

Free flight

official publication of
THE SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1972

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|---|--|---|
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| <u>HISTORIAN:</u> | A.N. le Cheminant, Box 168, RR No. 3, MANOTICK, Ontario. | 613-692-3640 (H) |
| <u>AIR CADET LIAISON:</u> | H. Bruhlman, 561 Lacroix Street, CHATHAM, Ontario. | 519-352-7068 (H) |
| <u>1972 WORLD CONTEST:</u> | T.R. Beasley (Team Manager), 173 Leslie, Dollard des Ormeaux, ROXBORO 970, Quebec. | 514-684-7145 (H) 514-744-1511 (B) Local 5495. |
| <u>FREE FLIGHT EDITOR:</u> | Mrs. Sylvia Webb, 343 Dufferin Street, FORT ERIE, Ontario. | 416-871-3411 (H) |
| <u>S.A.C. SUPPLIES:</u> (Listed in this issue) | Soaring Association of Canada, P.O. Box 1173, Stn. B, OTTAWA, Ontario. K1P 5R2. | |



SOARING ASSOCIATION OF CANADA

OBITUARY - WOLFRAM MIX

His many friends in the Canadian and International Gliding Fraternity know that Wolfram Mix died as the result of a landing accident that occurred while he was flying as Canada's number one pilot in the World Gliding Championships at Vrsac, Yugoslavia, during July.

Wolf had a flying career that spanned 30 of his 47 years life time. He started gliding in 1941 in Germany and switched to power flying training that made him capable of handling such aircraft as the ME109. Post war, he went back to motorless flight.

To him, flying was a fascinating hobby that balanced a steadily growing career in the mining equipment sales field. His business affairs took him to many different places and countries, but he was always able to make some time available for flying. His appointment to top position in the Koppers Company obliged him and his family to resettle in the United States a year ago, but he kept in touch with events in Canada and was selected to fly at Vrsac for the Canadian team.

Wolf occupied a prominent position in the Canadian gliding movement. On a national basis he was active for many years as a director and member of various committees of the Soaring Association of Canada. Simultaneously he was a leading member of the Southern Ontario Soaring Association, and during his early years with this club, worked hard toward making it into one of the largest such operations in North America.

Wolf's strongest interest was in the technical and competitive side of the gliding movement, and this is evidenced by the fact that he won the Canadian National Championship Trophy three times. He represented Canada internationally at four World Gliding Championships and placed the highest of any Canadian, by taking fourth spot in the Standard Class contest at Marfa in 1970.

Wolf was a quiet, thoughtful and friendly person, a sensitive observer and participant in life, with a well developed sense of humour. He was liked and respected generally, and we in Canada who knew him, will feel the loss of his talents and congenial personality very much. To his wife Margo and his son Robbie, we extend our deepest sympathy.



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 5/72.

September-October, 1972

WOLF MIX - COMMENTS ON THE ACCIDENT

C.M. YEATES

For team members in Vrsac, Wolf's accident and subsequent death was a great shock. How could a capable, keenly competitive but conservative pilot, get into trouble in gentle weather, in relatively open countryside?

The task was an out and return flight of 252 Kilometers with Kragujevac as a turnpoint. Wolf Mix and Dave Webb planned to pair fly their identical Standard Cirrus sailplanes as they had throughout the earlier competition days. The ships were put on the line. Dave Parsey with Hans and Doris Lucas, took a trailer and headed out immediately to Belgrade (where they crossed the Danube River on the only bridge in Eastern Yugoslavia) and then back to intercept the course line. This would enable them to be available in case a pilot landed south of the river. The Yeates, Oscar Estebany and Wolf's brother-in-law, stationed themselves on a 1,600 foot hill behind the contest site, immediately after take-off, so that radio communications could be maintained during the whole afternoon.

Progress initially was slow as relatively weak thermals lifted the gliders toward soggy cumulus that were not worth using in themselves. Visibility was not perfect, but it was improving as cloud base lifted, and the amount of cumulus decreased as heating and drying of the air continued. Two hours later, the crews were relaxed and listening to the continuous radio chatter as pilots neared the turn point. Dave and Wolf made a long glide side by side into the broad open valley in which the turnpoint was situated. When down to approx. 2,000 ft. above ground, Wolf started to move over to the RH side of the valley. Dave called and said that he did not think that they should go that side, since the clouds all seemed to be decaying. Wolf replied that he was heading for some smoke further ahead. David then answered that he was staying on the LH side or centre of the valley. A short time after this, Dave ran into very weak lift and reported $\frac{1}{2}$ -metre climb and his position and altitude (1,500 ft.). From Wolf's reply it became apparent that he had gone beyond the point of returning easily to Dave's thermal and so he continued. As Wolf dropped further into the valley, radio reception back to Vrsac became weak, and David began relaying information, while climbing in the now developed thermal.

Then:

2.20 P.M. David reported Wolf was low and might have to land. He also indicated Wolf was not in sight.

2.25 P.M. Dave to Wolf - "Are you climbing?"

A reply of two clicks of the transmitter button indicated "Yes, but busy".

A minute later: Dave to crew at Vrsac: "Wolf just reported he's lost the thermal and will be landing immediately".

Vrsac's crew to crew south of Danube: "Can you pick him up?"

Reply: "No, we are in trouble repairing our tow car accelerator cable."

2.30 P.M. Vrsac's crew to Dave: "Please call Wolf for exact landing position."

Dave called, but received no reply.

2.35 P.M. As Dave came out of the turnpoint he called again, twice more, but received no reply and assumed that something minor had gone wrong with Wolf's radio, since the valley looked quite easy to land in.

However, to Wolf's crew, this "no reply" seemed so out of character with Wolf's consistent methods throughout the competition, that an accident seemed a possibility. Therefore, the crew returned rapidly from its position on the hill, toward the contest site. On the way the trailer hit a powerline tower in the centre of town, blew a tire and flipped over. Leaving the trailer and tire repair tools with one of the crew, the remainder continued to the airport where they reported the likelihood of an accident to the organization and asked for help.

An English speaking doctor and a helicopter crew were found in 15 minutes and just before take-off, a telephone call was received confirming our fears that there had been an accident. Wolf had hit a large transport truck.

Forty-five minutes later we landed in the yard of a twenty to thirty bed hospital at the turnpoint town, and had Wolf transferred, unconscious, into the machine. A thirty minute flight got him to an army base in the centre of Belgrade, from which he was transferred to a nearby University Clinic. There the best neurosurgeons in the country had been alerted and prepared. A five hour operation began.

In a country where secondary roads are rutted, slippery dirt, Wolf had been picked up, given expert preliminary medical attention and put into modern hospital facilities within two and one half hours of the accident. The lengthy operation was termed satisfactory and we began to have hopes. However, on the second morning Wolf died, probably from a blood clot.

En route to Kragujevac in the helicopter, we had seen the glider resting against the front of an articulated diesel truck at the edge of the highway, two miles from town. The following comments are based upon examination of both the crash site and the Yugoslavian Accident Report, written immediately following the incident:

Wolf had been circling low when he missed lift. He selected a ploughed field in which to land that was absolutely clear of trees, bushes, fences and power or telephone lines at the approach end. He had chosen the only ploughed field within a mile around and it was an adequate three hundred yards long. Other surrounding fields were full of standing corn and sunflowers. A main two lane highway bordered one side and turned gradually across the approach end of the chosen field, effectively making it somewhat triangular in shape.

Wolf made a standard left hand circuit and was clearly seen to turn on final by the truck driver. Perhaps because he was approaching traffic at a 45° angle, Wolf assumed that the truck driver would see him, stop, and let the aircraft go by. If this was the case, the truck driver did not realize that he was looking at an aircraft that was about to land across his path. The driver applied his brakes only after collision was imminent.

Apparently Wolf pushed the glider into contact with the ground some yards ahead of the highway with the brakes on, at the edge of the cornfield, perhaps to use up energy in the critical situation, but the aircraft rose up the grass edge of the highway and hit the front of the truck that had or was virtually stopped.

Unfortunately the cockpit area was the first part to touch the truck. The fuselage structure absorbed a lot of energy before the left wing came into such solid contact that about three feet of leading edge, from the cockpit outward, broke up back to the spar. All the straps held, but there was enough movement that Wolf's head moved sideways and hit the truck.

Visibility was excellent and winds were light so the weather was not a factor. Why Wolf was low on final into the field will never be known. Certainly, when the truck became a problem he was too low to make a turn into the cornfield. He may have made the approach lower than usual to ensure landing in the nearest portion of the field as a precaution against a long run on hard ground. Who knows?

The accident was unfortunate and the result shocking. Perhaps it really proves only that all pilots must remain very much aware of risks and plan their flying so it can't happen to them.

(It is planned to publish a complete report on the Internationals at a later date. In the meantime, the scores of the two classes are included in this issue. Ed.)

13TH WORLD GLIDING CHAMPIONSHIPS

9TH - 22ND JULY, 1972

VRAC, YUGOSLAVIA.

| FIN- AL SNG. | O.P.E.N. C.L.A.S.S. | | DISTANCE TASK: Vrac - Bitolj. | | SPEED TRIANGLE - Vrac - Subotica - Cenej. | | SPEED TRIANGLE - Vrac - Palanka - Vrac. | | SPEED TRIANGLE - Vrac - Senta - Kac. | | SPEED TASK - GAIL & RETURN Vrac - Borovo - Vrac. | | SPEED TRIANGLE - Vrac - Lascij Jarak - Sed. Palanka - Vrac. | |
|--------------------|---------------------|--------------|----------------------------------|-----------------------------------|--|-----------------------------------|--|-----------------------------------|---|-----------------------------------|---|-----------------------------------|---|-----------------------------------|
| | COMPETITOR | COOR- TRY | SPEED OR DIST. | CUMU- LATIVE POINTS STG. | SPEED OR DIST. | CUMU- LATIVE POINTS STG. | SPEED OR DIST. | CUMU- LATIVE POINTS STG. | SPEED OR DIST. | CUMU- LATIVE POINTS STG. | SPEED OR DIST. | CUMU- LATIVE POINTS STG. | SPEED OR DIST. | CUMU- LATIVE POINTS STG. |
| 1. | A. GORAN | SWE | 3480 | 878 (13) | 1,978 | 2. | 319.00 | 893 (4) | 2,731 | 1. | 271.00 | 859 (6) | 3,430 | 1. |
| 2. | VILJANIN, MATIAS | SWE | 3480 | 878 (13) | 1,978 | 2. | 291.00 | 812 (12) | 2,533 | 10. | 271.00 | 859 (6) | 3,430 | 1. |
| 3. | ALIC, STANISLAV | POL | 3480 | 909 (4) | 1,778 | 4. | 289.00 | 809 (13) | 2,587 | 6. | 289.00 | 809 (13) | 2,587 | 6. |
| 4. | GOUDART, NICK | POL | 3480 | 909 (4) | 1,778 | 4. | 253.00 | 708 (20) | 2,373 | 17. | 253.00 | 708 (20) | 2,373 | 17. |
| 5. | LEWIS, RICHARD | USA | 3480 | 909 (4) | 1,778 | 4. | 271.00 | 759 (16) | 2,626 | 3. | 271.00 | 759 (16) | 2,626 | 3. |
| 6. | BURTON, GEORGE | GER | 3480 | 909 (4) | 1,778 | 4. | 269.00 | 753 (17) | 2,626 | 12. | 269.00 | 753 (17) | 2,626 | 12. |
| 7. | HOLICMAN, KLAUS | GER | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 8. | MUSCZYNSKI, HEN. | POL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 9. | SCHUBERT, ALF | AUT | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 10. | NEUBERT, WALTER | GER | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 11. | MICHEL, MICHEL | FRA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 12. | SATYAN, JAY | TCH | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 13. | MATASEK, FRANT | AUS | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 14. | JINNS, MALCOLM | AUS | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 15. | LINK, ILLAR | URS | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 16. | SMITH, ANDREW | USA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 17. | MUSTERS, CESS | HOL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 18. | HAUSTEIN, GER | SUI | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 19. | HAUSTEIN, GER | SUI | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 20. | PAPE, DANIEL | HOL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 21. | URBANIC, ALOIS | ARG | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 22. | TAMAT, TONY | AUS | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 23. | GEKIS, ROBERT | FRA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 24. | GEKIS, ROBERT | FRA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 25. | FITZEL, JOHN | CAN | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 26. | MANINI, RICHARD | CAN | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 27. | STEFANOVIC, VASA | JUG | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 28. | DE DORLOOT, LOUIS | BEL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 29. | PETTERSON, AKE | SWE | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 30. | SEFAL, SHAMU | ITA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 31. | PRIDE, IAN | NZL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 32. | PEPERKO, FRANC | JUG | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 33. | HOESINGER, RODOLFO | ARG | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 34. | HOESINGER, PETER | NZL | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 35. | TAMMHOFF, NIELS | DEN | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 36. | ZOLI, ANGELO | ITA | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 37. | FUTIKURA, SANIURU | JPN | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |
| 38. | RIZZI, OTTO | AUT | 3480 | 909 (4) | 1,778 | 4. | 267.00 | 753 (17) | 2,626 | 11. | 267.00 | 753 (17) | 2,626 | 11. |

Notes: Daily positions are those given in the Official Daily Score Sheets.
However, in many cases they do not reflect the actual situation.
since any equal positions are not given and positions were
assigned arbitrarily. (80.)

Legend:
'S' = SPEED KM/HR
'D' = DISTANCE KM
DNC = DID NOT COMPLETE.

24TH CANADIAN NATIONAL SOARING CHAMPIONSHIPS

JULY 25TH - AUGUST 3RD, 1972.

ROCKTON GLIDERPORT

By the deadline of the pilots' meeting on the 25th July, a total of 22 contestants had entered for the 24th National Contest, including four of our associates from across the border. The following day by day account of the contest was written by Contest Director, Al Sunley:

JULY 25TH:

The day started with fair development and the task committee set a 217 Kilometer Triangle with turn points at Stratford Festival Theatre and the dam on Luther Lake.

Climbs to thirty five hundred feet were obtained, but within one hour of take-off, the increasing winds and over-development of the cumulus started to give trouble to the contestants. This resulted in a maximum distance out on course of about 19 miles, with an air time of around three hours for several of the contestants. Not a contest day.

JULY 26TH (WEDNESDAY):

Weather this morning started off with very early cumulus. Our Meteorologist, V. Tissot, reported warm air at 2,000 ft., which was cutting off activity, but he expected this to rise during the day and for some unstability to be present in the afternoon.

The task committee set a short out and return task to Norwich R.R. Junction for a total distance of 66 miles. Gate time opened at 13.30. The first glider went through at 13.35 and the last at 16.37.

Four contestants returned to the field and fourteen landed out. Winner for the day was Julius Nagy (Libelle) with a speed of 31.2 mph.

2nd day ...

JULY 27TH (THURSDAY):

There was rain very early in the morning and by the time most of the contestants were arriving at the clubhouse, there was heavy solid cloud covering the south half of the sky and broken cloud extending north, and this was all drifting to the east. Our Met. man was expecting that conditions would improve in the northern part of the task areas. By take off time, sunshine was filtering through early cumulus which had developed.

The task set was the same as for the first day of the contest, only the other way around, Luther Lake dam, Stratford Festival Theatre and Rockton; a distance of 217 Km.

It turned out to be a very good day with seventeen contestants coming back to the field. Winner for the day was Herb Mozer (ASW-15) with a speed of 48.1 mph.

JULY 28TH (DAY 3):

Our Met. man, Jan Tissot, found there was a very strong inversion at 6,000 ft. but instability up to that height. Winds would be light and variable from a northerly direction. Jan figured there was a possibility that the inversion would lower with a consequent loss of cloud cover.

With the above information, the task committee selected a 300 Km. triangle with turn points at Granton & Varney. Take off time was set for 11.30, and the starting gate was to open at 12.15.

Conditions improved locally during the day and nine contestants finished the triangle, the last one arriving back at the field at 18.43. Winner for the day was Hal Werneburg (Std. Cirrus) with a speed of 44.0 mph.

JULY 29TH:

This morning we welcomed a new contestant, Bob Tresslar with his crew and ASW-15. They arrived from Indiana and were ready to fly in today's task.

We have had three contest days and it appears that today will be the fourth. The Met. flight indicates cu should be forming at 6,500 ft. and Jan predicts they could build up to 15,000 ft. There could be overdevelopment in the northern area. Winds are expected to be light from the northeast, backing to the northwest.

JULY 29TH (CONT'D):

The Cat's Cradle is the called task for today, with turnpoints at Rockton, Norwich, St. Marys, Listowel, Varney and Luther Lake. Contestants will pass over the gate for a controlled start rather than using take off time. The gate will open at 12.30 hrs.

Saturday P.M. - With landings reported as late as 19.00 hrs., some good flights were obtained during the excellent soaring conditions today. Winner of the day was Jim Carpenter (H301 Libelle) with a distance of 278.5 miles.

JULY 30TH (SUNDAY) DAY 5:

Another good day expected with instability existing above 700 ft. Cumulus base expected at 7,000 ft. and building to 12,000 ft. Some overdevelopment expected the same as yesterday; in fact, the weather was expected to be much the same as Saturday.

Today's task is a 253 Km. triangle with turn points at St. Marys' cement plant, and the dam at Luther Lake. Take off was set for 12.00 hrs. and the start gate opened at 13.00 hrs.

The last plane came through the finish line at 19.09, which gave a count of 17 crossing the finish line. Winner for the day was Jim Carpenter with a speed of 49.8 mph.

JULY 31ST:

Another good contest day predicted. Winds are to be light from the west at lower altitudes, while the air above 6,000 ft. is to be much more stable with considerably less cu forming, cu base at about five thousand feet with rapid evaporation.

Today's task to be an Out and Return to Varney for a distance of 129 miles. Take off time to be 12.00 hrs. and start gate to open at 13.00 hours.

The weather played tricks on Jan today because the cu just did not evaporate, but were well developed all afternoon and at places there was overdevelopment, but it was certainly a good soaring day. Eighteen of the twenty two contestants arrived back at the field with the last one landing at 18.35 hours. Winner for the day was Jim Carpenter with a speed of 48.9 mph.

AUGUST 1ST, 1972 (TUESDAY):

Weather was not so good this morning. There was considerable haze and cu was forming by 11.00 hours.

A task of a 107 mile triangle was set, with turn points at Tavistock and Belwood. Take off time was set for 12.00 hours, but by that time there was very heavy development overhead and take off was postponed to 13.00 hours. The weather did not clear and the task was cancelled.

By 14.00 hours we were in the midst of a very heavy downpour. Heavy showers occurred through most of the area in the afternoon. The pilots were quite happy to have a rest day after six continuous days of contest, as some pilots had put in more than forty hours of flying.

AUGUST 2ND:

Heavy rain this morning.

No contest.

AUGUST 3RD:

Heavy rains the last two days, coupled with cloud cover this morning, left no possibility of a task for today. Most of the contestants are busy packing up their gear and some have already left for their homes, due to distance to travel or pressure of other commitments.

This evening there will be an informal chicken banquet, when awards will be announced and prizes given out.

XXIV NATIONALS - CONCLUSION

There was a very good turn out for the final wind up. After dinner, our Competition Director, John Kelly, called the gathering to order and announced the various winners, and prizes were given out for the various day winners.

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XXIV NATIONALS - CONCLUSION (Cont.)

Jim Carpenter just about ran away with everything there was to win. He was proclaimed Open Class Champion, Sports Class Champion, he flew the fastest triangle for a speed of 49.8 mph, flew the fastest out and return at a speed of 48.9 mph and flew the longest distance for 278.5 miles and was daily winner for three days. Besides all the trophies he will be awarded at the AGM, he was presented with a toaster oven.

Hal Werneburg was Standard Class winner and a task day winner and was presented with a percolator. Julius Nagy won the SOSA Trophy as the best novice pilot and was also a day winner, he was presented with a blender.

Henri Chabot and Kurt Kovacs were Team Champions and placed sixth in overall standards and they were each presented with a set of glasses.

Herb Mozer was another day winner and was presented with a brief case.

In a bit of good natured bidding, Bob Smith, on behalf of the rest of the pilots, presented Julius Nagy and his crew, with a pair of extra radio crystals.

The gathering swung into the informal part of the evening with music, some dancing, hangar flying and some were noticed gathered in the office listening to World War 2 aircraft sounds

- glider pilots yet!

Al Sunley,
Contest Director, *Manager*
XXIV Canadian Nationals.

The Official scores are tabulated on the next sheet. Ed.

24TH CANADIAN NATIONAL SOARING CHAMPIONSHIPS

JULY 25TH - AUGUST 3RD, 1972.

ROCKTON, ONTARIO.

| Fin- al Sdg. | PILOT(S) | AIRCRAFT | DAY 1 - JULY 26 | | | | DAY 2 - JULY 27, 1972. | | | | DAY 3 - JULY 28TH, 1972. | | | | DAY 4 - JULY 29TH, 1972. | | | | DAY 5 - JULY 30TH, 1972. | | | | DAY 6 - JULY 31ST, 1972. | | | | | | | | | | | |
|--------------------|------------------------------|--------------|---|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|---|----------------------------|---------------------------------|--------|----------|----------|-----|---|--------|-------|
| | | | Out & Return - Norwich RR Junc. Dist. 66 miles. | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | | | | | | | |
| 1. | CARPENTER, J. ★ | H301 Libelle | 48.00 | 529 (7) | 43.35 | 921 (9) | 1.450 | 6. | 42.65 | 968 (2) | 2.418 | 5. | 278.50 | 1000 (1) | 3.418 | 2. | 49.85 | 1000 (1) | 4.418 | 2. | 48.95 | 1000 (1) | 5.418 | 1. | 35.95 | 734 (8) | 5.225 | 2. | 35.95 | 734 (8) | | | | |
| 2. | WERNERBURG, H. ★ | Std. Libelle | 59.00 | 650 (5) | 44.95 | 957 (4) | 1.607 | 4. | 44.05 | 1000 (1) | 2.407 | 1. | 252.50 | 907 (2) | 3.514 | 1. | 48.75 | 977 (4) | 4.491 | 1. | 48.75 | 977 (4) | 5.491 | 1. | 41.35 | 734 (8) | 5.225 | 2. | 41.35 | 734 (8) | | | | |
| 3. | MOZER, R. | ASW-15B | 24.08 | 770 (3) | 44.15 | 939 (2) | 1.709 | 5. | 38.55 | 875 (3) | 2.584 | 2. | 218.00 | 783 (9) | 3.367 | 3. | 46.35 | 930 (6) | 4.297 | 3. | 46.35 | 930 (6) | 5.297 | 3. | 41.35 | 845 (6) | 5.142 | 3. | 41.35 | 845 (6) | | | | |
| 4. | SMITH, R. | Std. Libelle | 21.55 | 747 (4) | 38.15 | 812 (8) | 1.559 | 5. | 37.25 | 846 (4) | 2.405 | 6. | 237.50 | 853 (4) | 3.258 | 5. | 43.05 | 863 (10) | 3.544 | 5. | 43.05 | 863 (10) | 4.544 | 5. | 43.45 | 887 (3) | 5.008 | 4. | 43.45 | 887 (3) | | | | |
| 5. | NAGY, J. | Std. Libelle | 31.25 | 1000 (1) | 39.25 | 835 (7) | 1.835 | 1. | 32.95 | 749 (8) | 2.584 | 2. | 208.00 | 747 (10) | 3.331 | 4. | 41.85 | 839 (11) | 4.170 | 4. | 41.85 | 839 (11) | 5.170 | 4. | 35.55 | 725 (11) | 4.945 | 5. | 35.55 | 725 (11) | | | | |
| 6. | CHABOT/KOVACS ★ | SHK-1 | 30.05 | 969 (2) | 31.75 | 876 (13) | 1.645 | 3. | 36.95 | 840 (5) | 2.485 | 4. | 190.00 | 682 (8) | 3.167 | 6. | 43.55 | 872 (8) | 4.039 | 6. | 43.55 | 872 (8) | 5.039 | 6. | 36.55 | 746 (9) | 4.785 | 6. | 36.55 | 746 (9) | | | | |
| 7. | KUHN, J. | Std. Libelle | 45.00 | 496 (9) | 47.45 | 1009 (2) | 1.505 | 8. | 104.00 | 220 (14) | 1.725 | 8. | 250.00 | 898 (3) | 2.623 | 8. | 48.95 | 981 (3) | 3.604 | 8. | 48.95 | 981 (3) | 4.604 | 8. | 43.45 | 789 (7) | 4.491 | 7. | 43.45 | 789 (7) | | | | |
| 8. | BOESCH, O. | ASW-15 | 53.00 | 584 (6) | 36.75 | 781 (10) | 1.365 | 10. | 34.75 | 789 (7) | 2.154 | 7. | 159.50 | 573 (13) | 2.727 | 7. | 44.65 | 895 (7) | 3.622 | 7. | 44.65 | 895 (7) | 4.622 | 7. | 33.85 | 690 (12) | 4.312 | 8. | 33.85 | 690 (12) | | | | |
| 9. | MOZER, H. | ASW-15B | 45.00 | 496 (9) | 48.15 | 1024 (1) | 1.520 | 7. | 74.00 | 156 (17) | 1.676 | 10. | 198.50 | 713 (6) | 2.389 | 10. | 49.25 | 986 (2) | 3.375 | 10. | 49.25 | 986 (2) | 4.375 | 10. | 43.75 | 843 (2) | 4.268 | 9. | 43.75 | 843 (2) | | | | |
| 10. | BLUNDEN, G. ★ | Open Cirrus | 48.00 | 529 (7) | 47.05 | 1000 (3) | 1.529 | 6. | 78.00 | 165 (16) | 1.694 | 9. | 232.50 | 835 (7) | 2.529 | 9. | 43.15 | 866 (9) | 3.395 | 9. | 43.15 | 866 (9) | 4.395 | 9. | 37.15 | 758 (8) | 4.153 | 10. | 37.15 | 758 (8) | | | | |
| 11. | PREISS, H. | HP-8 | 20.00 | 220 (13) | 28.35 | 604 (15) | 824 | 13. | 30.35 | 689 (9) | 1.413 | 11. | 121.00 | 435 (17) | 1.848 | 12. | 41.85 | 834 (11) | 2.687 | 11. | 41.85 | 834 (11) | 3.687 | 11. | 29.05 | 513 (15) | 3.380 | 11. | 29.05 | 513 (15) | | | | |
| 12. | BURNEY, S. | HP-14 | 0 | 0 (19) | 35.55 | 755 (11) | 755 | 15. | 70.00 | 148 (18) | 903 | 17. | 173.50 | 623 (11) | 1.526 | 14. | 36.05 | 722 (13) | 2.248 | 13. | 36.05 | 722 (13) | 3.248 | 13. | 38.65 | 789 (7) | 3.037 | 12. | 38.65 | 789 (7) | | | | |
| 13. | FEATHERSTONE, J. | Diamant | 24.00 | 264 (12) | 37.00 | 110 (21) | 374 | 19. | 36.15 | 821 (6) | 1.195 | 13. | 163.50 | 597 (12) | 1.782 | 13. | 44.65 | 895 (7) | 3.622 | 13. | 44.65 | 895 (7) | 4.622 | 13. | 31.55 | 684 (13) | 2.858 | 13. | 31.55 | 684 (13) | | | | |
| 14. | PICK/ROBINSON | Pirat | 14.00 | 154 (15) | 37.75 | 803 (9) | 957 | 11. | 162.00 | 342 (11) | 1.299 | 12. | 235.00 | 569 (14) | 1.848 | 11. | 31.85 | 636 (16) | 2.484 | 12. | 31.85 | 636 (16) | 3.484 | 12. | 112.50 | 363 (19) | 2.833 | 14. | 363 (19) | 2.833 | | | | |
| 15. | TRESSLAR, R. | ASW-15 | DNC | 0 | DNC | 0 | 0 | DNC | 0 | 0 | 0 | 0 | 235.00 | 844 (5) | 844 | 21. | 47.25 | 947 (5) | 1.771 | 21. | 47.25 | 947 (5) | 2.771 | 21. | 42.15 | 865 (5) | 2.656 | 15. | 865 (5) | 2.656 | | | | |
| 16. | CLARK, D. | HP-11 | 13.00 | 143 (16) | 32.65 | 633 (12) | 836 | 12. | 57.00 | 120 (22) | 956 | 15. | 85.50 | 307 (22) | 1.263 | 16. | 34.95 | 701 (14) | 1.964 | 15. | 34.95 | 701 (14) | 2.964 | 15. | 29.75 | 606 (14) | 2.570 | 16. | 29.75 | 606 (14) | | | | |
| 17. | JANICEK, S. | SGS L-34 | 0 | 0 (19) | 26.55 | 565 (16) | 565 | 18. | 174.00 | 347 (10) | 932 | 16. | 146.00 | 324 (15) | 1.436 | 15. | 127.50 | 325 (10) | 1.781 | 16. | 127.50 | 325 (10) | 2.781 | 16. | 28.15 | 574 (16) | 2.355 | 17. | 574 (16) | 2.355 | | | | |
| 18. | BRENNAN/ERGUSON/ VAUGHAN. | Ka-1B | 6.00 | 66 (18) | 81.50 | 241 (19) | 307 | 20. | 111.00 | 234 (13) | 541 | 20. | 112.00 | 402 (18) | 943 | 20. | 26.45 | 323 (17) | 1.472 | 19. | 26.45 | 323 (17) | 2.472 | 19. | 22.55 | 460 (17) | 1.932 | 18. | 460 (17) | 1.932 | | | | |
| 19. | KNOWLES, J. | M-100S | 34.00 | 375 (11) | 88.00 | 261 (18) | 636 | 17. | 66.00 | 139 (19) | 775 | 18. | 85.50 | 307 (21) | 1.082 | 19. | 24.45 | 489 (18) | 1.571 | 18. | 24.45 | 489 (18) | 2.571 | 18. | 32.50 | 101 (22) | 1.672 | 19. | 101 (22) | 1.672 | | | | |
| 20. | STON, S. | Ka-6CR | 8.00 | 88 (17) | 25.95 | 551 (17) | 636 | 17. | 64.50 | 136 (20) | 775 | 18. | 106.00 | 381 (14) | 1.156 | 17. | 117.50 | 299 (21) | 1.455 | 20. | 117.50 | 299 (21) | 2.455 | 20. | 66.50 | 204 (21) | 1.661 | 20. | 66.50 | 204 (21) | | | | |
| 21. | AUGUSTIN, H. | Ka-6E | 0 | 0 (19) | 20.50 | 61 (22) | 61 | 22. | 61.50 | 130 (21) | 191 | 22. | 133.50 | 479 (16) | 670 | 22. | 32.25 | 646 (15) | 1.316 | 21. | 32.25 | 646 (15) | 2.316 | 21. | 107.00 | 332 (20) | 1.648 | 21. | 107.00 | 332 (20) | | | | |
| 22. | LAMBERT, P. | L-Spatz-55 | 0 | 0 (19) | 45.50 | 135 (20) | 135 | 21. | 84.50 | 178 (15) | 313 | 21. | 97.50 | 350 (20) | 663 | 23. | 111.50 | 284 (22) | 947 | 23. | 111.50 | 284 (22) | 1.947 | 23. | 19.85 | 450 (18) | 1.367 | 22. | 450 (18) | 1.367 | | | | |
| 23. | GREVILLE, A. | Ka-6E | 14.50 | 160 (14) | 28.75 | 611 (14) | 771 | 14. | 158.00 | 334 (12) | 1,105 | 14. | DNC | DNC (23) | 1,105 | 18. | DNC | 0 | 0 (23) | 18. | DNC | 0 | 0 (23) | 1,105 | 22. | DNC | 0 | 0 (23) | 1,105 | 23. | DNC | 0 | 0 (23) | 1,105 |

'D' = Distance (miles)
'S' = Speed (Miles per hr.)
DNC = Did Not Compete.

(See next pages for write-up
on this contest. Ed.)

1ST WESTERN CANADIAN SOARING CHAMPIONSHIPS

JULY 9TH - 15TH, 1972.

CLARESHOLM, ALBERTA.

| Fin- al Sdg. | PILOT(S) | AIRCRAFT | DAY 1 - JULY 9TH, 1972. | | | | DAY 2 - JULY 10TH, 1972. | | | | DAY 3 - JULY 11TH, 1972. | | | | DAY 4 - JULY 13TH, 1972. | | | | DAY 5 - JULY 15TH, 1972. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | Out & return: Clareholm/ Dewinton. 185 Km. (120.14 mi.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | Speed or Points or Dist. (Stdg.) | Daily Points (Stdg.) | Cumulative Points (Stdg.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | MARSDEN, D. | HP-14 | 40.50 | 399 (3) | 399 | 3. | 53.55 | 1000(1) | 1,399 | 2. | 54.50 | 646(2) | 2,045 | 2. | 52.48 | 1000(1) | 3,045 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 | 943(2) | 3,988 | 1. | 35.48 |

'D' = Distance (miles)
'S' = Speed (miles per hr.)
DNC = Did Not Compete.

1ST WESTERN CANADIAN SOARING CHAMPIONSHIP

JULY 9TH TO 15TH, 1972

CLARESHOLM, ALBERTA

By Garnet Thomas

The need for an extended and regularly staged contest for Western pilots has been obvious for some time. Our pilots, more thinly scattered and fewer in numbers than our Eastern Canadian friends, lacked enough effective competition, especially through an extended period like a "Nationals". The tradition of staging two "Nationals" in the East and one in the West during a three year cycle has limited western growth and participation as competition oriented pilots.

Out of an idea tossed around by a few of these westerners early this year, has come a plan that has already seen the successful staging of our first seven day Regional Championship, or THE WESTERN CANADIAN SOARING CHAMPIONSHIP/72. The site was Claresholm Airport, sixty miles south of Calgary, with excellent facilities, both for flying and for pilots' meetings and relaxation.

The contest itself was greatly enjoyed by most participants, including the hard working gang of new enthusiasts from Edmonton who ran the show on the ground. Most of the "line" men, start-gate operators and other assorted "Joe" boys were ESC students. Jim Janzen our on the spot Forecaster provided excellent service, as did George Dunbar of Calgary, who once again handled scoring most efficiently through the assistance of DATALINE SYSTEMS. In effect, it was a cooperative effort by the Alberta Clubs, with some towing help from the Regina club. Two or three successful barbecues were held in the lovely patio area off the pilots' room, and we all left Claresholm better friends and, hopefully, better pilots.

DAY ONE (JULY 9) - Open Class. Task: Claresholm to DeWinton and return. 185 Km. Goal. (120.14 miles).

Brisk westerly winds were forecast for the day, along with patches of altocumulus and only moderate updrafts, so thermals were expected to be at a premium.

DAY ONE (Cont.)

At the launch, many of the contestants had to take relights and though they finally all got away, most fell down on course to the turnpoint. Two of the contestants did round the turnpoint and made some distance towards the finish at Claresholm before alighting. Bernie Brayshaw of Vancouver, in Ka-6 SHG, won the day with 78.0 miles, closely followed by Bruce Hea of Calgary, flying Libelle QJS, with 75.0 miles.

DAY TWO - JULY 10TH. Task: Claresholm, Nobleford, Milo. 202 Km. Triangle (125.39 miles)

Good thermal development was expected to occur in the afternoon, with brisk westerly winds at all levels, although somewhat abated from the previous day. No real problems, such as the alto-cu of the previous day, were expected, so the Contest Director and his committee, selected a triangular task which would involve a small downwind leg, with two longer legs approximately crosswind.

Except for a few early relaunches, most pilots found good updrafts immediately and all set out on the task after a regulation start. Six out of nine contestants completed the task, with Dave Marsden almost beating the observers at the finish gate to the punch. A frantic Ka-6 crew returned to Claresholm minus one sailplane, having lost contact with Bernie en route. However, he was found after a second look. Bruce Hea almost had to pick some Nobleford shingles out of his wings, but he managed to get away again. Winner for the day was Dave Marsden (HP-14) with a speed of 53 mph. This moved him to second place in the overall standing. Bruce Hea, with a daily score of 4th place (762 points), maintained his hold on overall first place.

DAY THREE - JULY 11TH. Task: Claresholm, Champion, Fort MacLeod and return: 140 Km. Triangle. (88.29 miles).

On the third day, winds were fairly calm and moderate convection was forecast. However, a rain shower delayed the takeoff and generally made it very difficult for the competitors to get away from the field. We were beginning to catch on to the idea that the nearby Porcupine foothills produced rainshowers early and with great regularity every day, at least in the air mass over us at the present. Three of the competitors could not get away from the field at all.

Dan Pandur, in the Libelle TQL, got the earliest start and forged ahead, nearly going down before reaching Champion. He found good lift on the second leg, rounded Fort MacLeod and entered a great blue hole on the final leg. He continued his final glide at best L/D, reaching a point about 12 miles from the field.

DAY THREE (Cont.)

Dave Marsden pushed hard, but was too late to make Fort MacLeod, going down 54 miles out on course.

Bernie Brayshaw flew another good day and landed 53.5 miles out on course.

John Pomietlarz came fourth in HP-11 (RZF). He made a phenomenal 44 miles, rounding the first turnpoint and getting halfway to the second, after starting out at 5:37 P.M.

It was a tough day, and ended up bringing the top three to within 7 points of each other.

JULY 12TH - NO CONTEST DAY - BUT W A V E!

When the contestants peered out of their tent windows and motel doors on July 12th, the sky was heavily overcast with alto-stratus and cirrus, but the shapes of the clouds and the familiar "Chinook arch" window opening along the Porcupines indicated that there was wave up there.

The heavy cloud cover stayed most of the day, but the fascinating ever changing lenticular shapes kept everyone staring all day. A few test flights proved that connection with the wave required quite a high tow and a "No Contest" day was declared.

Keith Godfrey of Vancouver, in Ka-6 SHG, took a high tow, and made a gain to 21,000 feet to snag his Gold altitude gain. So even though it was a no contest day, it was an interesting one.

DAY FOUR - JULY 13TH. Task: Claresholm to Taber to Lethbridge. 146 Km. Goal Flight. (99.7 miles).

Once again the day dawned with heavy overcast and high westerly winds. The cloud cleared out about noon and convection began but was predicted to overdevelop soon. The winds would prove to be westerly and as high as forty miles an hour during the remainder of the day, so a downwind dash with a difficult semi-crosswind leg back to Lethbridge was selected.

Dave Marsden took off first, and made an immediate start. However, he returned for another run at the gate and dashed away. He ended up in Lethbridge 1 hr. 54 mins. later, landing in high westerly winds. An amusing note was the message "your crew want you to fly back to Claresholm" passed on to Dave by the Lethbridge controllers as he shot over the button at 5 feet.

DAY FOUR (Cont.)

Soon after Dave's arrival, Keith Godfrey and John Pomietlarz arrived less than a minute apart, bucking high winds, and ducking around lightning strikes. John wound up second to Dave, and Julien Audette (HP-11A) who arrived at Lethbridge some time later, a late start from Claresholm. Julien claims his last thermal was so tough and rough that he thermalled between 80 to 100 mph in 1000 ft/min. up.

Unfortunately Dan Pandur got very low on his final glide into Lethbridge - turned at the last moment and cartwheeled, breaking the tail off his Libelle. He ended up in hospital in satisfactory condition.

The top speed for the day was 52.6 mph for both Dave and Julien. Most other competitors fell out of the sky en route from Taber.

JULY 14TH - NO CONTEST DAY

July 14th was perhaps the most frustrating day of the contest. Again, in the early morning, the sky was completely overcast, though clearing was predicted by noon. Convection was to be strong and even once the sun broke through, so the Contest Committee set the big 300 Km. triangle as the day's task. However, rain showers cycled so fast off the nearby east slopes of the Porcupines that no one could get away. To the east as far as the eye could see, conditions looked ideal, but over the field, shower after shower completely killed the day.

DAY FIVE (FINAL) - JULY 15TH. Task: Claresholm, Blackie, Milo, return. 203.2 Km. Triangle. (127.18 miles).

The forecast brought in by our Meteorologist Jim Janzen, called for moderate winds out of the northwest and 2/10ths of Cu to develop in the later afternoon. The triangle was set to the north to Blackie first, then east to Milo and home to Claresholm to the southwest, so they were working mostly crosswind.

When the launch began, most took off to the north very quickly. Soon after, however, the sky to the west and the north turned clear blue and this condition quickly spread to the rest of the sky to the east on the competitors' course. By the time that the leaders were due back, the sky was completely clear, but for a little strand of cu's in the far south-east and the ever present cu's along the Porcupines to the west.

DAY FIVE (Cont.)

Just about the time the finish line crew had given up, Bruce Hea boomed in on 123.3 with "QJS five miles out, where is that rascal Marsden?". Soon after Bruce flashed across in classic fashion much to the pleasure of the local populace. Thirty one minutes later, Dave Marsden called in with "ALT five miles out. My calculator says a solid MAYBE". Five minutes later he flew straight in and landed across the finish line, not having the height to go around.

None of the other Open class starters finished the task, falling down at various points along the course. Though last in distance covered, perhaps the most pleased was Keith Duckham in Ka-8 PVL. The computer credited him with 50.3 kilometres, good for his Silver "C" distance.

FINAL STANDINGS and the NORMAN BRUCE TROPHY:

Dave Marsden of the ESC, flying an HP-14, put together enough firsts and good steady performances on other days to convincingly hold first place with a total of 3,988 points, while Bruce Hea of the Cu-Nims was second with 3,485.

The hard flying team of Bernie Brayshaw and Keith Godfrey, both from Vancouver, flying a Ka-6CR, were third with 3,288.

In this FIRST official WESTERN CANADIAN SOARING CHAMPIONSHIP, Dave became the recipient of the NORMAN BRUCE TROPHY, for the third time. It has been awarded at various meets in the past, as far back as 1953 when Albie Pow won it, and has been won by other wellknown western pilots such as John Pomietlarz of ESC and Dick Mamini of Cu-Nim. It will now be awarded biennially to the winner of the Open class of the WCSC's and takes on a new status.

There is much of our western soaring heritage and tradition attached to this old but beautiful trophy, which was carved and donated by the pioneer of all western soaring pilots, the late Norman Bruce. He shaped it as a graceful, multi-toned, natural wood column, topped by a beautiful carving of the gull-winged MINIMOA of the '30's. It is a most fitting memorial to this pioneer of Canadian soaring, (see chronicles of Norman Bruce's early demonstration journeys across Western Canada in past issues of FREE FLIGHT), and one that we are certain will be competed for with ever increasing keenness in the coming years.

Garnet Thomas (Contest Director)

P.S. There were four or five gliders at the Contest in addition to the Open Class competitors. Some were there for training,

WCSC (Cont.)

some for badge flying, and at least TWO brave competitors came to fly in the SPORTS CLASS. Both Harold Ely of Regina, flying his 1-26, and Hal Cook of Lethbridge, flying his Grunau Baby, are to be congratulated for their participation. Harold was the winner with 3,000 points, with Hal accumulating 834. As of yet no trophy has been provided for this class, but the idea of having a class for lower performance ships still seems like a good one, and it proved to be no problem at all in scoring and selecting tasks for an additional class.

I hope that you will return again fellows and that next time more owners in this category will come and make it a greater part of the WCSC's.

Garnet Thomas

S.A.C. NEWS:

Please note that Jeff Tinkler has taken over from Bob Gairns in recording flights for the BAIC, Canadair and "200" trophies. Therefore, pilots wishing to compete for these trophies, should send details of their flights to:

JEFF TINKLER,
364 WAVERLEY STREET
WINNIPEG, MANITOBA.
R3M 3L3.

(Editor's note: The BAIC trophy is for the Best Flight of the year; the Canadair trophy is for the 5 Best Flights during the year, and the "200" trophy is for the 5 Best Flights during the year by a pilot who did not have more than 200 hours logged at the beginning of the season.

All flights must originate in Canada, and only flights for which basic details are submitted within 14 days of the flight, will be accepted.

For further details, see Issue 2/72, page 2).

S.A.C. NEWS (Cont.)

Walter Piercy.

The S.A.C. List of Supplies now includes a new 3" diameter cloth emblem representing some of the various Badges - "C" Badge with dark navy blue outer ring, a 1¼" diameter light blue inner ring with the usual 3 white gulls and letters CF; a Silver Badge, same colours as "C", but with silver thread wreath and silver thread gulls; and a Gold Badge, same colours as "C", but with gold thread wreath and silver thread gulls. The costs of \$0.75 for "C" and \$1.50 each for the other two, are very nominal, and we believe are well worth these costs. We have not yet decided to include the "A" and "B" Badges in the available stocks. If, after seeing the items above, you wish to see them in stock, please drop us a note at Box 1173.

"B.G.A. Instructor" Booklet:

Booklet No. 22, entitled "B.G.A. Instructor" has been received and copies have been forwarded to all club C.F.I.'s for information and circulation to various Club instructors.

Included with the Booklet will be a sample Glider Pilot Examination, which has been received from the Ottawa D.O.T. office. This has been drafted, by the Department, after the consultation with them in April, by members of the Instructors' Committee. It is suggested that it be made known in each Club that this sample exam is available from the Club C.F.I. for the Club students, who are planning to write the exam soon. Comments from the C.F.I.'s will be welcome by Walter Piercy, Chairman, Instructors' Committee - and these can be forwarded to D.O.T. for consideration in making up both future sample and actual examinations for Glider Pilot Licence.

Site Location Maps

Two are included in this issue: Erin Soaring Society and Pioneer Soaring.

Member clubs who have not already done so, should send a sketch of their club's location to Walter Piercy (184 Churchill Crescent, Kingston, Ontario, K7L 4N2). Walter will arrange for a map to be made and it will be published in a future issue of "Free Flight". Extra copies of the map for use as handouts should be ordered when submitting the sketch (100/\$2.00).

The masters of the site location maps are being kept for use by 'Chem' le Cheminant in his Historical Manual.

FOR SALE

- SCHWEIZER 2-22 Two seater metal trainer with fabric covered fuselage. Asking price \$3,000.00 FOB Vancouver. This ship has proven to be a very durable and safe instructional glider and is equipped with both an aerotow hook and C. of G. winch tow hook. Instrumentation includes: Altimeter, Air Speed Indicator, PZL variometer, compass and turn and bank indicator. Interested parties are asked to contact the Secretary of Vancouver Soaring Association: Christine Timm, at 1461 Terrace Avenue, North Vancouver. Tel: (604) 980-5313 (phone is on answering service).
-
- BG-12B Professionally finished in white lacquer. 150 hours T.T. Price includes enclosed metal trailer, instruments, parachute, wing and fuselage stands, canopy cover, etc. This aircraft has always been hangared in its own private hangar and is in immaculate condition. Contact: D. Goulin, Box 24, Campbellville, Ontario. Tel: (416) 854-2396.
-
- SCHWEIZER 1-26A Fresh C. of A. Wings refinished. New wheels. Turn and Bank, 2 Varios, Parachute, Schweizer type trailer. Like new - excellent general condition. Want to go to another type. Contact: John Anthoine, 290 Queen St. East, Sault Ste. Marie, Ont. Tel: (705) 253-9703 - Bus. Home (705) 253-5736.
-
- SCHWEIZER 1-23 Long Wings, C. of A., Excellent condition. All metal. Including trailer, parachute and barograph. Price: \$4,000.00. Contact: P. Gaettens, R.R. 2, Markham, Ont. Tel: (416) 297-2465.
-
- AUSTRIA SH-1 Aircraft based at York, Pennsylvania. Interested parties should contact: T.R. Beasley, 173 Leslie, Dollard des Ormeaux, Roxboro 970, Que. Tel: (514) 684-7145-Home. (514) 744-1511 Loc. 5495.

(Advertising in FREE FLIGHT of personal equipment is Free as a service to SAC members. For non-SAC members and for commercial advertising, a charge of \$8/page is made. (Ads of 1/4-page at \$2.00 and 1/2-page at \$4.00 are acceptable). Cheques for the latter should accompany the ad and be made payable to S.A.C.).

C L U B N E W S

LONDON SOARING SOCIETY:

(Letter from Joe Thompson)

What started out as a poor soaring season has not really improved very much. With minor exceptions, most of the good soaring weather has occurred on weekdays. This has had an effect on badge attempts, but notwithstanding all of this, things are going well at London and we have two new solo pilots: Paul Chevalier and Dave Little, both well deserved.

Two significant changes have occurred since our last report, both of which have had the desired effect on the efficiency of the operation and the moral and well being of the club.

Firstly we have replaced our Auster with a Champ. Challenger (CF-OHJ), (sound familiar Gatineau?) This plane has been completely re-overed and the airframe refurbished and is resplendent in its new coat of Red & White. Probably some of you saw it at Rockton when it was flown down to tow for a couple of days at the Nationals. The reduction in oil consumption alone should cause Shell Oil shares to drop considerably! Our tows are now safer, faster and more economical and last but not least, we don't have to drag our tow pilots into the plane kicking & screaming for mercy. (Perhaps I exaggerate a little, but you should see the smiles now). One undesirable side effect is that our prop swingers are now getting fat and flabby!

Secondly, deciding to purchase a new plane and being able to afford it are not necessarily synonymous. Much head-scratching was done before we took the plunge, to ensure that we wouldn't bankrupt the organization. Strange though

it may seem, we have done this partly by reducing the cost of flying!

With a small new club, cash is a perpetual problem and a wet weekend almost a disaster. To get away from this situation, we have used the philosophy that the equipment and property is there for everyone's use, whether they choose to fly often or seldom. It was possible then to look at a conservative number of flights for the year and calculate fixed and operating costs. From these totals, a cost per member is found, making allowances for junior members, intro's, etc. We found it possible to come up with a figure which reduced the cost of our tows and still permitted an increased but reasonable annual membership fee.

The pressure is off getting in every last possible flight; people are more willing to fly in marginal conditions and higher tows are becoming commonplace. To-date, we could still prefer to have more good flying days, as we have a bit of a financial backlog to eliminate, but we do seem to be getting there.

"Class" has also arrived amongst the gliders, with Mike Frijters' SH-1 (CF-PHH). It is indeed a pretty sight in the air & is showing many of us, for the first time, what the capabilities of a high performance machine are.

We also had our first competition pilot, when Peter Lambert entered the L-Spatz in the Nationals (with partner Pete Flanagan's blessing and no doubt prayers!) Peter earned the award for the most hours flown in the contest; well done Peter.

Don't forget, if you should be driving past London on the 401 during a weekend, drop in and see us.

PIONEER SOARING

(Letter from Bob Nancarrow)

Pioneer Soaring got started in April with the first few outings in the barn near Tottenham, where the gliders had been stored over the winter months. All of the gliders were washed and waxed, and the BG12 got some extra special treatment with filling, sanding and painting. Jim Oldham and Gord Coleman put in a lot of extra hours on the BG which was up for sale last year. It looks so good now, we will have to keep it!

In May we had two of our members attend the Instructors' School at Pendleton during the Victoria Day weekend & the following week. Gord Coleman and Fred Simpkin will be added to our roster of instructors, which will give some of the other hard working instructors a bit of time off. Wally Norris, Deryk Brown and Don Chapman were all away in Europe at various times during May, June & July, depleting our instructing and towing staff considerably.

So far this season we have had four solos, namely: Jim Hickson, Al Steele, Jack Culgin and Neil Macdougall. (Neil is the writer of the

regular feature "Flight Notes", which appears each month in CANADIAN AVIATION: he is busy now getting in his mandatory flights to obtain his Glider Pilot Licence, to add to his already considerable experience in aviation).

A big change for Pioneer Soaring occurred in June when we changed the field location. This was done on a temporary basis for several weeks to see how well it would work out for all concerned, & the change has now been made permanent. A map showing our locations, both old and new, is enclosed with this issue. *

We are now about 10 miles farther north, but the new field is located on Highway 89 and is an old sod farm field - big and flat and without the trees lining the runway as we had at Tottenham. One other big 'plus' is that the field is located beside the Nottawasaga Inn, which has all the facilities needed for a weekend stay. We look forward to seeing you.

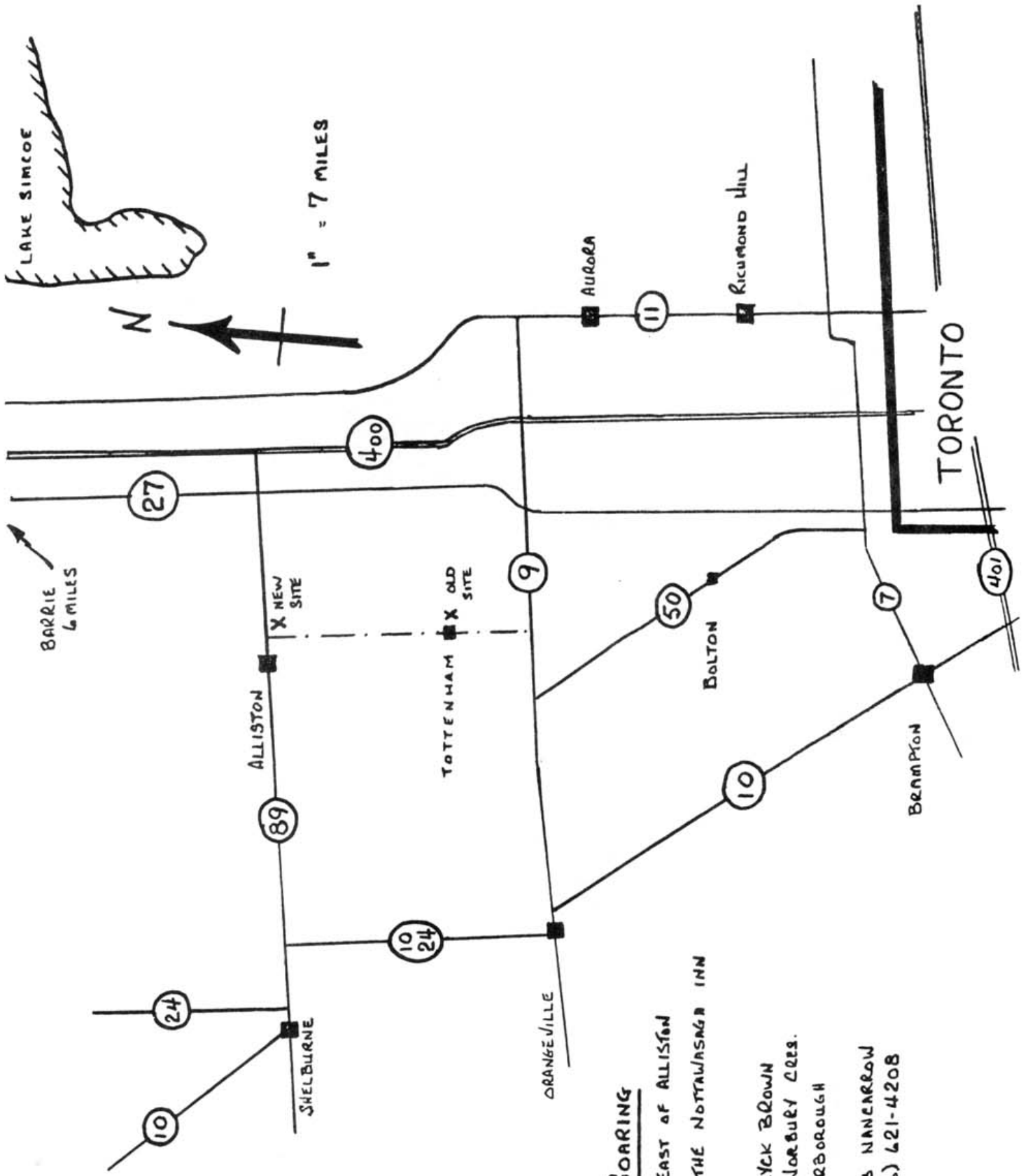
Pioneer is still looking for new members and will welcome back any of the old "Students" of the gliding school who are not flying regularly and want to get back at it again.

TORONTO SOARING CLUB INC. (Letter from Ralph Deleurant, Secretary)

"The Toronto Soaring Club regrets to announce the untimely death of one of its oldest members, Alfred Hofmann.

Alfred succumbed at the age of 43, to the short but fierce battle against cancer, on Saturday, September 2nd, 1972.

The soaring fraternity and TSC lost a true friend and devoted enthusiast, who served in many capacities apart from being chief flying instructor. Sincere condolences are extended to his wife and two daughters from their many friends in the Soaring Association of Canada."

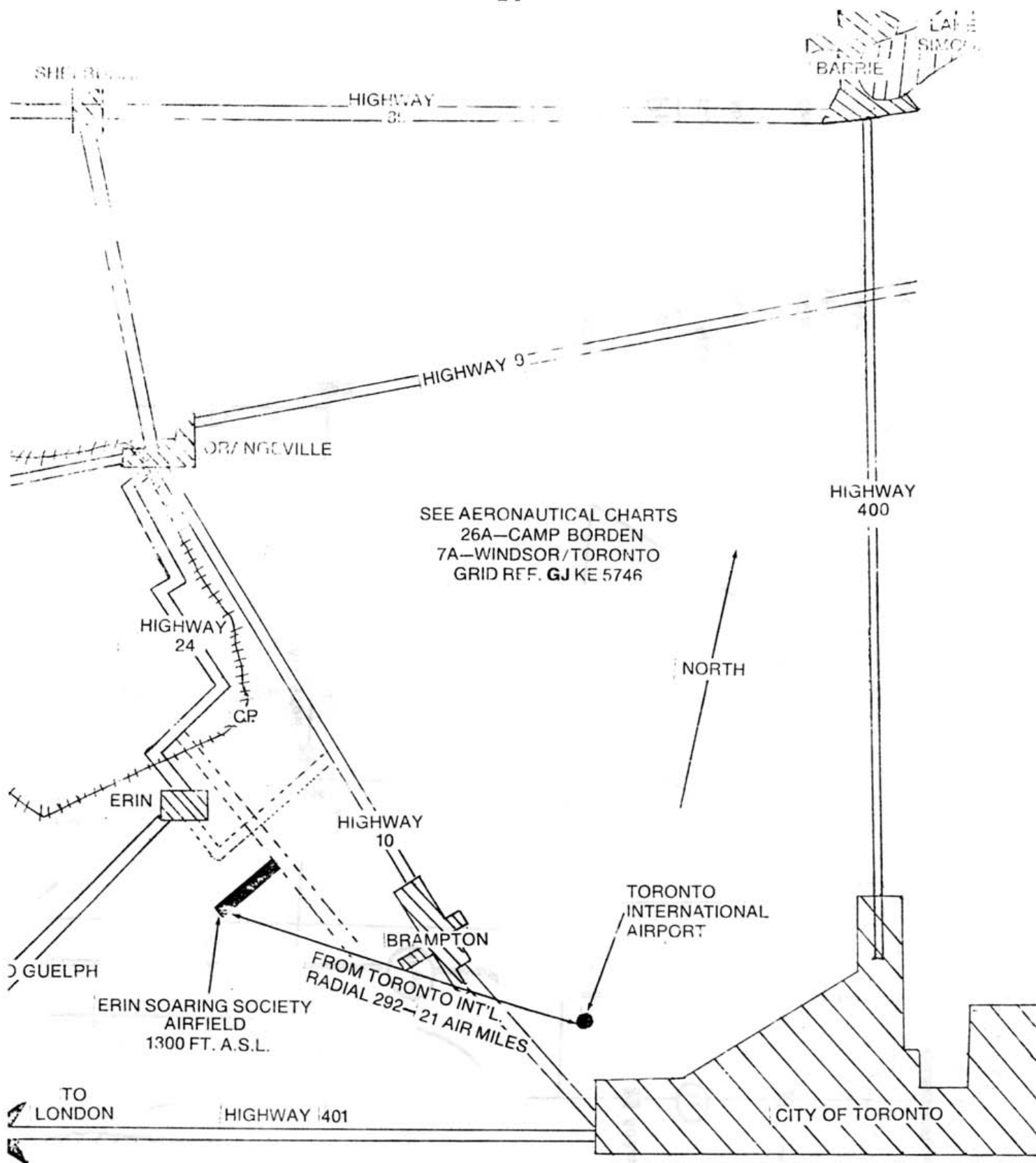


PIONEER SOARING

TWO MILES EAST OF ALLISTON
ADJACENT TO THE NOTTAWANING INN

CONTACT: DERYCK BROWN
11 NORBURY CRESCENT
SCARBOROUGH

BOOKINGS: BOB NANCENROW
(416) 621-4208



CLUB CONTACTS:

MR. JACK DODDS,
112A AVENUE ROAD,
APT. #3, TORONTO, ONT.
TELEPHONE: 922-7490

C.F.I. KEES VAN BERKEL
3395 PONY TRAIL,
APT. #204,
MISSISSAUGA, ONT.
TEL.: 625-8221

MRS. KATHY GRANANDER
P.O. BOX 523,
ERIN, ONTARIO
TEL.: 833-9566—AREA CODE 519
FIELD TELEPHONE: 519-833-2251

SOARING ASSOCIATION OF CANADA
Box 1173, Stn. B, OTTAWA, Ont. K1P 5R2

List of Supplies

| <u>ITEM NO.</u> | <u>D E S C R I P T I O N</u> | <u>P R I C E</u> |
|-----------------|---|------------------|
| 1. | F.A.I. Soaring Badges - "A" and "B" | |
| | (a) Button - Screw Back | \$ 3.00 ea |
| | (b) Button - Clutch Back (Tie Back) | 3.50 " |
| | (c) Pin - with Safety Catch | 3.50 " |
| 2. | F.A.I. Soaring Badges - "C" and above. (Prices in Item 5) | |
| 3. | " Soaring Awards - Rules (Booklet) | \$0.25 (5/\$1) |
| 4. | " Sporting Code - (Booklet, Eng. & Fr.) | 1.50 ea. |
| 5. | S.A.C. Application for F.A.I. Awards (4 pages) | 0.10 " |
| 6. | " Instruction Manual | |
| | (a) Part I, Instructor's Guide | 0.75 " |
| | (b) Part II, Air Instruction Notes | 0.50 " |
| | (c) Part III, Student's Notes | 1.00 " |
| | (d) Air Cards (11 Plastic-Laminated) | 3.00/set |
| 7. | S.A.C. Tephigram & Weather Briefing (Booklet) | 0.25 (5/\$1) |
| 8. | " Weather Briefing Form N-052 (8½ x 11 sheet)... | No charge |
| 9. | " Application for Official Observer (1 sheet) .. | " " |
| 10. | " Blazer Crest (Navy Blue) | \$6.50 ea. |
| 11. | " Decal | 0.25 " |
| 12. | " Tie (Navy Blue with Glider Design) | 2.75 " |
| 13. | " Cap (Red, Green or Blue with white crest) | 3.00 " |
| 14. | " Glider Pilot Log Book | |
| | (a) Single Copy | 1.50 " |
| | (b) In quantity of 25 or more | 1.25 " |
| 15. | F.A.I. Cloth Badges - 3" Dia. - "C" Badge | 0.75 " |
| 16. | " " " - 3" Dia. - Silver Badge | 1.50 " |
| 17. | " " " - 3" Dia. - Gold Badge | 1.50 " |

NOTES:

- 1) Item 2 available ONLY from: Mr. C.M. Yeates,
33 Simcoe Place,
HALIFAX, N.S.
- 2) Item 5 available ALSO from C.M. Yeates.
- 3) Items 6(a), (b) and (c) make up the S.A.C. Manual
- 4) Item 6(d) Air Cards sized 5" x 8"
- 5) Make all cheques payable to S.A.C.

SOARING ASSOCIATION OF CANADA

Oct. 1, 1972

List of Member Clubs

* Changes

1. QUEBEC & MARITIMES ZONE:

- *Air Cadet League(Quebec), 5726 Sherbrooke St.W, Box 340, NDG, Montreal 260, P.Q.
- Appalachian Soaring Club, Box 271, Sherbrooke, P.Q.
- Buckingham Gliding Club, 146A MacLaren Street, Buckingham, P.Q.
- Champlain Soaring Association, 11655 Laforest, Montreal 356, P.Q.
- Lahr Gliding Club, c/o Capt. B. Irwin, 1CAG H.Q., CFPO 5000, Belleville, Ont.
- Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.
- New Brunswick Soaring Association, c/o F.Fowler, Box 2086, Sta."C", St.John,N.B.
- Quebec Soaring Club, Box 9267, Quebec 10, P.Q.
- *Soaring Club of Nova Scotia, Box 513, Truro, N.S.

2. ONTARIO ZONE:

- Air Cadet League(Ontario), c/o R.E.Nevin, 1107 Avenue Road, Toronto 12, Ont.
- Air Sailing Club, Box 618, Station "K", Toronto, Ont.
- Algoma Soaring Club, Box 921, Sault Ste. Marie, Ont.
- Belleville Flying Club (1960), c/o J.E. Marker, Box 322, Belleville, Ont.
- Bonnechere Soaring Inc., Box 35, Deep River, Ont.
- Caledon Gliding Club, R.R. No. 1, Erin, Ont.
- Central Ontario Soaring Association, Box 762, Peterborough, Ont.
- Chatham Air Cadet Gliding Club, 561 Lacroix Street, Chatham, Ont.
- Erin Soaring Society, Box 23, Erin, Ont.
- Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ont. K1P 5S5.
- Lakehead Gliding Club, Box 161, Station "F", Thunder Bay, Ont.
- London Soaring Society, Box 773, Station "B", London, Ont.
- North Bay Gliding Association, Box 1612, Hornell Heights, Ont.
- Pioneer Soaring Inc., c/o D. Brown, 11 Norbury Crescent, Scarborough, Ont.
- Rideau Gliding Club, c/o H. Janzen, 172 College Street, Kingston, Ont.
- SOSA Gliding Club, Box 654, Station "Q", Toronto 7, Ont.
- Toronto Soaring Club, Box 192, Station "C", Toronto 3, Ont.
- 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:

- Melville District Gliding & Soaring Club, Box 961, Melville, Sask.
- Red River Soaring Association, Box 1074, Winnipeg, Man.
- Regina Gliding & Soaring Club, Box 406, Regina, Sask.
- Winnipeg Gliding Club, Box 1255, Winnipeg, Man., R3C 2Y4.

*4. ALBERTA ZONE:

- Cold Lake Soaring Club, Box 1714, Medley, Alta.
- Cu-Nim Gliding Club, Box 5922, Station "A", Calgary, Alta.
- Edmonton Soaring Club, Box 293, Edmonton, Alta.
- Red Deer Soaring Association, Box 963, Red Deer, Alta.
- Yukon Soaring Association, 508 Hanson Street, Whitehorse, Yukon Territory.

5. PACIFIC ZONE:

- Alberni Valley Soaring Association, c/o D.Pearson, R.R.No.3, Port Alberni, B.C.
- Comox Gliding Club, c/o Cpl. D. Webber, CFB Comox, Lazo, B.C.
- Kamloops Soaring Club, c/o D.Lurkins, 627 Alberni Street, Kamloops, B.C.
- Vancouver Soaring Association, 1461 Terrace Street, North Vancouver, B.C.
- *Van Isle Gliding Association, c/o R.J. Hansen, R.R.No.2, Courtney, B.C.