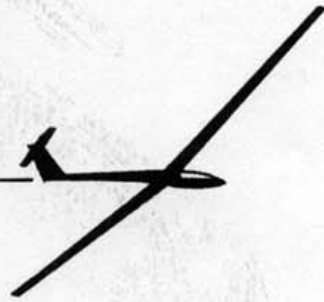


Jan-Feb 72



Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

S. A. C. N E W S

1972 ANNUAL GENERAL MEETING:

The Annual General Meeting will be held at the Holiday Inn in Peterborough, Ont., on Saturday March 25th, 1972. The next issue of 'Free Flight' will have an Agenda for the Meeting, together with some advance 'Notices of Motions' to be tabled.

In this regard, if any member has a 'Notice of Motion' that he wishes to be included with the next issue of 'Free Flight', would he please send details to either S.A.C. President, Dave Marsden, or the Editor. This will give the total membership a chance to assess the merits of the planned motions that will be presented at the Meeting.

MAIL VOTING:

The mail voting is in progress. Will all Clubs please meet the deadlines of the Procedure letters sent out by Mrs. Hamilton of Box 1173. This will ensure a representative vote from each of the four Zones.

S.A.C. INSTRUCTOR COURSES - 1972:

We are again getting organized for two one-week S.A.C. Instructor Courses - one at Penhold, Alberta in April or May, 1972, for the two Western Zones, and one at Pendleton, Ontario, May 21st-27th, 1972, for the Eastern Zones.

As in previous years, it will be necessary to have a minimum of 10 candidates for each course, in order to make them worthwhile, and obtain possible financial support from Provincial Governments, S.A.C. and other sources.

By now the word has spread as to what a great deal we get from both sites (thanks to the Armed Forces and Gatineau Gliding Club facilities). It will again be on a "first come - first served" basis, with the maximum being set at approx. 15 candidates for each course.

S.A.C. INSTRUCTOR COURSES - 1972 (Cont.)

A \$20.00 cheque deposit must accompany each request to attend, and these should be in the hands of Don Skinner, 3831-7th Street S.W., Calgary 6, Alta., for the West course prior to February 15th, 1972; and in the hands of Walter Piercy, 184 Churchill Crescent, Kingston, Ont., for the East course, prior to April 15th, 1972.

'INTERPRETATION BULLETIN', FROM DEPT. OF NATIONAL REVENUE, TAXATION, DATED AUGUST 18/71, REGARDING TUITION FEES OF STUDENT (RECEIVED BY SAC VIA R.C.F.C.A.):

We wish to inform Clubs that qualify as Instructional Institutions (and this should apply to all clubs having DOT-licenced Instructors, and ground school facilities), that it may be possible in future for a Club Member who is being trained as a glider pilot, to claim a deduction for income tax purposes, in computing his income, for the money paid out for his training.

We quote from the Taxation Bulletin:

"Allowable fees of students enrolled at flying training schools or clubs in Canada will include tuition fees for ground school training and flying training (dual and solo or pilot-in-command). On the other hand, the costs of flying while the student is not under instruction but is merely gaining experience and complying with the "flying hours" requirements for his particular course cannot be regarded as tuition fees. In no case do the costs incurred by a student in operating his own aircraft while taking a course at a flying training school or club qualify as tuition fees.

"Claims for tuition fees paid to a flying training school or club in Canada will be supported by a certificate in approved form, which will, inter alia, set out the kind of course taken and the number of hours of actual flying training. This certificate is obtainable by the student from his flying school or club."

Will Club students who have been successful in obtaining this refund, please advise Box 1173 of the circumstances - particularly with regard to the type of 'certificate', mentioned above, that is required. We can then pass on this information to all Clubs.

W.J. Piercy.

S.A.C. NEWS (Cont.)

SAFETY COMMITTEE:

An injury occurred this summer to a winch operator, when the cable broke during a glider launch. A piece of the wire penetrated the 'protective cage' and embedded in the operator's leg, requiring removal by surgery.

The Safety Committee strongly recommends the following procedure:

All winch operators and personnel at the winch site, i.e. supervisors, winch instructors, etc., should wear SAFETY GLASSES to prevent possible eye injury from flying debris which might occur following a cable break.

Clubs should also consider the possibility of liability to spectators and/or members who are not directly involved with the winch operation and mark out an 'out of bounds area' around the winch.

Dave Tustin,
Chairman, Safety Cttee

INSURANCE:

As mentioned in the last 'Free Flight' a letter has been mailed to all Club Presidents, and to Association directors. This letter gives details of a proposal regarding a Group Insurance Scheme. The rates are attractive and all Club members - particularly private owners who are eligible for the group rate - are asked to get the details from their Club President and to make sure that S.A.C. receives a reply to our letter.

T.R. Beasley,
Director

RADIO COMMITTEE:

Please note that the S.A.C. radio project is John Johns' effort. Kits have never been available as so many writers' think. No further boards for the existing circuit are available; improvements are to be implemented before more are made. Those interested should write to John Johns (2054 Kings Grove Cres., Ottawa, Ont. K1J 6G1).

John Firth

WORLD CONTEST (VRSAC, YUGOSLAVIA):

We have received very few applications to serve as crews for our World Contest team. Qualifications are: (i) Experience in cross-country retrieving preferred, (ii) Enthusiasm, (iii) Willingness to pay fare and expenses, but with possibility of some reimbursement, (iv) Availability for just over three weeks in July (Practice period 2nd to 8th July; Contest 9th to 23rd July, 1972).

Please write to either Terry Beasley or Peter Trounce if you are interested.

...

*WORLD CONTEST FUNDS:

Bright ideas on fund raising are required. Any member who can scrounge gifts from his company or business that might be suitable as raffle prizes is urged to let us know. The raffle seems to be the best scheme we have come up with so far, so please help make it a big success this year.

T.R. Beasley,
World Contest Committee

F.A.I. COMMITTEE:

The following is an extract of a letter sent to the R.C.F.C.A. on November 23rd, 1971:

"On behalf of Mr. André Dumestre of Calgary, Alberta, would you please forward to the French Aero Club his claim to a French sailplane speed record for 100 Kms goal and return.

We have pleasure in confirming that this flight was completed at a speed of 117.2 Km/hr on Oct. 9, 1971. Mr. Dumestre flew his Libelle H301 sailplane from Cowley A/P Chain Lakes, Alberta."

C.M. Yeates,
Chairman, FAI Awards

(* 'Fund appeal' letters written by Terry Beasley, who has recently been appointed Team Captain for Vrsac, are elsewhere in this issue. ED.)

AIRSPACE COMMITTEE

"MUST RESOLVE AIRSPACE SHARING PROBLEM, MOT OFFICIAL SAYS"

Regina, Sask. - R.W. Dodd, the MoT Director of Air Traffic Control, told the annual convention of the RCFCFA in Regina in September that "one of the biggest problems, if not the biggest, is the matter of joint use of airspace by light VFR aircraft and heavy and/or high performance IFR aircraft, particularly in the high density areas.

"This problem must be resolved," Mr. Dodd stated, "and resolved on an equitable basis, if all forms of aviation are to continue to flourish in Canada."

He continued: "I believe that if reasonable people, looking at all points of view, are prepared to work together, the problem can be resolved. But if we are to resolve the problem, I think there is a need for both the IFR pilot and the VFR pilot to recognize the rights of each and the problems of each other."

Mr. Dodd said he believed that as traffic density increases, there will be a need for more regulation and for continued adherence by both groups of pilots to long established and accepted rules of the air and airmanship.

"I believe it will be necessary to extend the principle of reserving certain of the airspace for the sole use of VFR pilots on the one hand, and for IFR pilots on the other, but this is only a partial solution - there will continue to be some areas where both types will be mixed together.

"In this case, the IFR pilot will probably be required to follow a particular route, altitude or procedure and the VFR pilot to follow another route, altitude or procedure. For this to be successful it will be necessary for Air Traffic Control to have communication with all pilots. So I foresee that there will be increasing requirements for the mandatory carriage of functioning two-way radio in more and more of our airspace".

Mr. Dodd stated that ATC will continue to utilize radar to the greatest extent possible to achieve separation of aircraft because in busy areas the "see and be seen" or the "see and avoid" principle is becoming less and less effective. But if Air Traffic Control is to use radar for this purpose, he added, primary radar is not nearly as effective as secondary radar and "I can therefore also foresee increased requirements for the carriage of a secondary radar transponder."

Mr. Dodd noted that such equipment is already mandatory for flight above 23,000 ft., but said this may be lowered in the near future to 18,000 ft. and in later years to 10,000 ft. There will also be certain areas in the vicinity of high density terminals where secondary radar transponders will be required from the ground up.

"I must assure you, however, that there will be adequate consultation with such groups as your Association," Mr. Dodd said "before this action is taken and ample advance warning of such requirements will be provided."

This speech by Mr. Dodd, the MoT Director of Air Traffic Control is indicative of the direction in which control of airspace is heading. We.

AIRSPACE COMMITTEE (Cont.)

now have established a line of correspondence with MoT in Ottawa with the thought that we must make known our requirements for airspace. Clubs operating in the vicinity of Toronto know how restrictive measures can be with regard to flight in high density areas. The point is that if we don't let MoT know what we want, our airspace will be nibbled away until all that is left is enough altitude for a circuit. Don't be fooled for a moment that because your particular Club is located out in the boondocks that you won't be effected. Every club should make their presence known by contacting the Regional Director of Air Services in their particular region with the idea of forming a close liaison with the Regional Superintendent of Air Traffic Control or his delegated representative. You will then be able to discuss matters that effect your operation. For instance, the Winnipeg Gliding Club is located under an airway to the west of Winnipeg. Through cooperation with ATC, we have been able to reserve an area 2 miles in diameter up to 5,000' asl for aerobatics. The area is simply activated and de-activated by phoning the Area Control Center in Winnipeg. ATC in turn vectors all IFR aircraft clear of our reserved airspace. As most clubs are located close to an ATC facility, the cost of a couple of phone calls is small cost for the protection that a procedure such as ours affords. From our experience I can say without hesitation that if the MoT is approached with a feasible procedure, that the co-operation will be forthcoming.

If I can be of any assistance to any club with regard to airspace problems, please contact me at:

581 Lodge Ave.,
WINNIPEG 12, Man.
R3J 0S7

Dave Tustin, Chairman,
S.A.C. Airspace Committee

The addresses of the various headquarters are as follows:

PACIFIC REGION (BRITISH COLUMBIA)

Regional Director, C.A.T.A.,
Ministry of Transport,
739 West Hastings Street,
VANCOUVER 112, B.C.
(Telephone - 683-4321)

WESTERN REGION (ALBERTA)

Regional Director, C.A.T.A.,
Ministry of Transport,
Federal Building,
9820 - 107th Street,
EDMONTON 2, Alberta.
(Telephone - 424-0251)

CENTRAL REGION (MANITOBA & NW ONTARIO
WEST OF 88TH MERIDIAN)

Regional Director, C.A.T.A.
Ministry of Transport,
308 Revenue Building,
391 York Avenue,
WINNIPEG 1, Man.
(Telephone - 985-4311)

ONTARIO REGION (ONTARIO EAST OF THE
88TH MERIDIAN)

Regional Director, C.A.T.A.,
Ministry of Transport,
P.O. Box 7, Toronto-Dominion Centre,
King Street, West,
TORONTO 111, Ont.
(Telephone - 369-3201)

QUEBEC REGION (QUEBEC)

Regional Director, C.A.T.A.,
Ministry of Transport,
Regional Administration Building,
Montreal International Airport,
Montreal 300, Quebec.
(Telephone - 636-3266)

ATLANTIC REGION (NEW BRUNSWICK, NOVA
SCOTIA, PRINCE EDWARD ISLAND, NEWFOUNDLAND)

Regional Director, C.A.T.A.
Ministry of Transport,
P.O. Box 42,
MONCTON, New Brunswick.
(Telephone - 858-2345).

DO WE NEED COMPETITIVE GLIDING?

John Firth

The answer, of course, is NO! It takes time, energy, money and skill. The drawbacks were expressed vehemently in SOARING last year. Having never flown in a contest, the writer was unable to appreciate and express the other side, that contests can be fun, as well as a challenge, a meeting of old friends, of new minds and ideas, and of the incentive to fly cross-country in conditions you did not even believe were soarable. Above all, competition develops much better and more imaginative pilots. In fact, just about everywhere except Canada, more and more pilots are finding this out; here, our Nationals entry is dwindling, and with a few notable exceptions, participation in local contests is falling. Unless there is something especially peculiar about Canadians, other than having been usually born something else, the problem must lie with the system.

One obvious problem is the distances involved, at any rate for National contests. This we can do nothing about, other than encouraging the Manitobans to host the contest more often. Other reasons are not so obvious, but there are indications that probability of success has some effect on the decision to enter.

The cost of competing effectively has risen rapidly over the past few years. In 1965, the Austria SH was a first rate contest ship, and cost about \$6,000. Now, to do well in Open class competition, one needs upwards of \$10,000 of fibre-glass for a start. To encourage the less-than-totally-committed pilot to compete, we need some kind of sailplane class concept. I was hopeful in 1970 that the Sports (handicapped) class could do this; two contests and innumerable discussions later I am less hopeful, though I still believe the idea can serve a useful purpose.

The other possibility is more status for the Standard Class. Since its inception, this class has been a doubtful success in holding down costs. Various arguments on safety and performance grounds have been successful in introducing retractable gear, water ballast, and now flaps. By and large, I believe these arguments have been valid, and the sailplane incorporating all these features will be markedly safer than the Ka-6 while having much higher performance. This is only so however, if you remember to drop the water and the gear before landing, and use the flaps correctly. However, rightly or wrongly, this is what we will have, and since these appear to me to be the last significant changes which give both increased performance and safety, we can hope for a price stabilisation, or at any rate, that costs will increase no faster than inflation. It may be significant that our two top rated pilots have opted for Std. class in Yugoslavia, leaving the other two to scrabble around for the best they can find in the Open class.

It would seem that, in line with other top National contests, we should have a Standard class champion and trophy awarded at our Nationals. If sufficient support is evident, I will donate a trophy for 1972. It is to be hoped that our regional meets will follow suit. If the concept is accepted, then the class will quickly gain equal status with the no-holds-barred approach we have now.

If you have any interest in competitive gliding, think about the choices, and let us hear your views in "Free Flight" via a letter to the Editor. (A copy to myself would be appreciated).

(J. Firth, 542 Coronation Avenue, OTTAWA, Ont. K1G 0MA)



SOARING ASSOCIATION OF CANADA

Box 1173, Station B, Ottawa, Ont. K1P 5R2

Dear Member:

It is appreciated that many members do not agree with Canada's participation in World Gliding Championships. Respect for this opinion is the reason that the funding for such contests is kept entirely separate from the general funds of S.A.C.

It is my personal belief that the progress of our sport in Canada really started to become noticeable only after we started to enter World Championships. This participation immediately led to an improved standard in our own National contests. The higher standards naturally led to the desire for better sailplanes; and usually for each new sailplane bought an older one was sold, and so on down the line.

Remember, the K-6 started life as the top standard class ship; today it is considered a hack.

We have attached a copy of the appeal letter that we are sending out to anyone where we believe there may be a spark of interest in supporting us. YOU can help in various ways; by really pushing our raffle tickets when they are supplied to your club, by sending a few dollars and by encouraging your fellow club members to do the same? Why not a club project to raise funds? Also, perhaps you can send the appeal letter to your employer, or to a local business. Remember, this Association is big enough now that no one has to do a lot if we all do a little.

Please help our team and help our sport.

Yours very truly,

T.R. Beasley
(T.R. Beasley)
Director

Att.

1972 World Contest Committee

TRB:sw



SOARING ASSOCIATION OF CANADA

Our File

Box 1173, Station B, Ottawa, Ont. K1P 5R2

FUND APPEAL XIII WORLD GLIDING CHAMPIONSHIPS

Dear Sir:

It would be greatly appreciated if your organisation could make a donation to assist our participation in the World Gliding Championships; the Olympics of flying.

We appreciate that the present economic climate is forcing many of us to institute budget economies, so it is stressed that even a small donation will be very gratefully received.

Additional information is provided on the attached sheet.

Yours very truly,

(T.R. Beasley)
Director,

1972 World Contest Committee

Att:
TRB:sw



SOARING ASSOCIATION OF CANADA

Box 1173, Station B, Ottawa 4, Ontario

K1P 5R2

FUND APPEAL - XIII WORLD GLIDING CHAMPIONSHIPS, 1972.

In July of this year teams from about thirty countries plan to converge on Vrsac, Yugoslavia, for the Thirteenth World Gliding Championships.

By the efforts of this Association, Canada has been represented at former Championships held in Argentina, England, France, Poland, Spain, and the U.S.A. We have only missed one Championship since 1952; unfortunately complete lack of funds prevented Canada from being represented in Germany in 1960. It is unfortunate that we have now been able to enter a really first class team due to lack of funds. An indication that we are up to World Standard was obtained in 1970 when the Championship was in Texas, U.S.A. Naturally, being on the same continent reduced our costs and our best effort was put forward. A Canadian pilot placed fourth.

Financial support has come from the Canadian aircraft industry, from other interested companies and individuals, while the prime financial burden has unfortunately fallen on the team members themselves.

While Canadian soaring activity is steadily advancing, this Association is not yet in a position to completely underwrite the costs involved. These costs are primarily: (a) transporting our four teams, (b) renting gliders, tow-cars and trailers, (c) insurance, (d) miscellaneous.

According to a careful estimate, the funds required to ensure first class participation of a Canadian team, made up of a Team Captain, four pilots, and twelve crew members, will amount to some \$20,000.00.

To those who have assisted us in the past, may we again extend our thanks, and to those to whom this appeal is new, may we request favourable consideration. Donations should be forwarded to the Association address, marked World Contest Fund. Receipts will be mailed promptly. After the Championships are over, all supporters will receive a statement of disbursements and a copy of a special issue of our "Free Flight" magazine where the contest will be described and all supporters listed. You should indicate if you wish your donation to be anonymous.

If you wish to discuss this appeal personally with one of our members, we shall be very pleased to arrange this.

W E I G H T A N D S A F E T Y
(for Pilots only)

Courtesy New Zealand GLIDING KIWI

You can't afford to regard weight as one of those things that engineers worry about. Weight is a thing that you should know something about for your own safety.

Before your new glider began life on the production line, the thing that started as a gleam in the designer's eye, had passed through two important stages. The first one was paper - the design stage. The second was in the air - the test flying stage. Out of these stages emerged the two important facts about weight that vitally concern the state of your future health. They are the maximum allowable all up weight of your glider and the position of the centre of gravity when you are flying in it - one fact from each stage.

MAXIMUM ALLOWABLE ALL UP WEIGHT: This is the total weight of the glider, plus you, plus your parachute, instruments, radio, oxygen and all the other junk you take with you when you go flying. The importance of this total weight figure lies in the fact that the designer used it when he calculated the strength and stiffness for each part of the glider to withstand without damage all the loads they would be subjected to in flight up to a given maximum speed. The main loads he took into account were those caused by turbulence (gust loads) and control movements (manoeuvring loads) or combinations of the two. It follows without further explanation, that if you exceed the maximum weight that the designer used, you alter one of the basic facts on which the strength of the glider is based. All his calculations then go for a burton and so very likely do you. You can achieve exactly the same destructive effect by exceeding the maximum permissible speed because either way you will have reduced the effective strength of the glider. What is more, the effective reduction in strength is very much more than the percentage by which the glider is overweight. Unless you happen to meet the designer who can quote figures, you can safely tell any of the clubhouse overweight pundits that exceeding the maximum all up weight means that the proof stresses will be attained in various parts of the structure at load factors lower than those in the Manoeuvring and Gust Envelopes, so that the glider is effectively considerably weakened.

Incidentally reducing the maximum permissible speed by a few knots does not make an overweight glider safe. It's not as simple as that.

CENTRE OF GRAVITY: For any glider there is one C. of G. position which is ideal from the point of view of safe and pleasant flying characteristics. As this would require either all pilots to be exactly the same weight or alternatively a complex ballast system, it is impracticable. Therefore as a result of test flying the prototype, a range of C. of G. positions for the loaded glider is determined within which the glider is safe and pleasant to fly. For convenience this range of positions is converted into terms of maximum and minimum pilot weights which are placarded in each glider. Outside these limits, the glider is neither pleasant, safe nor legal to fly.

Cont'd.

WEIGHT and Safety (Cont.)

Usually the maximum pilot weight is limited by reading the maximum all up weight allowed and in this condition the C. of G. moves towards the forward limit. If the most forward position is not limited by the stressing considerations of total weight, it is usually determined by the ability to flare out for landing purposes.

The most rearward position of the C. of G. which is reached as the pilot weight becomes less, is the one to watch particularly. With rearward position, stick forces become lighter and most gliders spin readily but become more reluctant to recover from spins. A C. of G. position beyond the rearmost position (pilot lighter than minimum weight) is extremely dangerous. In such a condition, the stick forces needed to operate the controls become excessively light, the glider becomes impossibly twitchy to fly and in extreme cases, the stick forces may even become reversed (a nightmare situation). Spin recovery may become beyond the ability of the average pilot or in extreme cases impossible.

WHAT TO WATCH FOR:

- (1) It is the pilot's responsibility never to exceed the weight limitations placarded in the cockpit. He can't pass the buck to anyone else.
- (2) Gliders are weighed at regular intervals or whenever major work has been done and it is then the engineer's responsibility to calculate both the new weight limitations required to maintain the C. of G. within limits and the new maximum pilot weight which will not exceed the approved all up weight.

Inevitably as they grow older, gliders seem to increase in weight and can do so surprisingly between weighings unless great care is taken to avoid this. Each little addition - paint, small repairs, extra gear - doesn't amount to much, but the cumulative increase can reach a dangerous total. What is worse, the additional weight always seems to fall behind the C. of G. This is another one of Murphy's laws of cussedness - ask any engineer. Your safety could depend on your knowledge of what this means.

- (3) The fact that your glider doesn't break up because it is flown overweight doesn't prove that you are smarter than the designer. It only proves that you are a clot who does not understand that overstressed parts will suffer permanent deformation and loss of strength without actually breaking. The designer built this safety factor in - for once only. Next time the load is applied, the structure is already half way to breaking.

S.A.C. MEMBER CLUBS - SITE LOCATION MAPS:

Enclosed with this issue are two maps showing locations and contacts for Alberni Valley Soaring Association and Montreal Soaring Council.

Will clubs who have not yet sent in a sketch of their club's location, please do so and mail it to Walter Piercy (184 Churchill Crescent, Kingston, Ont.) Walter will arrange for a map to be made and it will be published in a future issue of 'Free Flight'. Please indicate when submitting your sketch, whether you require extra copies to be printed for use as handouts.

1972 U.S. NATIONAL SOARING CHAMPIONSHIPS - JULY 18-27 IN RENO OR MINDEN, NEVADA.

1972 U.S. STANDARD CLASS NATIONALS (LATE JUNE/EARLY JULY), MARFA, TEXAS

The following is an excerpt from a letter sent to S.A.C. by Miles Coverdale, President of SSA, dated December 5, 1971:

"At a recent Directors' meeting of the Soaring Society of America, it was decided to bring to the attention of our friends, the fact that there are five places available at both our National Open and National Standard Class Soaring Championships for entrants from other countries (persons who are neither U.S. Citizens nor residents of the United States). If there are more such applicants than positions available, then allocation will be on the basis of having the maximum number of countries represented, with selection of entrant to be made by the FAI Gliding Organization in any country from which an excess of applications is received. As between more than five countries for any one contest, date of receipt of applications will become a factor.

"We certainly hope that from time to time you might have a qualified pilot who would find it possible to participate in our Championships, for the mutual benefit and enjoyment of all concerned. Further information on the contest rules and regulations can be obtained from our Los Angeles office (SSA Box 66071, Los Angeles, California 90066).

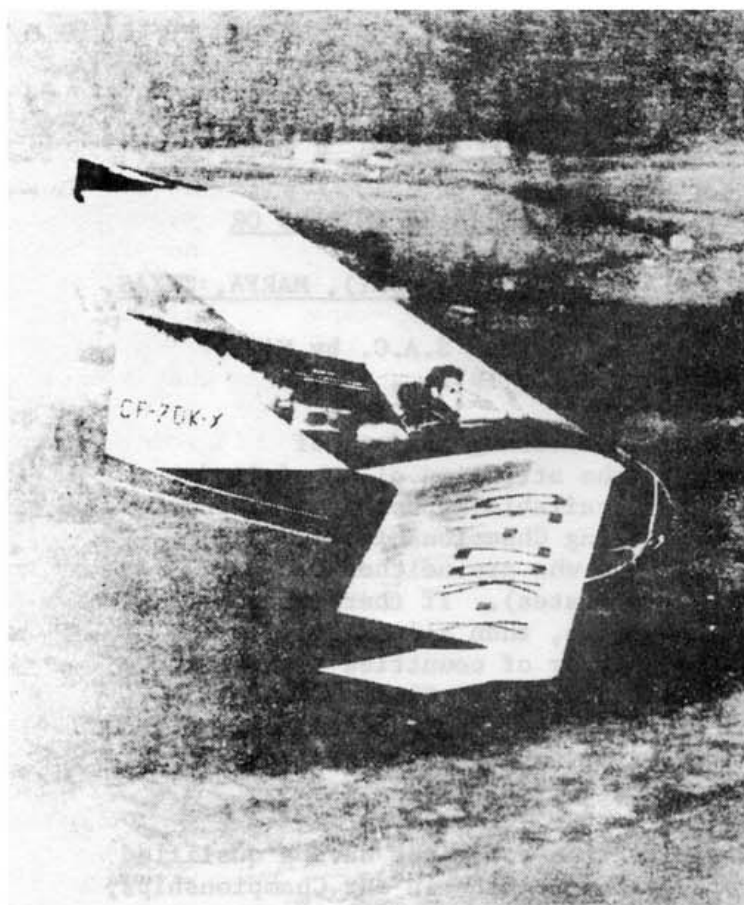
"..Please consider this a sincere invitation for your pilots to fly with and against our own in these fine contests. "

(Entry fees will probably be \$200).

GLIDER FATALITY

Taken from Seattle Glider Council "TOWLINE".

Curtis McPhail was fatally injured in a glider accident near Arlington, Wash., shortly after noon, on November 6, 1971. The tailless glider, Witold Kasper's BKB-1, disintegrated while McPhail was performing aerobatics. The pod, with McPhail in it, fell in a swampy area approximately two miles west of Canaday Field. McPhail was wearing a parachute. He had been towed to 5,000 feet above the ground by the Boeing Employees Gliding and Soaring Club PA-18 from Canaday Field. McPhail was a 2nd Officer for Northwest Airlines and was a fighter pilot in the Reserves.



Editor's note:

The BKB-1 was designed and built in Montreal in the 1950's by S. Brochocki, W. Kasper and F. Bodek and was first registered as CF-ZDK-X.

It was an attempt to make a light glider of relatively simple construction available for homebuilders. Its straight line performance in the middle speed range was clearly superior to the contemporary Skylark 2, in spite of its 40 ft. span and low aspect ratio; however, its circling performance and landing characteristics were poor in its original form.

The BKB-1 in flight at Hawkesbury, Ontario

The early development flying was started at the Gatineau Gliding Club and continued at the Montreal Soaring Council. After some basic modifications were made, the aircraft became acceptable for experienced pilots. However, the handling characteristics were such that pilots required quick sensitive reactions during the tow and landing phases of the flight or rather odd manoeuvres resulted. The aircraft was taken to Seattle, Wn. in 1963 (because W. Kasper had previously left Canadair Ltd. and joined the Boeing Aircraft Co.) to assist in further development of the type. This development resulted in the larger span 'Bekas' aircraft of similar configuration but higher span and aspect ratio.

C L U B N E W S

ALBERNI VALLEY SOARING ASSOCIATION

Letter from Dave Pearson:

"Hey, look at the cu development over the Beaufort Range". I bet there are good slope soaring and wave conditions with a westerly wind". "You know, we should start a soaring club - this area should be good". These were typical of some of the remarks that Walt Green and I were uttering during the summer of 1970. Hell! no use dreaming about it, let's find out who's interested and get a club on the road (sky!) Words easily said over a bottle of beer on a fall evening.

Walt and I both have our instructor's licences and flew with the Van-Isle Gliding Association at Nanaimo. We set up a film show in the local community hall in Jan. 71. The show was preceded by excellent coverage of our intentions by the local radio and newspaper. To our amazement 120 people turned up. Not bad out of a town of 25,000. Initially 20 people showed interest, but this number dwindled to 8 after further meetings were held to thrash out the finances. Our Association was finally incorporated on March 1st.

Our first sailplane, a Schweizer 2-33 was purchased locally. In 1968 "Skyways Air Services", a commercial powered flying school run by Art Sellars, tried to add gliding to their operation. Unfortunately, this venture did not meet with success. Fortunately for us, their 2-33 was up for sale, having flown only 215 hours. Art gave us a good price, and on May 1st, 1970, we took possession.

A winch was the obvious launching method for us to start with. The talents of all the members were fully utilized designing and building our beast.

Initially we flew with the Van-Isle group at Nanaimo. Later Vic Shobridge of the Vancouver Club kindly brought over his Super Cruiser and towed us at Alberni. Vic's efforts were supplemented by Roy Parrett of Victoria selling us tows with his Tripacer.

The winch was finally complete and ready to try on Friday evening, August 13. It was for us a very satisfactory first try. No problems were encountered. Yours truly made the first three flights, with Walt operating the winch. The sun went down behind the hills, and after tucking our equipment away, someone produced the beer to celebrate.

Our group operated safely and satisfactorily through the remainder of the summer. The winch gave a few problems, which, in due course, we cured. Three of our members soloed, Cam Cowan, Sandy Brown and Rich Eastman. Walt purchased a 1-26. Cam Cowan and Clark Tassie have taken over building the Cherokee that Walt started a number of years back.

Soaring-wise, we did not achieve anything spectacular. Our initial operation is geared to training, so we did not do any exploring. We are operating on the philosophy that a club, such as ours, is centred upon a single two-place ship. If this goes, so does the club. We are optimistic about increasing our membership to fifteen. This will allow us to purchase a good single place ship, more suited for the conditions we think our area has to offer.

Finally, now that we have made our first steps, we can reflect that the principal difficulties encountered, revolved around finding information. Could I ask for some knowledgeable SAC member to organise the production of a directory, to list all known sources of equipment and services available, references to relevant articles in soaring publications and principal regulations governing sailplanes and their operation, etc. I think the effort would be worthwhile particularly for the smaller clubs, who, I am sure, like us, often grope in the dark trying to obtain information quickly.

CLUB NEWS (Cont.)

CALEDON GLIDING CLUB

Letter from Bob MacKenzie.

The Caledon Gliding Club has just completed its second season of operations some 30 miles north-west of Toronto, on the edge of the Caledon Hills.

Our 2,400 foot grass strip, levelled and seeded by CFI Max Ball on his own farm, provides smooth take-offs and landings for our Blanik and 2-33. Membership climbed to 30 this Fall after holding around the 18 mark during the past two summers. Fifty per cent of the active types are converted Jet Jockeys, while a number are flying for the first time and three instructors have their hands full keeping these guys and gals airborne.

Having just added a 1-34 and 1-26 to our club fleet, plus a privately owned 1-23, it appears that next summer is going to find the instructors wanting to get away from it all on their own more often. Therefore, we appeal to anyone within the range - if you have the qualifications - to consider joining us and enjoy instructing on good equipment in a nice area with bags of social life.

The Club House is a comfortable pannelled room in the barn, with two washrooms and a kitchen. This is the scene of barbecues, steak dinner parties and dances at least once a month. One of the most prominent decorations is the row of solo shirt tails hung from the rafters with cards dating the accomplishment.

There have been no outstanding flights made yet, due mainly to lack of trailers, but we expect all this to change next year with the operation of our new ships.

We'll always have the welcome mat out for visiting glider guiders in the area. You'll find us on the north side of highway 24, 5 miles west of Caledon. Drop in next spring when the snow has gone and meet a friendly gang of enthusiasts.

CVVA SHERBROOKE

Letter from Kemp Ward.

We began our best flying year last Spring sharing a Super Cub for airtow with the local Air Cadets. When their training program ended we left the Sherbrooke Airport, and towed our equipment to a nearby field. This turned out to be a good move, and with the help of some new and enthusiastic members like Albert Masseau and Adolphe Scherbaum, we made over 550 flights during the season, and soloed several students.

Next year should be even better, and if you happen by on a good day, you will see at least two gliders up there.

We'd like to invite anyone who is visiting Sherbrooke to try our winch launching. In the meantime, if you are visiting Germany, why not try it there as apparently newcomers to gliding are frequently checked out on winch tow first.

CU-NIM GLIDING CLUB

(Taken from the Nov. 71 newsletter)

Thanksgiving weekend 1971 was very enjoyable, with three days of fine weather. Quite a number of pilots, gliders and towplanes gathered at Cowley on Saturday, and most of the aircraft were kept busy until Monday. Some five or six diamond height gains were mentioned, although some of these were for pilots who already had this diamond. André Dumestre completed a 100 Km out-&-return speed task (flying the last two miles no more than 10 ft. above the ground) and has submitted this flight as a new French record. He then took off from Cowley at around five o'clock to fly back to Black Diamond, where he had left his car and trailer. He arrived there when it was practically dark, landing safely in a stubble field because it was easier to see.

It was disappointing that more Calgary members were not able to be present. Because of lack of demand, the Bergfalke was flown on Saturday only. Our Auster developed some tail wheel trouble, and Cu-Nim pilots were forced to rely on the Regina & Edmonton towplanes on Sunday & Monday.

CU-NIM GLIDING CLUB (Cont.)

There was further flying at Pincher Creek on October 24th, but most flights were short ones. A number of student flights and check-outs were made in the Bergfalke. It was nice to again see ZDA going up and down so regularly.

Last weekend (November 7th) a number of members went to Pincher again, but found the depth of snow too great for gliding operations. There were wave clouds present - in fact, one member was so enthralled by the sight that he drove into the deepest snow-bank on the field. Al Filby, our combination tow-pilot and mechanic, was able to get some maintenance work completed on the Auster.

COLD LAKE CLUB

(Taken from ASC Newsletter):

Maj. Norm Ronaasen ran into a big pile of M.O.T. red tape in trying to get his club's training glider into the country without paying an export tax. Clubs should note that it is possible, under certain restrictions, to import a glider without paying the normal duty required on imported goods. The precedent was set when ESC imported its 2-22, and now Cold Lake has finally been successful in the same venture. Other clubs take note, and write to Alberta Soaring Council if you plan to import a glider. We'll try to help, or refer you to the right people at least.

LONDON SOARING SOCIETY

Letter from Joe Thompson.

L.S.S. finished the '71 season with a flourish when Jim McEwan soloed at the end of our last day of flying (13th Nov.). This splendid effort wound up our second year of operation and another successful flying season. Details will be shown in the '71 statistics, but worthy of special mention is Sheri Knowles who is 17 and who went solo this year. Sheri is our only reliable timekeeper! She also makes beautiful canopy covers. Only lack of cooperation from the weather prevented her from getting her "C".

LONDON SOARING SOCIETY (Cont.)

Sheri's father, Jack, has the distinction of being the club's first private owner when he purchased a share in an M-100.

At the other end of the age scale (I won't say how far) is Don McKay who did his 5 hour Silver 'C' leg in the 1-26. This task is arduous for an older pilot. Well done, Don.

Other performances of note include Peter Lambert who, on his second attempt at Silver 'C' distance (both on marginal days), got caught in the dreaded lake effect. However, he made a dramatic recovery from 400' to complete his Silver 'C' by just clearing 50 kms, a really determined effort.

Mike Frijters took the Spatz, 250 kms around a 300 km triangle on a blue day, but unfortunately got shot down by a wind shift from the lake whilst there was still lots of soaring time left. Next year will see Mike zipping around in his Standard Austria CF-PHH which is going to whet some appetites here.

Tom Grayson, the club photographer, established another first when he got his 'B', just wait till next year

We had our first flying visitor when Hans Berg flew in with his sleek home-built R.H.J.7. His flight was terminated by a rapidly approaching front, but not before the completion of Silver 'C' height and distance, I believe. Congratulations Hans, - drop in again sometime.

The coming year should be a good one and we look forward to a better performance from the Auster (you have our sympathy Rideau, misery is easier to bear when shared, they say).

In closing we would like to wish everyone the very best in the New Year and the success in soaring that we wish ourselves.

MONTREAL SOARING COUNCIL:

Taken from "Downwind".

The MSC held a successful wave encampment again at Lake Placid, N.Y., running from Thanksgiving weekend to mid November. Once more we were made most welcome by Rose and Al Furnia, the

MONTREAL SOARING COUNCIL (Cont.)

airport operators. The encampment produced many stories, and congratulations are due to Jim Henry for getting his five hours and height gain.

The wave encampment has again grown over the previous years. There were more sailplanes, and more flights. Several American gliders from Elmira joined us, plus a contingent from Pendleton. Nearly all the club private owners were at Lake Placid plus the club Blanik, 1-26 and the CERA 2-32. The club brought its towplane KLL and also had use of two local tow planes.

This year the wave was wild and woolly when it existed. On one superb day it went to 19,000 ft., on other days it rained. It seems that the main ingredient in wave flying is patience. Some of our members have spent weeks of holidays over many years at mountain sites waiting for the elusive waves. This aspect of mountain flying is often glossed over in the popular soaring press.

On one interesting day, gliders were caught out above the cloud deck, a thing feared by wave-pilots. There was much cloud with base at 2000 ft. above ground, and well defined windows opening to blue sky above. The wave was topping out at 10,000 ft. above ground. Five gliders had climbed above cloud through the amply wide windows. Lift was very good, and above the dazzling sun on the thick cloud deck produced an incredibly beautiful sight. Suddenly the wave disappeared and the windows near the airport rapidly began to close and at least two off-field landings were made. We had become overconfident and assumed that wave flying at Lake Placid to be benign. We are now wiser but still keen to go back and ride the waves again.

MSC members turned out at the airport recently to see Ben and Audrey Price, and daughters, when they stopped over in Montreal en route back to the U.K. from Seattle.

Ben was MSC's maintenance chief for several terms and also Admin. Director besides being a senior instructor. Audrey was MSC membership secretary as well as S.A.C. membership secretary for several years. We wish them every success for the future.

WINNIPEG GLIDING CLUB

(Taken from "Sock Talk")

1971 McCreary Camp Report:

From my viewpoint, it is very gratifying that our soaring camp came off as smoothly as it did. Apart from a few letters and several phone calls, the organization of our meet was quite simple. The biggest question was where to obtain a towplane. Fortunately, this was resolved a week prior to the meet in the form of a Cessna 180, flown by its owner, Ed Evanko.

Franck Pellerin called our meet a "wave camp" and he wasn't entirely wrong judging from the results of several flights which did contact a "mini wave". Norm Taylor, flying his meteorological research vehicle, commonly referred to as a "Fling", was satisfied that he indeed had flown in a weak wave system in the early evening. This report along with that of the pilot of the first morning flight, who also had similar comments, would indicate that given the necessary stability and winds, the Riding Mountains would be a strong wave producer. Under these condition, one could expect easy Gold Climbs.

Saturday morning, soaring conditions were general in our area shortly after 11:00 AM, and persisted until after 4:00 PM. Many flights exceeded an hour and altitudes up to 5,400' above ground were reported.

In the evening, the Pellerins hosted a "get together" in their motel room which was well attended and enjoyed by all. During the night, a "front" went through accompanied by sharp gusty winds from the West, which necessitated several tours of the tie-downs in the early hours.

Sunday morning dawned with a clear sky and a light N.W. wind. The first flight was airborne before 10:30 AM and weak thermals were noted shortly after 11 A.M. Great mounds of cumulus were generated downwind from Clear Lake and Dauphin Lake and by 2 P.M., had overdeveloped to the south of McCreary and rain was observed. Thermal strength was weaker than Sat. and at times, max. altitudes were limited to 2000' above ground due to low cloud bases. It was interesting to note the rapid cycling of the cumulus in the general vicinity.

Several familiarization flights were flown as a means of thanking various McCreary people who were involved in liaison for our meet.

Statistics for the weekend are as follows:

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WINNIPEG GLIDING CLUB (Cont.)

1971 McCreary Camp Report - Statistics:

Saturday - 25 flights - total time 17:14 (av. flt. time 41 mins.) Sunday - 27 flts - total time 13:39 (av. flt. time 30 mins.) Weekend totals - 52 flights in 30 hours 53 mins. with av. tow time 5 mins. (Normally to 3,000' above ground).

The longest flight was flown by Ray Palmquist (101 mins) closely followed by Jeff Tinkler (98 mins), bearing in mind that several pilots came down with 'spoilers out' to hand the glider over to the next pilot.

The conclusion that I draw from the statistics and the general enthusiasm of the participants is that the meet was an unqualified success. Consequently, we will plan another for June 1972. Any comments on what form the next meet should take should be passed along to one of the Manitoba Soaring Council members for discussion at a council meeting.

Dave Tustin.

Also from "Sock Talk"

WGC are pleased to announce the formation of a new syndicate in the club, Brook Adam, Fred Sharp, Andy Urban and Dave Tustin are Syndicate members of High Performance Incorporated. Completion date of their HP14T, CF HPI, a "T" tail, 60'0 wingspan, all metal, ship will be June 1, 1972.

YORK SOARING ASSOCIATION

(Letter from Rainer Zimm)

The 1971 flying season turned out to be another successful year for York Soaring, both in the air and on the ground. Early in the season many club members obtained their 5 hrs atop a large grader adding the finishing touches to the two runways and parking areas. The road across the runways to the campsite was abolished and a new entrance with subsequent road was established at the southern end of the field. This was done in order to minimize the amount of traffic traversing the runways. The campsite was cleaned out to make room for the mass of trailers which provided the weekend homes for our members.

Officially, the flying season began on May 15 with the last flight logged on Oct. 31. Weatherwise the season was quite good and as a result many more flights were recorded this year than in any other year, as far as I can remember. The total number of flights was 1069, a 100% increase from last year. Of course, the weather was not the only factor contributing to this increase. A total of 11 aircraft are now stationed at YSA. Of those, 7 are club owned and the remaining 4 are privately owned. The 150 HP J3 has proven to be a tremendous asset, with towing times to 2,000 ft. being approx. four minutes in duration. The PA-12 is however, still doing its share in order to keep everyone airborne. Paid membership was up to 46 with everyone being quite happy with the amount of actual flying time accumulated. For example the average club flight (ex. the flights of the private aircraft) was 29 minutes.

Private aircraft now stationed at YSA include a Ka-2, an AV-36, and two Ka-6E's. Club aircraft include two Ka-7s, a Mu-13E, an LK-10A and a 2-32. The 2-32 (fully instrumented, including radio and oxygen) was purchased in Aug. and, of course, was an immediate success with the members. It was quite a shock to see the "big bird" roll onto the field late one Sunday evening (the deal was kept quiet) and try to get her rigged before the sun went down. The ship flies like a dream, staying right with the Mu-13 in weak conditions and leaving everything behind in strong conditions. Early in Jan '72, the 2-32 was taken down to Colorado (Black Forest) to be used in check-outs at the second annual YSA wave camp.

With the various aircraft at their disposal, many of the club members managed to do some serious flying. Seven students went solo, five of these acquiring their "C" badge. Sixteen Silver "C" legs were completed, including four Silver "C" badges; Dave Batchelor's badge being completed in two weekends. During the first month of 1971 (at the wave camp in Colorado) four Gold "C" altitudes were completed along with two Diamond "C" altitude legs and three Lennie pins.

During this year's wave camp (Jan 8-17)

YORK SOARING ASSOCIATION (Cont.)

club members: Mark Badior, Helmut Kruch and Alex Grenville managed to obtain their Diamond "C" altitude legs, and Frank Markut obtained his Gold "C" altitude.

Other flying accomplishments included Alex Grenville's Diamond "C" goal flight during the '71 Nationals & Walter Chmela's Canadian Multiplace 100Km speed to goal record set in one of the Ka-7s. All in all, a most productive flying year.

The club executive consists basically of two individuals who do their utmost to keep the club running. Walter Chmela, the club's founder, president, CFI and towpilot, still manages to log more hours than anyone else: and Fred Balchunas the secretary-treasurer, manages to keep the books up to date. In order to simplify his chore, Fred came up with a FORTRAN program to do

the club accounts. As a result, each member receives a personalized monthly record listing the number of flights, time of each flight, and the various charges levied.

Safety wise, we had an accident-free year. With the help of each and every club member, we should be able to make the 72 flying season an even happier and safer one. I would like to extend an open invitation to any pilot who might be in our vicinity. If your bones are sore and your fingers cold, don't hesitate to drop in and have some of Father Chmela's refreshing home made tea (to coin a phrase, "it'll tickle yar innards). We are five miles east of Arthur (intersection of Highways 9 and 6), just south of Highway 9. An obvious landmark is the large cross formed by the runways.

Rainer Zimm

The following was taken from Vancouver Soaring Association's "Vancouver Soaring Scene":

"With election time creeping up on us, members may wish to peruse the following 'Results of an Exhaustive Scientific Study' - usually used as a guide to employee performance appraisal, should it perhaps be borne in mind when we start nominating our new Directors!"

<u>Performance Factors</u>	<u>Quality</u>	<u>Timeliness</u>	<u>Initiative</u>	<u>Adaptability</u>	<u>Communication</u>
Far Exceeds Job Requirements	Leaps tall buildings with a single bound	Is faster than a speeding bullet	Is stronger than a locomotive	Walks on water consistently	Talks with God.
Exceeds Job Requirements	Must take running start to leap over tall buildings	Is as fast as a speeding bullet	Is stronger than a bull elephant	Walks on water in emergencies	Talks to the Angels
Meets Job Requirements	Can only leap over short building or medium one with no spires	Not quite as fast as a speeding bullet	Is stronger than a bull	Washes with Water	Talks to himself
Needs some improvement	Crashes into buildings when attempting to jump over them	Would you believe a slow bullet	Shoots the bull	Drinks water	Argues with himself
Does not meet minimum requirements	Cannot recognize building at all, much less jump.	Wounds self with bullets when he attempts to shoot gun.	Smells like a bull.	Passes water in Emergencies	Argues with himself and loses.

FOR SALE

DIAMANT 16.5 M (CF-SYL); fully instrumented, A.S.I., 2 Variometers + Audio T & B, HOR with static inverter, Antenna & gear warning, etc. Full C of A. Covered trailer (metal), spares and repair kit. Highest offer \$7,500, or above \$6,800 for bare aircraft.
Contact: O.E. Estebany, 921 St. Aubin, St. Laurent, Montreal, Que. Tel: 514-332-5907.

PIRAT 50 hours total time, fully instrumented, open trailer. Flies and handles better than Ka-6. \$4,500.
Contact: A. Klinge, 239 St. Laurent Blvd., Ottawa, Ont. K1K 2Y9. Tel: (613) 746-3975.

Ka-6CR With enclosed trailer and instruments. Elevator trim; modified Wortmann airfoil; Airpath compass; Cook-compass; Calibrated airspeed indicator; Sensitive altimeter, 5 m S
O
L
D Winter vario; PZL total energy compensated vario with speed ring; Crossfell electric-audio vario; Electric turn and bank; Winter inclinometer.
Price: \$4,500, or other consideration.
Contact: Lorant Jenvay, P.O. Box 372, Newcastle, Ont. Telephone: (416) 987-4903(H) or (416) 623-3342(B).

Ka-6CR With modified Wortmann airfoil, cal. A.S.I., 35K altimeter, comp. 10 Kn. PZL Vario, comp. 2 Kn. Winter Vario, speed ring, B6 G-meter, Airpath Compass, A14 O2 Reg. with press. gauge and blinder, Sierra 659 Posi-Fit Mask, 22 cu.ft. bottle, glide calculator, 2 camera compet. mount, new Radair 10S, mic, gell-cell battery, charger. 10S Ground Station and gell-cell battery, 5/8 wave mobile whip, Ka6 type parachute, 2 canopies, fuselage and wing stands (2 man-assembly). Custom wing covers, excellent enclosed trailer (new tires and new paint), Contest No., C of A till May 72. Price: \$4,800 CDN.
Contact: Peter Lamla, 5904 Chester St., Vancouver 15, B.C. Telephone: (604) 325-2570.

HP-11 (CF-RZF): This excellent sailplane is filled and painted white. The workmanship is tops and it has never been damaged. Price includes basic instruments & an excellent all-metal closed trailer. PRICE \$4,800. Contact: John Pomietlarz at: 455-0886, or 488-5426, or write 14432 - 79 Ave., EDMONTON, Alberta.

BG-12B (CF-PSQ) Excellent workmanship, just repainted, tangerine and white. Available for inspection at Pioneer Soaring, Tottenham, Ont. Ship is rarely flown as it does not fit into our operation. Would consider trade for ship with more gentlemanly characteristics which are not such a large step beyond the 1-26's forgiving traits. Price: \$2,500 or reasonable offer.
Contact: Pioneer Soaring Ltd., RR2, Tottenham, Ontario. Telephone: (416) 936-4367.

FOR SALE (CONT.)

L-SPATZ-55 (CF-AKQ) Excellent performance for modest cost. Complete with instruments, parachute and trailer with covers. Price: \$3,600 firm. Contact: London Soaring Society, Box 773, Stn. B, London, Ontario.

CIRRUS Enclosed trailer, with or without instruments, radio. Reason for selling: Standard Cirrus on order. Contact: George Blunden, 6127 Centre St. S., Calgary, Alta. (403) 252-2271.

BG-12A (CF-RDJ). Very good workmanship and finish, includes PZL, Crossfell, full high-altitude oxygen system, artificial hor., Winter barograph, parachute, and an excellent compact stressed-skin plywood trailer. Ship is hangared at Gatineau Gliding Club (Pendleton A/P). Price: \$3,500 or best offer. Contact: Larry Rowen, RRL, Kars, Ont. (613) 489-3466 or Tony Burton, Apt. 3, 122 McIntyre St. E., North Bay, Ont. (705) 474-9860.

HP-11A (CF-UKB). Shiny aluminum (no paint), retractable wheel, basic instruments, parachute. No trailer. See ad in this issue. Contact: Jim Carpenter, 37 Coulson Ave., Toronto 7. (416)483-0969.

SHK-1 In top condition, Instruments and custom trailer. Price: \$6,200.00. Contact: Henri Chabot, 565 Poirier St., Ste-Dorothee, P.Q., or Kurt Kovacs, 285 Samson Place, No. 3, Chomedey, P.Q.

BERGFALKE
11/55 CF-UVO - 1 share as I am leaving the Winnipeg area. This glider is well maintained and in excellent condition. Based at Winnipeg Gliding Club. A covered trailer is part of the glider equipment. This aircraft took the 200 Km. triangle Canadian Record in June 69. Contact: Gerry McArthur, 4239 Main St., Winnipeg, Man. R3C 2E4, or Phone: Wpg. 334-6741.

SKYLARK 2 Must sell or suffer a diet-treatment. Ready to fly. Licensed until Oct. 72. Basic instruments, chute, new fabrics. Colour: Dark red, choose own colour for wings. Contact: Erwin Reiche, 273 Cardinal Leger Blvd., Pincourt, Ile Perrot, Que. Tel: 514-453-6810 (Bus.) or 514-453-6884 (Call collect).

WINCH & GLIDER Package deal, excellent for starting club: \$2,495.00
Details: Winch mounted and driven on 1959 Buick car with Dynaflo transmission, ample power, 4000 ft. new condition cable, drag chute. Glider type: Hirth Doppel Raab, semi-trainer, new C of A on Sept. 71. Contact: Algoma Soaring Club, P.O. Box 921, Sault Ste. Marie, Ont.

All advertising in 'Free Flight' of personal equipment (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. is made for a full page. (Ads of ½-page at \$4. and ¼-page at \$2 are acceptable). Cheques for latter should accompany the advertisement and be made payable to S.A.C.

W A N T E D

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BY NEW S.A.C. MEMBER CLUB:

T W O P L A C E G L I D E R

Contact: Nova Scotia Soaring Club,
John Trouillot,
387 Dalcrombie Drive,
New Glasgow, Nova Scotia.
(Tel: 902-752-0446)

W A N T E D

- - - - -

SCHWEIZER 2-22 (or possibly 1-19), with or
without trailer.

Contact: D.G. Dalrymple,
Secretary-Treasurer,
Bonnechere Soaring Inc.,
Box 1030,
DEEP RIVER, Ontario

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

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N O W ! M A K E Y O U R C H O I C E

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10 CHANNEL COMMUNICATION	200 CHANNEL
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CALGARY 42, ALBERTA.
TEL: (403) 282-3874

FOR SALE - After World Contest, July 1972, an 18-metre Diamant, with
trailer. Anyone seriously interested
contact: John Firth, 542, Coronation Avenue,
OTTAWA, Ont. K1G 0MA.

NEW 1972 MAULE M4-220C STRATA ROCKET TOW PLANE

Now the highest performing float plane in production today and the most economical STOL aircraft can earn an even better reputation as a glider tow!

With a gas consumption of 9 imp. gal./hr. and a cruise of 180 mph, the MAULE can't be beat. If you have to travel a few miles to pick up that glider that ran out of thermals, no problem. Even checking a pilot out on an actual tow is no sweat with power and climb to spare.

STALL? All you do is hang there at 35 mph with a bit of power.

Check out a few of these standard features:

220 hp., 1500 TOB FRANKLIN engine with 150 hour warranty, McCauly constant speed prop, 51" double cargo door, 4 door locks, 55 amp alternator, mechanical with electric back-up fuel pump, Wittnauer 8 day clock, vernier controls, stall warning system, right and left adjustable front seats, quick removable rear seats, windshield defroster and cabin heater, recording tachometer, tie down and baggage straps, elevator and rudder trim controls, front and rear window vents, manifold and fuel pressure gauges, cylinder head temperature gauge, instrument, navigation and landing lights, STOL wing tips and more

For early spring and summer delivery we are offering the 1972 STRATA ROCKET for an F.A.F. price of only \$15,410.00 to S.A.C. members with the following options:

Electric turn co-ordinator, rate of climb indicator, 2 strobe beacons, microphone and bracket, NARCO ESCORT VHF (110 com and 100 nav channels), wheel fairings plus factory installed and approved glider tow hitch.

ACT FAST!

A deposit of \$3,000.00 will reserve an early delivery position.

At a rate of climb of 1000 to 1300 feet per minute on a 53 mph tow, it's easy to see how the MAULE can earn more than a living.

OUT PERFORM THEM ALL

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42 Fordwich Crescent
REXDALE 601, Ontario

(416) 741-4057

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c/o D. PEARSON

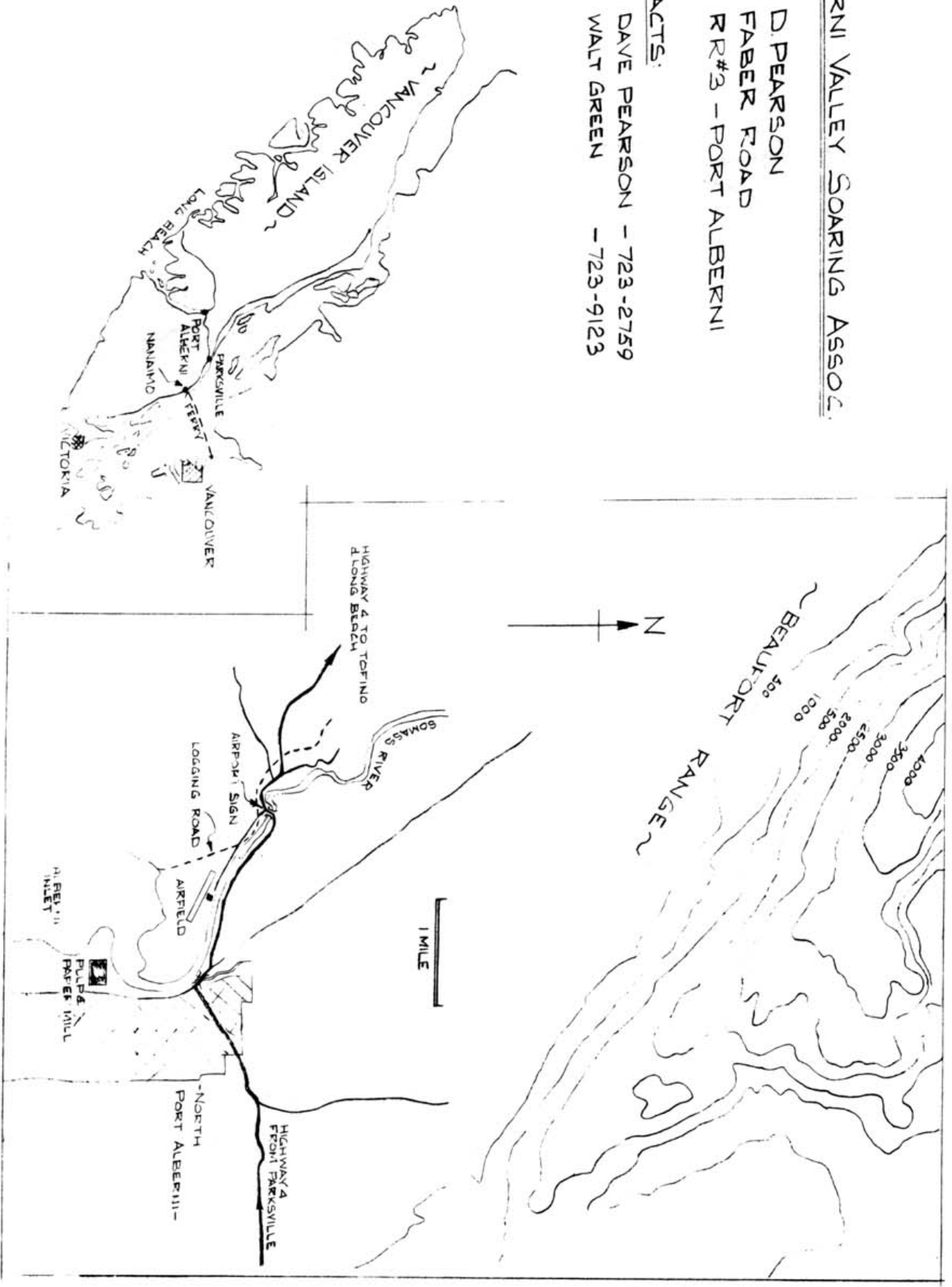
FABER ROAD

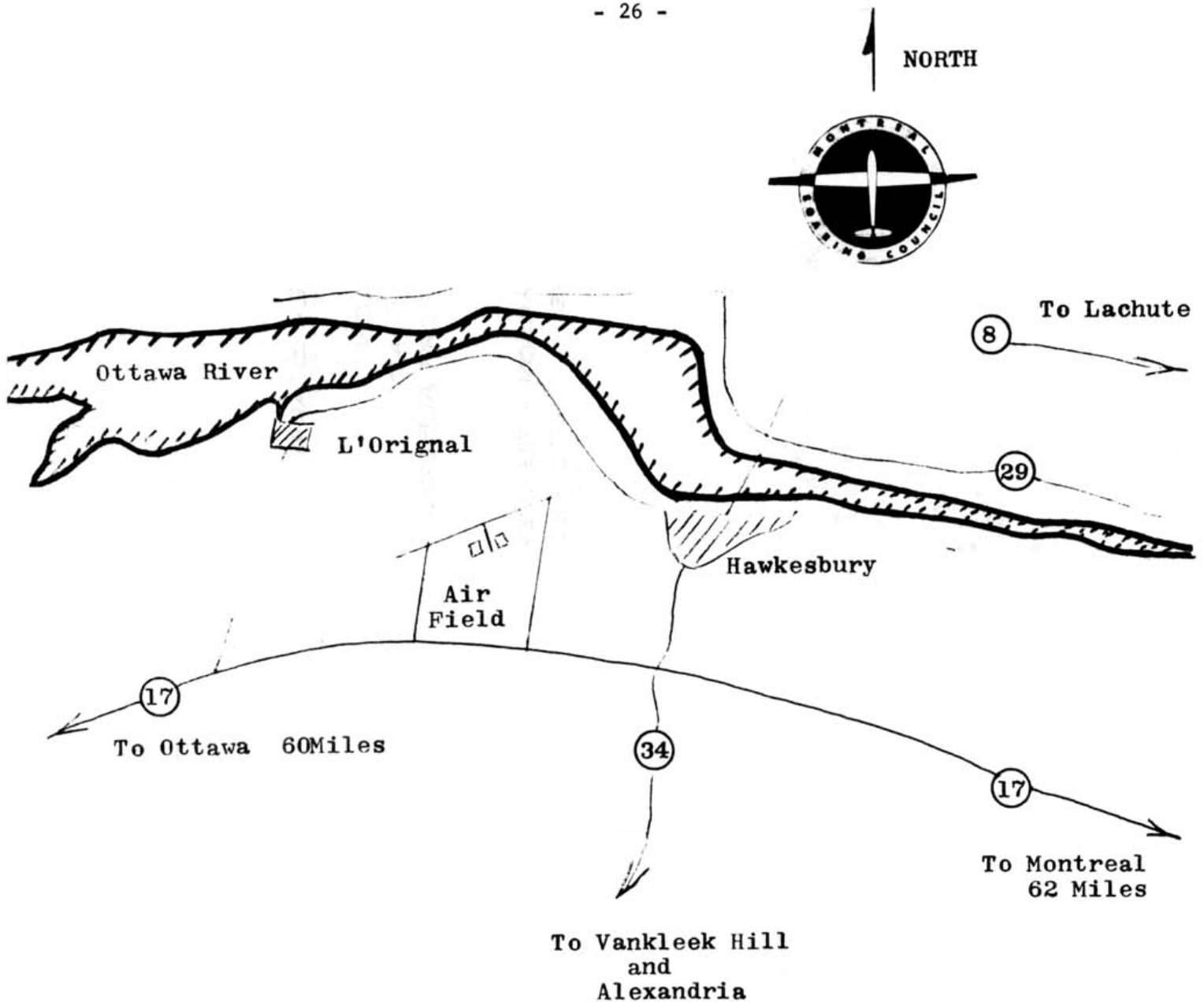
R R #3 - PORT ALBERNI

CONTACTS:

DAVE PEARSON - 723-2759

WALT GREEN - 723-9123





MONTREAL SOARING COUNCIL
Box 1082, St. Laurent,
Montreal 379, Quebec

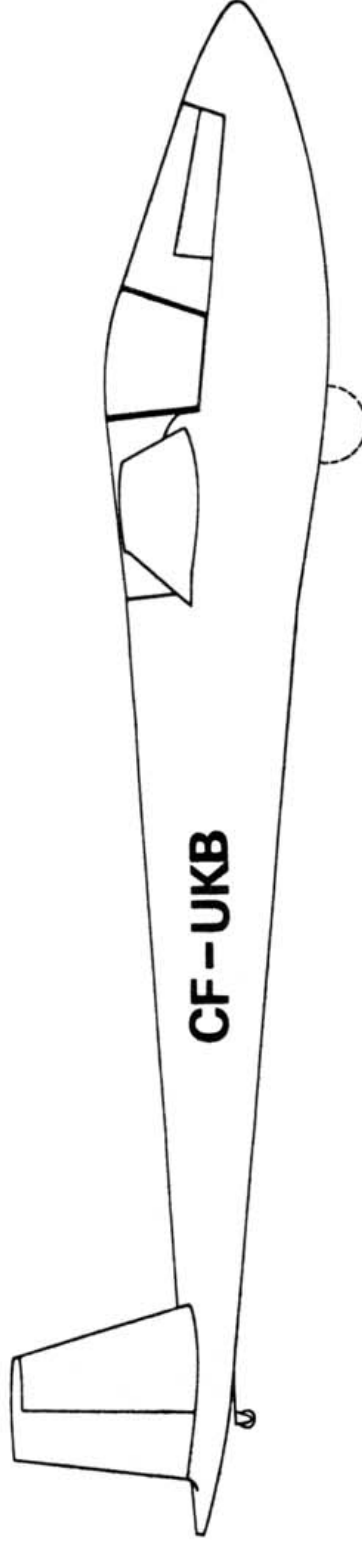
Club Contacts:

M.S.C. Air Field (in Mtl. Directory), Tel. 613-632-7914

O. Estebany, 921 St. Aubin, Mtl. 378, Que., Tel. 514-332-5907

HP-11A FOR SALE

\$3500!



An HP.11 for only \$3500? That's right. Three people with about \$1200 each could be flying an all metal high performance ship next season for the cost of a 1-26.

It must be sold, and quickly-hence the big reduction in price. (The kit alone was \$3500 U.S.)

UKB has a retractable wheel, extended flaps, unpainted shiny aluminum finish and comes with A.S.I., altimeter, vario, slip-skid indicator, clock and parachute. No trailer. This sailplane is in excellent condition with only 111 hours T.T. Never damaged, hangared at Rockton, Ontario.

The first person to make an offer of \$3500 takes it, so take advantage of this bargain now, and be ready to fly when the season starts.

\$350 will hold it for you.

Contact:

Jim Carpenter
37 Coulson Ave.
Toronto 7, Ont.

Telephone:

416-483-0969 (home)
416-964-8302 (office)

SOARING ASSOCIATION OF CANADA

List of Member Clubs

1. QUEBEC & MARITIMES ZONE

Air Cadet League (Quebec), c/o E. Sourisseau, Box 400, Westmount, Montreal 215, Que.
 Appalachian Gliding Club, P.O. Box 271, Sherbrooke, Que.
 Buckingham Gliding Club, 146A MacLaren Street, Buckingham, Que.
 Champlain Soaring Association, 11655 Laforest, Montreal 356, Que.
 Lahr Gliding Club, c/o Capt. B. Irwin, ICAG H.Q., CFPD 5000, Belleville, Ont.
 Montreal Soaring Council, P.O. Box 1082, St. Laurent, Montreal 379, Que.
 Nova Scotia Soaring Club, c/o Mrs. D.W. Byers, R.R. #2, Taramagouche, Nova Scotia.
 Quebec Soaring Club, P.O. Box 276, Quebec 10, Que.

2. ONTARIO ZONE

Air Cadet League (Ontario), c/o R.E. Nevin, 1107 Avenue Road, Toronto 12, Ont.
 Air Sailing Club, P.O. Box 618, Station "R", Toronto, Ont.
 Algoma Soaring Club, P.O. Box 921, Sault Ste. Marie, Ont.
 Belleville Flying Club (1960), c/o J. Marker, P.O. Box 322, Belleville, Ont.
 Bonnechere Soaring Inc., P.O. Box 35, Deep River, Ont.
 Caledon Gliding Club, R.R. #1, Erin, Ontario.
 Central Ontario Soaring Association, P.O. Box 762, Peterborough, Ont.
 Chatham Air Cadet Gliding Club, 561 Lacroix Street, Chatham, Ont.
 Erin Soaring Society, P.O. Box 23, Erin, Ont.
 Gatineau Gliding Club, P.O. Box 883, Station "B", Ottawa KIP 5S5, Ont.
 London Soaring Society, P.O. Box 773, Station "B", London, Ontario.
 North Bay Gliding Association, P.O. Box 1612, Hornell Heights, Ont.
 Pioneer Soaring Inc., R.R. #2, Tottenham, Ont.
 Rideau Gliding Club, c/o H. Janzen, 172 College Street, Kingston, Ont.
 SOSA Gliding Club, P.O. Box 654, Station "Q", Toronto 7, Ont.
 Toronto Soaring Club, P.O. Box 192, Station "C", Toronto 3, Ontario.
 Windsor Gliding Club, c/o H. Preiss, 2058 St. Anne, Windsor 35, Ont.
 York Soaring Association, c/o W. Chmela, 10 Courtwood Place, Willowdale, Ont.

3. PRAIRIE ZONE

Lakehead Gliding Club, P.O. Box 161, Station "F", Thunder Bay, Ontario.
 Melville District Gliding & Soaring Club, P.O. Box 961, Melville, Saskatchewan.
 Red River Soaring Association, P.O. Box 1074, Winnipeg, Manitoba.
 Regina Gliding & Soaring Club, c/o W. Reed, 3075 Angus St., Regina, Sask.
 Winnipeg Gliding Club, P.O. Box 1255, Winnipeg, Manitoba.

4. PACIFIC ZONE

Alberni Valley Soaring Assoc., c/o D. Pearson, Stirling Arm Drive, RR#3, Port Alberni, BC.
 Cold Lake Soaring Club, c/o Maj. N. Ronassen, P.O. Box 1809, CFB Cold Lake, Medley, Alta.
 Cu-Nim Gliding Club, P.O. Box 5922, Station "A", Calgary, Alberta.
 Edmonton Soaring Club, P.O. Box 293, Edmonton, Alberta.
 Kamloops Soaring Club, c/o D. Lurkins, 627 Alberni Street, Kamloops, B.C.
 Red Deer Soaring Association, P.O. Box 963, Red Deer, Alberta.
 Vancouver Soaring Association, c/o V. Shobridge, 1849 Burrill Ave., N.Vancouver, B.C.
 Van Isle Gliding Association, c/o J. West, 1168 High Rock Place, Victoria, B.C.
 Yukon Soaring Association, 508 Hanson Street, Whitehorse, Yukon Territory.

October 14, 1971

SOARING ASSOCIATION OF CANADA
 Box 1173, Stn. B, Ottawa, Ont. KIP 5R2

List of Supplies

ITEM NO.	DESCRIPTION	PRICE
1.	F.A.I. Soaring Badges - "A" and "B" (a) Button - Screw Back (b) Button - Clutch Back (Tie Back) (c) Pin - with Safety Catch	\$ 2.50 ea. 3.00 " 3.00 "
2.	F.A.I. Soaring Badges - "C" & above (Prices in Item 5) .	--
3.	" Soaring Awards - Rules & Procedures (Booklet) ...	0.25(\$/1.00)
4.	" Sporting Code (Booklet)	1.50 ea.
5.	S.A.C. Application for F.A.I. Awards (4 pages)	0.10 "
6.	" Instruction Manual, Part I, Instructor's Guide	0.75 "
7.	" Instruction Manual, Part II, Air Instruction Notes	0.50 "
8.	" (Air Instruction Cards). These are incorporated into Item 7 - in addition, 11 plastic-laminated cards (5" x 7½") for the 14 Stages are available	3.00 set
9.	S.A.C. Student Progress Sheet (4" x 12" sheet)	0.01 ea.
10.	" Tephigram & Weather Briefing (Booklet)	0.25(\$/1.00)
11.	" Weather Briefing Form N-052 (8½" x 11" sheet)	No charge.
12.	" Application for Official Observer (1 sheet)	No charge.
13.	" Blazer Crest (Navy Blue)	\$ 6.50 ea.
14.	" Decal	0.25 "
15.	" Tie (Navy Blue with Glider Design)	2.75 "
16.	" Cap (Red, Green or Blue with White crest) (Above item in stock).	2.50 "
17.	" Glider Pilot Log Book (a) Single Copy (b) Qty. of 25 or more	1.50 " 1.25 "

NOTES:

- Item 2 available ONLY from: C.M. Yeates, 33 Simcoe Place, HALIFAX, N.S.
- Item 5 available ALSO from C.M. Yeates.
- Items 6, 7 and 8 make up the S.A.C. Instruction Manual.
- Make all cheques payable to: S.A.C.