,
R.R. No. 3, Port Alberni, B.C.

YORK SOARING ASSOCIATION -

10 Courtwood Place,
Willowdale, Ont. (This address requested).

Was: c/o F. Balchunas,
No. 704 - 41 Dundonald St., Toronto, Ont.

PLEASE ADD - (ONTARIO ZONE) Caledon Gliding Club, R.R. No. 1,
ERIN, Ont.

INTERNATIONAL F.A.I. BADGES

Vic Shobridge

The following were approved in Canada during the month of March, 1971:

DIAMOND ALTITUDE:

507	Ivor David	1-26	Black Forest	YSA
510	Donald Band	1-26	" "	YSA
514	Andrew Heineman	1-26	" "	ASC
517	Gordon Myall	1-26	" "	SOSA

GOLD ALTITUDE:

505	John J. Kollar	1-26	Black Forest	YSA
506	Ivor David	1-26	" "	YSA
509	Donald Band	1-26	" "	YSA
511	Charles Bonds	1-34	" "	SOSA
513	Andrew Heineman	1-26	" "	ASC
516	Gordon Myall	1-26	" "	SOSA

SILVER C BADGE LEGS:

504	John J. Kollar (Alt)	1-26	Black Forest	YSA
508	Donald Band (Alt)	1-26	" "	YSA
512	Andrew Heineman (Alt)	1-26	" "	ASC
515	Gordon Myall (Alt)	1-26	" "	SOSA

NOTICE OF CITIZEN'S RECORD (Not yet homologated).

Singleplace free distance - 447 miles (760 kms.) Richard Cook in Los Altos, California.

C A L E N D A R

May 22, 23 & 24	Victoria Day Competition, Gatineau Gliding Club, Pendleton Airport, Ont.
May 22, 23 & 24	May Meet, Innisfail A/P, Alberta. Contest Director John Pomietlarz of Edmonton Soaring Club.
May 23-29 incl.	S.A.C. Eastern Gliding Instructors' School, Pendleton A/P, Ont. Pre-registration with \$20.00 deposit per candidate required 30 days in advance. <u>Contact:</u> Walter Piercy of Rideau Gliding Club.
July 6 - 16	23rd Canadian National Soaring Championships, Pendleton A/P, Ont. (Details in this issue).

SKY-MINING IN COLORADO

By Ivor David

On the afternoon of January 8, 1971, an expedition led by Walter Chmela, President of the York Soaring Association, set out from Toronto for Colorado Springs. The group was comprised of: Don Band, John Kollar, Gord Myall and myself, all from Y.S.A., Charlie Bonds of S.O.S.A. and Andy Heinemann of Air Sailing Club. After twenty-four hours of continuous driving, the group arrived at Black Forest Gliderport, Colorado Springs. While still one hundred miles from Black Forest, lenticular clouds could be seen above Pikes Peak and naturally everybody's thoughts turned to tremendous anticipation of things to come. The weather on the way down was good and we hoped that it would hold out and provide conditions sufficient to create a good wave. None of us suspected just how well things were going to turn out.

Sunday dawned a bright and glorious day with a crystal clear sky and absolutely no wind at ground level. To the uninitiated it seemed impossible that a wave would form, until Dave Johnson arrived with information on the winds aloft. Conditions looked good and would probably equal those of the day before when flights over 30,000 ft. had been made. These conditions had not been expected, as a warm front was forecast to pass through the area Sunday night. Evidently its progress had slowed and we had no complaints about that. We figured that we had better make the most of it and soon our checkouts were under way in the 2-32, with either Bruce Miller of Wave Flights or Walter Chmela. Walter has been down to Black Forest sufficient times so as to almost become a member of the staff. Most of the group had never flown in a wave before and found it a fantastic experience, and a stark contrast of the violence of the rotor zone. Lift was moderate, around 500 ft/min. and the orientation flights ranged up to 27,000 ft. All the checkouts were completed on the Sunday and luckily everybody was certified safe for the 1-26. Two of the group were able to try their skill the same day. I released at 13,500 ft. but was unable to gain altitude and soon returned to the field. Charlie Bonds, however, made a Gold altitude climb in the 1-34 to 27,600 ft. and so completed his Gold Badge. He would almost certainly have made a Diamond climb except for oxygen trouble which necessitated a rapid descent. Nevertheless, our first piece of precious metal had been mined.

Monday morning dawned exactly the same as the previous day and at about 9:15 a.m. Walter was airborne in the 1-34 after volunteering to be the wave sniffer. After he radioed that the wave was good, the ceiling was raised from 24,000 to 35,000 ft. and a scramble was made for the 1-26's and launches followed in quick succession. The rotor was quite violent and the wave gave respectable lift of up to 1,500 f.p.m. Not bad after 500 f.p.m. thermals at home.

Then just before lunch, Gord Myall landed, and after the barograph was calibrated, Dick Sayer (Wave Flights' C.F.I.) broke the news - a height of 31,000 ft. with a gain of 16,500 ft. Our first Diamond had been chipped from that mine high in the sky. With the Diamond came a

1 Lennie Pin. Not bad for a first solo flight in wave. Then shortly afterwards, Andy Heinemann landed and didn't say very much to anyone. He was obviously sweating over his 'gain' but he needn't have worried. He had made 31,000 ft. too, with a gain of 16,600 ft. What had these Canadians done to deserve this treatment? After all, it was his first solo in a wave flight too.

Shortly afterwards I landed and the Diamond run ended. I only had a Gold gain of 10,600 ft., and had missed a 1 Lennie Pin by 200 ft. simply because I forgot all about it. When Walter came down after three and one half hours, he had beaten everybody by climbing to 32,400 ft. for a gain of 18,600 ft. He already had the altitude Diamond and was trying to better the Canadian altitude record of 34,000 ft. and it was a credible attempt. Don Band made a very respectable flight to 30,000 ft. but missed his Diamond by 600 ft. Nevertheless, a Gold gain was quite a nice twenty-first birthday present for him. Unfortunately both Charlie and John did not feel well enough to fly and so the tally stood at two Diamonds and three Golds for the group.

Tuesday was yet another good day with still no sign of the front. Both Gord and Andy decided to sit this one out and watch the rest of us fight for what they had already obtained; a pretty nice feeling, no doubt. This time Don was first off the ground, followed shortly afterwards by John and myself. The rotor was really rough with 2,000 ft./min. climb almost instantly replaced by 2,000 ft./min. sink, and almost everything was flying around in the cockpit including the pilots. One pilot, not in our group, succeeded in putting his head through the canopy of the 1-34. Once in the wave, lift was initially strong around 2,000 ft./min. with steady climbs at higher altitudes of around 1,000 ft./min. Lift weakened considerably around 25,000 ft. and everyone had to struggle in 50-100 ft./min. or less. But even 50 ft./min. can get you up there - it may take a long time but it does the trick in the end. This was an important lesson that we all learned. It pays to have a lot of patience and perseverance. I climbed to 26,800 ft. from 10,100 ft. and Don from 12,300 to 29,100 ft. both after about three hour flights and that gave us Diamonds to replace the Golds earned the previous day. John made it to 26,000 ft. for a gain of 12,800 ft. and added some more Gold to our treasure. Walter tried again for 35,000, but did not better his previous attempt, due to clearance problems. So now we had four Diamond and two Golds, and this turned out to be our final score, even though Charlie tried gallantly on Wednesday, the conditions just weren't there, since the front had finally arrived.

Following the front, the wave again returned at the end of the day and was rapidly taken advantage of by Don, who made a flight to 30,000 ft. This time Walter tried to gain the Canadian two-seater altitude record with Andy along for the ride. They reached an altitude of 31,400 ft. which was higher than the existing Canadian record, but not enough to claim a new one.

What a fantastic time we had. We hit the weather just right. Four Diamond and two Gold altitude gains, and everyone with a 1 Lennie Pin on

the first visit to Colorado Springs. Some people have to go down there five or six times before the weather cooperates. We really felt lucky. It was a pity that we could not have brought home a new Canadian altitude record, but after all, no record is easy to beat. Still, why be greedy, we had our fair share of the loot.

In summary, the following was achieved:

Walter Chmela	..	3 Diamond altitude gains (already held).
Ivor David	..	Gold and Diamond altitude gain.
Don Band	..	Silver, Gold and Diamond altitude.
Gord Myall	..	Silver, Gold and Diamond altitude.
John Kollar	..	Silver and Gold altitude.
Charlie Bonds	..	Gold altitude to complete Gold Badge.
Andy Heinemann	..	Silver, Gold and Diamond altitude.

All that Don, Gord, Andy and myself have to do now is to get a Silver or Gold Badge to put our Diamonds on!

We left Black Forest with some regret, after all it's a great place to visit not only for wave conditions but also for the hospitality. Dave Johnson and his staff really made everyone feel at home and generated an atmosphere second to none. We also wish to thank Walter for organizing the trip, and no doubt after this tremendous success, Canadian invasions of Colorado Springs will become much more frequent.

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OF RADIO --- AND OTHER THINGS

Bruce Hea

All too often, a new radio appears on the American market that looks like it might have possibilities for Canadian glider pilots, and it is not approved for Canada, or if approved, its final delivered cost somehow escalates well above its U.S. list price.

Frustration (approval) and cost were twin evils when it came to equipping the Hea/Gowans' Libelle with radio. Also, that lower portion of the Libelle instrument panel simply cried out for radio of specific size and shape. We solved the problem - with a Bertea ML200.

Out of friendly relations with an American dealer and at the suggestion of a fellow glider pilot, grew an idea to provide a service to others. Hea's Aviation Supply (see advertisement) was created to 1) help widen our choice of radio (approvals), and 2) provide a delivered cost at, or near, the level of U.S. prices.

Six months ago the Radair 10s became available to American pilots but not to us -- no approval! D.O.C. initially said it was approved but on a re-check it wasn't and, furthermore, it had never been applied for. In January, a letter to Radair, (and an assist from my U.S. supplier), resulted in application for approval by Radair. On March 1, Radair advised - "approval and technical acceptability" by the D.O.C. So now we have another choice we didn't have before!

New products will appear on the American market. When they do, I will be working to see that they also become choices available to Canadian glider pilots. In general, if it is American made, if it is approved for Canada, and you want it, I will be happy to provide the service -- for radios or for other major component purchases. (I am fast becoming an expert in Customs clearance. Perhaps it is also advantageous and more convenient to order domestically).

So look over those technical specifications. Then if its weight, size, shape, and price are also acceptable for your intended use -- take the plunge; radio does add a new dimension to soaring pleasure and safety!

A propos . . . Carl Herold (California Regional Champion - and in the electronics business) comments on the RADAIR 10s in 'West Wind':-

"I have partially completed testing one of these little gems. Whenever I get the two glider frequency crystals from the factory, I will finish my tests and give you the data. So far the one I tested puts out an honest 0.9 watts of RF and has a receiver sensitivity almost as good as the old 1 watt BEI. I think, so far, this is a best buy for most glider pilots, both for the ground station and the glider. With the light bulb disconnected, the receiver draws about 85 milliamperes at 14 volts."

(Taken from the Feb/71 issue of 'TOWLINE' of the Seattle Glider Council)

AIR CADET GLIDING IN GERMANY

For the first time ever, an Air Cadet Squadron was formed outside of Canada during November 1969 as part of the Ontario Air Cadet League. At the conclusion of its first year's operation, it had attained a remarkable seventh position in the scoring of Annual Inspections of all Ontario Air Cadet Squadrons. During the pre-second year planning meeting, it was decided that a similar yet expanded program would be conducted and to further enhance their chances of climbing higher on the rating scale that something new and exciting had to be proposed.

With the well known cutback in DND funding, flying prospects for the forthcoming year looked bleak. How could we offer our current and future cadets a chance to do what they've all come to expect of an Air Cadet Squadron - and that was - getting them "off the ground". It was at this point that one of the staff members suggested the sport of Gliding. Originally, the idea was to provide each cadet the chance of riding in a Glider; much the same as the past practice of aircraft familiarization rides. But how? We all knew about the local Gliding Club, but would they be able to do this service for us - for what fee? Or should we buy our own glider and launch system and try to go it alone? A small committee was formed and approached the local Gliding club for assistance and guidance. As a result of these meetings the current program evolved. The Gliding club pointed out that with the funds we had available, it would be to our advantage to purchase a first-class launch system; keep it in the Air Cadet name but let the Gliding club use it. In this way all the Gliding club members would benefit and in return the club would accept and train air cadets to solo standard at no cost to the cadet organization. This proposal was accepted as it presented the solution to two problems. If the Air Cadet organization had both aircraft and a mediocre launch system, who could be recruited to give instruction and maintain this equipment? Secondly, with over 660 Gliding Clubs presently situated in West Germany where could the Cadet group get the authorized required air space to carry out their training? A residual reason was why not use the expertise of an already established club. The sponsoring committee took all of the suggestions under advisement and decided that the purchase of a Tost Dual Drum Winch, donated on a loan-for-training basis to the Lahr Gliding Club, would be the wisest investment. This winch was purchased for a total of \$6,600.00, mounted on a truck platform and turned over to the local Club. In return for this piece of equipment, they agreed to give each cadet of 800 Black Forest Squadron 3 familiarization flights.

This was considered as Phase I of the program. Once all cadets had been familiarized, Phase 2 would commence. This would involve the training of six cadets at any one time to solo standard. As a cadet graduates as a solo pilot, another is selected to take his place in the training program. With the current strength of the Squadron at just over 120 cadets and flying on weekends only, this amounted to approx. 360 flights from commencement in late November 1970 until completion in March 1971. An average of 4 minutes per flight produced 1440 minutes air time. One thing learned from this phase was that with the large number of cadets involved, it would have been wiser to cut down on the number of familiarization rides and concentrate more on the intensive side of the program; also, the weather during the winter months is such that flying each weekend was not possible, thus the familiar portion of the training extended longer than had been anticipated. In the latter stages of the initial program, Phase II was commenced and we are proud to say that on the 21 Mar 71 this program graduated its first solo pilot. The Gliding program commenced in November 1970 and to get through all the familiar flights and still produce a solo pilot 5 1/2 months later is a remarkable achievement both for the Cadet concerned and for the ability and quality of the personnel associated with the Lahr Gliding Club. Currently there are four cadets under Pilot training and in a matter of weeks this will be increased to six. It is estimated that by the end of 1971 our squadron will produce at least 10 to 12 solo pilots. This training is to be continued until either all cadets in the squadron have attained solo standard or until the Canadian forces leave Germany. It was estimated that at the current rate of charges for members of the Lahr Gliding Club that it would take six years of sponsored cadet training to fully pay for the winch which was purchased. Once a cadet has achieved his solo standard he is removed from the program and is permitted to join the local club to further his gliding experience.

Prior to the commencement of the sponsored training several members of this Squadron, on their own initiative, joined the local club. Of this group, five have graduated as solo pilots and the remaining three are very close. With the graduation of our first sponsored cadet to solo standard, this squadron now has six solo pilots with a possibility of an additional 10 to 12 by year's end.

We in the cadet movement in Europe like to feel that we are not only offering a tremendous opportunity to our cadets but also because of the rotational program of Armed Forces personnel back to Canada at set intervals to various areas that we are a good training ground for the cadet movement. At the present time at least six of our solo pilots have been informed that their family will be returning to Canada this summer. By the end of the year at least an additional six will be returning.

All of the foregoing has been attained in this squadron's FIRST venture into the field of Gliding. We've learned, and from our lessons we hope to benefit even more. We may not have produced as many pilots as the cadet Squadron at Chatham but then again we haven't been in the business as long. All we can say at this time is "look out Chatham - another Squadron is right in there challenging your claim as "the number one Air Cadet Gliding Center".

R.L. Darby WO
800 Black Forest Air Cadet Squadron

THE "CANADIAN GLIDER ROOSTERS"

(Part IV)

(This is a continuation of the story written by the late Norm Bruce in Jan. 1948, covering the gliding exhibition tour which started from Calgary, Alberta, on the 25th May, 1935, and covered 2,500 miles).

. . .

We gave some fine exhibitions at Souris and Brandon. Souris is a beautiful spot of only 1661 population, but is set in a lovely valley of trees, shrubs and flowers, with sharp winding roads. We had never seen such a beautiful spot and our flights over the quarry were made in thermals. Fretwell made a beautiful long glide out over the quarry, losing little height and he was able to soar out away from the field and return, just skimming the ground over the quarry, to a landing by the crown.

At Winnipeg, we gave twenty exhibition flights, but were greatly hampered by bad weather. We stayed a week and during that time, our living expenses exceeded our collections. The airport officials were very kind, having loaned us a "Bell" tent and permitted us the use of ablution facilities in the club rooms. During one night, the rain came down in a downpour and we were flooded out. A terrific wind came up and our tent, leaking water badly, swayed and strained at the ropes. It was touch and go for us, as great gusts of wind threatened to leave us on the outside instead of a partially sheltered inside. Finally we gave up, half soaked and in not a very good frame of mind, and raced in pyjamas across the sea of mud and into the shelter of the club rooms. Here we bunked for two days as the rain fell incessantly. During our first exhibition I gave tight banking turns, 180° spirals, and dives ending in a zoom over the crowd.

Fretwell, on his first flight, struck a smooth thermal and in graceful turns, swung easily over the crowd, banked gently and in a long beautiful glide, brought the glider to rest right at the feet of the airport officials and pilots. So enthusiastic were they over gliding, that two seasoned pilots wished to take the "Lawrence" up and try a little stunting, but we gave them no encouragement. Finally, after a week in Winnipeg, we decided that owing to the city being a large one, and the population quite past the novelty of airplanes and flying, our work was of little interest. This was proved by the fact that only \$12.28 was collected in the seven days of our stay. On the last day, we had only sufficient money to buy enough gasoline to take us to Carman, 78 miles south.

We were told that a fair was in progress there, one of the largest in the country and that it was held on a large racecourse. We decided to go immediately. After paying our bills we were left with only a cent, so we drove the seventy-eight miles with heavy hearts and empty stomachs. Upon arrival, I immediately got into touch with Dr. Munn, Secretary Treasurer of the Carman Exhibition. I was hungry and desperate and refused to accept defeat with a refusal. However, I managed to persuade the great showman to accept a bargain, promising him flying in front of the grandstand, at his own time and without payment, provided he would permit Mr. Pelletier to take a collection from the grandstand. I left, not feeling greatly elated, for I knew I had two hungry men to face and no prospects of making any money till the following evening. Having not eaten for 24 hours, another 24 hours of fasting did not appeal to my flying partner. Pelletier and I had roughed it before and had experienced pangs of hunger and I had done a four-day fast a few years back. Realizing my friend would be suffering an experience none of us really cherished, I promised to get some money.

The Town Magistrate was interviewed and I explained the whole case to him. He was very sympathetic and his kindness found me outside with a dollar and a half loan. I placed the money in my friend's hand and, needless to say, he treated us all to the best meal we had ever eaten before. It was late when we turned in, to sleep in a sheltered grove of trees behind the grandstand on the exhibition grounds. Next morning, while my friends were still asleep, I slipped out to inspect the field. It was only about 900 feet long, surrounded by an infield fence which boarded the race track and the high outside fence of the grounds. A thick grove of trees lay to the south, the grandstand exhibition platform, swinging trapeze, tents and basket-ball nets along the west side and in the field were also two regulation back-stops for the two baseball diamonds. To the north lay telephone lines and the fence, and in the east outside the grounds, lay the golf course. The field was dangerous to fly in. The thoughts of attempting to get sufficient height to clear the grandstand and land back in a field strewn with obstacles made shivers run up and down my spine. I studied the situation, planned each detail and finally decided that if the glider failed to obtain sufficient height, a left turn would be necessary to get into the golf course, or a forced landing on the tree-tops would be the only alternative to crashing into the grandstand and the congested crowd. The wind was blowing extremely strong and promised to remain unabated for the rest of the day. Our take-off which would be across wind and the vortices, promised us a rough and unpleasant take-off which could make the start, under these adverse conditions, a dangerous undertaking.

The take-off was only possible to achieve with the use of block and tackle. By using this method, we could thus obtain a faster tow and quick take-off which was of vital importance for the flight. We were beset with danger on all sides and just before our act we gritted our teeth and awaited the announcement over the loudspeakers for our turn on the programme. Finally it came.

Conclusion next time.

CLUB NEWS

CU-NIM GLIDING CLUB, CALGARY.

Letter from George Dunbar.

At our January meeting, the following were elected as officers for 1971: George Blunden - Pres., Andre Dumestre - Vice-Pres., George Dunbar - Secretary, Ian McDougall - Treasurer and Don Skinner - C.F.I.

After much soul-searching, it was decided that the Club's No. 1 need for the coming season was a two-seater for training, and that the only way to get one was to sell our one sailplane, the Spatz. It is planned to use the money from this to buy a 2-22, or to have the Bergfalke (blown over a year ago) repaired professionally.

Normally the winter months are considered a loss as far as gliding is concerned, but some of our pilots find the sight of lenticulars in the west too much for them. The attraction of the Wave is greater than the obstacles of snow & cold. One of our members is frequently afflicted in this way, and several weeks ago made plans for a 300 mile out and return flight along the mountains, in the wave. It was hoped to set a new French record in this category, since the pilot is of that nationality. However, despite a gallant effort he was forced to land at Canmore, where the first field of any type is located. After landing in the snow there, several ski-doos fortunately came along to get the glider out to the road through the snow.

Although free flight distance was only some ten miles this time, the writer wouldn't be surprised at any time to hear that a new French record has been set in Alberta.

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LAHR GLIDING CLUB

Letter from Capt. D. Dixon.

We flew 3 gliders thru June 1970, when we had a wind accident and lost our 1938 Olympia Muse. At the end of October we acquired a second Ka7 which flew to the year's end. In addition we have a privately owned L-Spatz 55.

We are primarily a training club as we rotate people to Canada every 3 years, but we are now building up some experience and last year began attempts on Silver C badges. Two of our pilots managed to collect two legs.

During the past year we soloed 24 pilots - two of which were power pilots - and gave out many "A" and "B" badges.

We have associated ourselves with the local Air Cadet Squadron with the Squadron providing a double drum winch and getting free trips and training in our gliders. As of February 1971, we have flown approx. 100 Air Cadets on three familiarization trips (six cadets each day on weekends). We are now embarking on training for select Air Cadets and hope to have several solo by spring. The Air Cadets provide and maintain the winch and the club the gliders, instructors, etc.

We have a second private glider just purchased and hope to buy another single seat for the Club. We have approx. 55 active members plus six Cadets each day.

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TORONTO SOARING CLUB INC.

Letter from Willi Deleurant.

For a long time you have not heard anything from us in "Free Flight" news. You may have got the impression that the Toronto Soaring Club has disappeared from the soaring scene. This is not so! ...

The Toronto Soaring Club has followed one policy, that is, to build up a new club structure, membershipwise and facilitywise before making any announcements. We seem to have shaken off all the problems & difficulties we had in the past. For the coming 1971 season we are well prepared. The following is intended to inform all soaring fans & S.A.C. members what has taken place in the time of silence.

The Toronto Soaring Club operates on their own 200 acre farm converted into a flying field. It's located one mile north on side road No. 22 off highway No. 89, 15 miles west of Shelbourne, surrounded by an area of best Ontario soaring conditions. We have graded and seeded 2 runways pointing N-S (3000 feet) and E-W (2,500 feet) free of obstruction on approaches. Any power flying club would be proud to own this field, proven by the many visiting planes. A newly purchased & erected steel hangar 40 x 60 ft., was a welcomed addition. Rigging & derigging are no longer necessary.

Our present sailplane fleet consists of 3 club machines: one Bergfalke as trainer, one 1-26D and one Ka-8. In addition to this we have three privately owned planes: one Libelle and two Ka-6E's. An empty barn, also owned by the club, is used as additional storage space. Last Fall we erected a new clubroom, with kitchen and beverage facilities, overlooking the whole flying field in any direction. This room was badly needed for our social activities and gatherings. The weather will not hamper our fun any more. It was built in a real country style fashion, with the decoration being part western, part country and part beer-garden. We are proud to have it and our thanks go to the builders and financial supporters: Alfred Hofmann, Walter

Herten and Willi Deleurant. The opening party was a real success. Many more are planned to keep the social spirit at its peak. Going by an old experience in the sport of soaring: when a husband wants to fly and enjoy soaring he must have his family on the field and the facilities for their enjoyment. Our facilities are as follows:

We created a camping area for the use of our members, free of charge, "Tent and trailer limited!" We have plenty of playground and a swing for the kids away from the runways. The new clubroom for social events and evening gatherings welcomes any visitor. A dance area will be erected this year, right in the barn - no weather limitations any more.

Even for those who want their families away from the activities, the club will provide an additional camping area to any member on a 99 year lease basis.

As you can see, the Toronto Soaring Club likes to see its members and their families happy.

Since our operation switched completely to aero-tow, we welcome all glider enthusiasts and private owners to drop in this summer and try out the new field.

At our annual meeting on February 6th a new board was elected, as follows: Willi Deleurant - President, Ralph Deleurant - Sec. Treas., Walter Herten - C.F.I., Alfred Hofmann - Technical Director. Daniel Marr - Membership Secretary.

We are confident that the efforts for a revitalized club with new facilities will benefit the soaring movement collectively. May everyone have the season he dreams about in 1971!

YORK SOARING ASSOCIATION

Letter from Rainer Zimm

The 1970 season was quite a

successful one and after getting off to a slow start on May 9, the club managed to fly continuously right up until mid October. Fortunately no accidents or injuries plagued us and all work duties were kept to a minimum in order to maximize the amount of flying.

In all, 560 flights were logged comprising a total of 270 hours, most of which were flown in the two Ka-7's. However, 245 cross country miles were also flown, the bulk by Messrs. Chmela, Featherstone and David. This is not really an impressive figure, considering the club has four ships, and 25 paying members. As in most clubs, the majority of the members are young and in the pre-solo stages, and as such, can only dream of Silver "C", and Gold flights. However, the potential does exist. In point of fact, with the low membership-glider ratio of 6 to 1, and subsequent short waiting lists, the ships are usually sitting on the ground, with only half the "soarable" day gone, while their prospective pilots are shooting the breeze, or watching the grass grow. This seemingly "wasteful" attitude does serve a purpose in strengthening inter-club ties and making for a leisurely and serene day at the field. Quite a difference from the hustle & bustle of the larger clubs.

The field itself had a few changes made to it near the end of the season. The two runways were

graded and widened to 200 feet, resulting in N-S and E-W runway lengths of 2,400 ft. and 2,300 ft. respectively and with the removal of the shrubbery on the northern end of the field, we have a completely unobstructed approach onto the main runway. The first private ship was added to the club in Sept. 1970 - Frank Markut being the proud owner of the superb Ka-2.

During the season the club also managed to finish a "carry over" of our winter works project. Our "Super" J-3 towplane (150 h.p.) has recently been given the okay by the D.O.T. and should have its Ultralight Certificate shortly. It will, no doubt, be a welcome relief for our P.A. 12 which has been so belaboured the past four years.

The 1971 season looks very promising and has already been very profitable to a few members. In an expedition to Colorado, organized & led by Y.S.A., five club members, together with two members of two other clubs, obtained a barrage of Gold, Silver and Diamonds from that large mine in the sky. (See "Sky-mining in Colorado" in this issue).

In summary, the 1970 season lived up to its expectations, for all the club members. The flying season always seems to be much shorter than one would wish it to be, but the long winter serves to heighten and expand one's love for soaring, in order to make the next season just that much better.

EDMONTON SOARING CLUB (Taken from "Towline"; Garnet Thomas, Editor).

At the Annual Alberta Soaring Council meeting held in Red Deer on Feb. 6th, Garnet Thomas was elected President and Jim Janzen, Sec.-Treasurer. Dave Marsden collected all the silver hardware and our Club was named organizer of the May Meet, with John Pomietlarz as Contest Director.

The SS-2 - A sleek red shape looking somewhat like a super boat hull - was seen riding around Edmonton on the back of a Southside Woodwork truck recently. A closer examination revealed the beautifully-crafted fiberglass pod and canopy of the new SS-2 designed by Dave Marsden, and largely built by Reinecker and Dumas. For pure delight in a beautifully-crafted sculptural shape, one should pop over and see it. They also tell me that when the rest of it gets together, it will do some mean flying.

E A S T and W E S T:

From Halifax, N.S., Chas. Yeates writes:

"Flying with another Moirs manager out of Shearwater AFB at Halifax in a Cessna 150 toward Fredericton, N.B., we noticed lenticular clouds lying in neat rows across our path. The first system was encountered after crossing Minas Channel to Gravelle Bay. Northwest winds produced a recognizable wave in the lee of 600 foot hills along the shore.

Adjustment of power and trim set up 200 feet per minute sink at 65 miles per hour so that the Cessna became a powered glider, well suited to exploration of the system. Mild turbulence was encountered sliding under the roll cloud at 4,000 feet and smooth air was found in the classic position up wind. Between 200 and 300 f.p.m. climb could be maintained by coursing back and forth along a four to five mile stretch and the climb was continued until the lenticular was topped at 9,000 ft. From there the long down hill slide into Fredericton was very pleasant.

The next leg to a second business meeting in Moncton took place under strong thermal conditions in mid-afternoon the same day. Thermal strength of five to 600 f.p.m. made the one hour flight bumpy but fun. It was possible to increase the cruising speed noticeably by going off course enough to strike more ups than downs. The presence of the engine was really appreciated because there appeared to be no possible landing fields between Grand Lake and an area about 15 miles from Moncton. An evening trip back to Halifax in still air completed the day's "work".

Conclusion: Powered gliders are here to stay. "

From Seattle, Wash., Mrs. Marion Barritt writes in S.G.C's "TOWLINE":

"As you will see in this month's issue of SOARING magazine, the CIVV meeting (March 5, Paris) was a busy one. They deleted the dive brake dive requirement; therefore, the 1971 Std. Class Nationals, Ephrata, will accept the H301 Libelle with flaps locked (possibly just sealed). Rudy Allemann, Joe Robertson (both from Washington), André Dumestre (Alberta, Canada), Tom Brandes (New Mexico), Earl Smith (Calif.) and Peter Newgard (Calif.) have all entered their H301 Libelles.

Concept 70 (ship featured in the March issue of SOARING) has also been entered in the contest by Jim Indrebo, Calistoga, Calif. "

NEXT ISSUE OF "FREE FLIGHT"

Material for the July 1st issue of "Free Flight" should arrive by June 4th, 1971. (See Organization Chart for address).

SQUARING ASSOCIATION OF CANADA

ORGANIZATION - 1971

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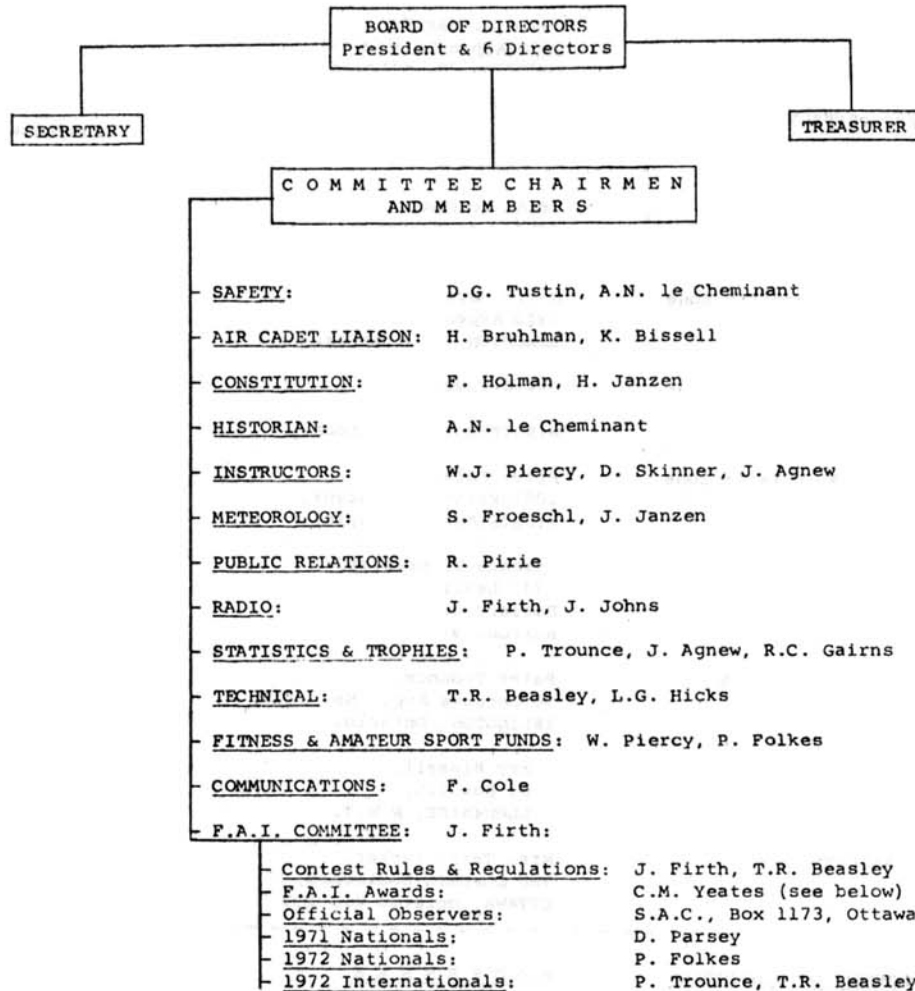
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SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1971



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