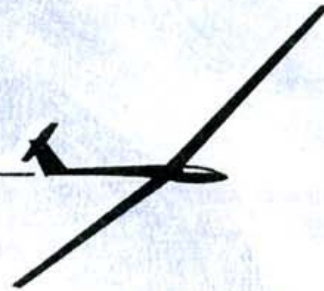


Jan/Feb 73



Free flight

official publication of
THE SOARING ASSOCIATION OF CANADA

ORGANIZATION - 1972

<u>DIRECTORS & OFFICERS</u>	<u>NAMES AND ADDRESSES</u>	<u>TELEPHONE NOS</u>
<u>PRESIDENT:</u>	David J. Marsden, 3920 Aspen Drive West, EDMONTON, Alta. T6J 2B3	403-434-8859 (H) 403-432-3705 (B)
<u>VICE-PRESIDENT:</u>	Walter J. Piercy, 184 Churchill Crescent, KINGSTON, Ontario. K7L 4N2	613-546-9937 (H) 613-544-6000 (B)
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<u>DIRECTOR, ONTARIO ZONE:</u>	W.J. Piercy (As above)	
<u>DIRECTOR, PRAIRIE ZONE:</u>	J. Tinkler, 364 Waverley Street, WINNIPEG 9, Man. R3M 3L3	204-284-2870 (H)
<u>DIRECTOR, MOUNTAIN ZONE:</u>	D. Skinner, 3831 - 7th St. S.W., CALGARY 6, Alberta	403-243-2826 (H)
<u>DIRECTOR, PACIFIC ZONE:</u>	K. Godfrey, 4447 West 13th Avenue, VANCOUVER 8, B.C.	604-228-9521 (H)
<u>DIRECTOR-AT-LARGE:</u>	D. Tustin, 581 Lodge Avenue, WINNIPEG 12, Man. R3J 0S7	204-888-5437 (H)
<u>DIRECTOR-AT-LARGE:</u>	D. Winger, 394 Dundurn St. S., Apt. No. 1, HAMILTON 12, Ontario	416-529-0133 (H)
<u>TREASURER AND MEMBERSHIP SECRETARY:</u>	Mrs. Terry Tucker, 786 Chapman Boulevard, OTTAWA, Ont. K1G 1T9	613-733-2165 (H)
<u>F.A.I. AWARDS & RECORDS:</u>	Charles M. Yeates, 33 Simcoe Place, HALIFAX, Nova Scotia	902-453-0364 (H) 902-423-8141 (B)
<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	



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 1/73.

January-February, 1973.

1973 ANNUAL GENERAL MEETING

The 28th Annual General Meeting of the Soaring Association of Canada will be held in Kingston, Ont., on Saturday, 24th March, 1973. The meeting will take place at the Holiday Inn commencing at 9:00 A.M., followed by the "Social Hour" at 6:30 P.M. and dinner at 7:30 P.M.

The Agenda for the Meeting, together with Proposals and S.A.C. Committee Reports received up to January 30th, 1973, are included in this issue as Appendix I.

NOMINATION OF TWO DIRECTORS-AT-LARGE:

After the mail vote has been completed and the 5 Zone Directors have been elected, there will be an opportunity at the A.G.M., for the members present, and their proxies, to elect two Directors-at-large. Keep this in mind and be prepared to nominate someone from any Zone, with enthusiasm, ability and time available to contribute to the Association. The eighth directorship will be held by David Marsden, who was President throughout 1972.

Mail nominations for the two Directors-at-Large to Mrs. Terry Tucker, Box 1173, Station B, Ottawa, Ont., K1P 5A0, before March 16th. The signatures of five current S.A.C. members are required for a mail nomination, together with the consenting signature of the nominee.

We, the undersigned members of S.A.C., hereby nominate:

_____ of _____
as a candidate for election to the Board of Directors of S.A.C.

Signed: _____ Club _____ Signed _____ Club _____

Signed: _____ Club _____ Signed _____ Club _____

Signed: _____ Club _____

Candidate's consenting signature: _____

PROXIES:

A Club which is unable to have a representative at the A.G.M. will lose its voting rights unless the club appoints a proxy. Written notice of a proxy appointment, signed by the Club President, should be mailed to Box 1173 before March 16th, 1973. Notices of proxy appointments may also be brought to the A.G.M. by the proxy representatives.

TROPHY AWARDS AT A.G.M.:

The number of trophies increases every year, and reminders are necessary to obtain information to decide on some awards.

Roden Trophy:

This trophy is awarded annually to the Club with the best utilisation of its equipment for the year. The formula gives all clubs, large and small, a chance to win. Will all clubs, who have not already done so, please submit their annual statistics - flights, hours, miles, for club and private aircraft, including number of machines and launch method - to Bob Gairns, 130 St. Francis Street, Chateaugay, P.Q. (For blank form see p.43 of Issue 6/72).

B.A.I.C., Canadair and "200" Trophies:

The B.A.I.C. trophy is for the best flight of the year; the Canadair trophy is for the 5 best flights in 1972, and the "200" trophy is for the 5 best flights during 1972 by a pilot who did not have more than 200 hours logged at the beginning of the season.

The rules and scoring for these 3 trophies are:

Free Distance	..	..	..	1.00	points/mile.
Distance to Goal	..	..	..	1.25	" "
Triangle	..	..	..	1.50	" "
Out and Return	..	..	..	1.50	" "
Altitude Gain	..	..	..	1.00	" /150 ft. gain.

All flights must originate in Canada and the only flights which will be accepted for these trophies are those for which basic details were submitted within 14 days of their completion.

Flights to qualify for the above trophies should be sent to: Jeff Tinkler, 364 Waverley Street, Winnipeg 9, Manitoba. R3M 3L3.

TROPHY AWARDS AT A.G.M. (Cont.)

Instructor's Award:

This award is presented annually to the Instructor who has contributed the most to the Canadian soaring movement during the year. Will all C.F.I.'s who have not already done so, please return their nominations to Walter Piercy.

MAIL ELECTION OF 5 ZONE DIRECTORS:

Quebec & Maritimes Zone - Terence Beasley (Montreal Soaring Council).

Ontario Zone - Douglas C. Winger (SOSF. Gliding Club).

Prairie Zone - Jeff Tinkler (Winnipeg Gliding Club).

Alberta Zone - Not yet determined.

Pacific Zone - Keith Godfrey (Vancouver Soaring Assoc.)

VOTING POWER OF CLUBS AND INDIVIDUALS:

Club (Inc. Corporate)	..	..	..	..	20 votes
Club-Affiliated Member	..	..	..	..	1 vote
Married Couple Membership	..	..	..	..	1 "
Individual Membership (no Club)	..	..	..	..	1 "
Junior & Associate Memberships	..	..	..	..	No votes

(For breakdown of S.A.C. Member-club votes, see 1972 Membership report in Appendix I to this issue).

COMMITTEE REPORTS:

In a letter dated December 19th, 1972, Vice-President Walter Piercy reminded all Committee Chairmen of the decision reached at an earlier A.G.M. that we should try and publish reports in an issue of "Free Flight" ahead of the A.G.M. At the A.G.M. it would then only be necessary to briefly answer any questions which might come up, leaving more time at the meeting for other business.

The reports which have been received up until Jan. 30th are included in Appendix I to this issue. The balance will, we hope, be available at the A.G.M. and also published in the next issue of "Free Flight".

1972 A.G.M. MINUTES:

Contrary to the note in Free Flight Issue 6/72, (due to the length of this issue) it has been decided not to publish the 1972 Minutes again. They were published in Free Flight Issue 3/72 - April-May 1972. Anyone wishing to read them and not having Issue 3/72 available, may obtain a copy from Mrs. Terry Tucker, 786 Chapman Boulevard, Ottawa, Ontario, K1G 1T9.

Extra copies of Appendix I of this issue and the 1972 A.G.M. Minutes will be available at the 1973 A.G.M.

1973 NATIONALS:

The Winnipeg Gliding Club will be hosting the 1973 National Contest in Winnipeg. A tentative date of June 4th to 15th, 1973, has been set. For information, please write to: Glen Buhr, 725 Rousseau Avenue West, Winnipeg, Manitoba, R2C 1Y1.

1974 REGIONALS:

In accordance with Section 8.4 of the 1972 A.G.M. Minutes, two Regional Contests will be held in 1974, one in the East and one in the West. Directors of Clubs in both Eastern & Western Zones should consider whether they will be able to act as hosts.

Firm proposals are required at this A.G.M.

ACCOMMODATION AT THE A.G.M.:

Your nearest Holiday Inn will make a reservation for you at the Holiday Inn in Kingston.

S.A.C. AIRSPACE COMMITTEE:

Our Airspace Committee, with Dave Tustin as chairman, has been expanded with the addition of Major Norm Ronaasen of C.F.B. Cold Lake. Norm is President of the Cold Lake Gliding Club and has also been an instructor with the Lahr Club in Germany. He is an Air Force test pilot and says his favourite airplane is the CF-104 Starfighter, which definitely couldn't qualify as a powered sailplane. Since Norm is familiar with aviation from a military point of view, he will be able to bring that additional balance to the committee. His experience in Germany, where their airspace is much more crowded than ours, should be valuable too.

We have had notification from the M.O.T. of its intention to lower the base of the southern control area from flight level 230 to flight level 180. This will severely limit our wave flying and unless we are able to make special arrangements, it will eliminate the possibility of Diamond height gain in Canada.

A trial airspace reservation in the Pincher Creek area was arranged on Thanksgiving weekend. Two pilots, Dick Mamini and Klaus Stachow were able to go to 29,000 ft. which was the top of the block which was reserved. They both had to break off the climb while in 600 to 800 fpm lift. Dick Mamini was able to contact the Calgary Approach Control on 118.3 MHz to check the feasibility of obtaining in-flight clearances. This experiment was evidently quite successful and some such arrangement for special clearance will probably be the best solution to this problem.

An extrapolation of this picture shows the future sailplane rather heavily loaded with electronic gear and the pilot spending more time operating radios than the more conventional tasks of getting the best out of the weather. I hope we can reserve a little space in the vast ocean of our skies for non-commercial, non-military flight.

D.J.M.

SELF LAUNCHING SAILPLANES:

I am glad to be able to report that the negotiations of our Self Launch Sailplane committee have come to a satisfactory conclusion with agreement between the Ministry of Transport and S.A.C. on our proposal presented in Ottawa on the 18th of October.

(Cont.)

SELF LAUNCHING SAILPLANES (Cont.)

The rules agreed on were published in detail in Free Flight Issue 6/72.

While the M.O.T. has definitely agreed to the proposals as outlined, they expressed a willingness to consider this to be a trial set of regulations which could be modified in the light of experience.

I would like to commend Terry Beasley for the excellent work he has done in getting together this proposal and making modifications to it according to opinions gathered in the questionnaire and suggestions offered by people at the Ministry of Transport. This is a good example of the kind of thing that can be done by the S.A.C. representing Canadian Soaring.

David J. Marsden,
President

SITE LOCATION MAPS:

Three maps are included in this issue: Algoma Soaring Club, Caledon Gliding and Edmonton Soaring Club.

By now most member clubs have sent in their site location maps. If your club is the exception, please do it now. Send sketches to Walter Piercy (184 Churchill Crescent, Kingston, Ont. K7L 4N2). Please indicate when submitting your sketch, whether you require extra copies to be printed for use as handouts. (100/\$2.00).

The masters of the site location maps are being kept for use by 'Chem' le Cheminant in his loose-leaf Historical Manual which he hopes to publish before too long. Make sure your club is included!

S.A.C. NEWS:

SECRETARY

I am pleased to report that Mrs. Terry Tucker of the Gatineau Gliding Club has taken on the job of Secretary of S.A.C. Terry is an active pilot with the Gatineau Club and is well known to those in the Ottawa - Montreal area. The job of Secretary is in addition to those of Treasurer and Membership Secretary which she already handles for us in a very capable fashion.

D.J. Marsden, President

INSURANCE

Harold Yardy, as chairman of the S.A.C. Insurance Committee has taken on the task of trying to arrange a group insurance policy for our member clubs which will ensure that adequate insurance coverage is available, and hopefully at a more favourable rate than we could get as individuals or even as separate clubs. Harold has a tentative proposal to put to S.A.C. member clubs. It appears to be basically different from existing policies in that it would be a blanket coverage for all gliders and towplanes owned by S.A.C. members for a premium paid directly by the S.A.C. There would appear to be a saving in the order of 50% compared with the rates we are now paying as individuals and clubs. The premium would be a fixed amount, but with a surcharge of up to 25% if we have a very bad year and a rebate of up to 30% if claims are light. This is still at an early stage and details have to be worked out. More detailed information * about the plan has been sent to the clubs for their comments and suggestions.

This insurance will mean a considerable saving to all clubs, but it will be especially important for the newer clubs, where the crash of an uninsured glider or towplane could wreck a club financially almost before it gets off the ground.

D.J.M

(* For complete details of the plan please see S.A.C. Insurance Committee report in Appendix I to this issue. Ed.)

S.A.C. NEWS

COMMITTEE FOR THE 1974 WORLD CHAMPIONSHIPS:

The committee is presently made up as follows:
C.M. Yeates, chairman, T.R. Beasley, D.B. Webb. Anyone who would like to help out with our preparations to send a team to this championship to be held in Waikerie, S. Australia, in January 1974, should get in touch with one of the committee members. If there is something specific that you would like to do, you should write to the chairman of this committee, as he will be coordinating the efforts.

Fund Raising has always been a problem. Sales of raffle tickets has been reasonably well supported in the past, but this usually involves the good efforts of only a few individuals. Is there some way of raising funds that would at the same time gain some good publicity for gliding, and perhaps help the clubs find new members and gain local support? A scheme such as a display at a local shopping centre combined with a raffle might work, and has been suggested before. If you have any suggestions or comments on fund raising, they would be most welcome.

David J. Marsden, President

*** **

INSTRUCTORS' COMMITTEE:

Walter Piercy, chairman of this committee, has put forward proposals to M.O.T. concerning Glider Instructor Ratings. The M.O.T. now advise us that the appropriate section of the Personnel Licensing Handbook has been revised. This to include further exemptions from the experience requirements, with respect to experienced aeroplane pilots and flight instructors wishing to obtain a Glider Instructor Rating.

An advance copy of this revised section of the Personnel Licensing Handbook has been received from M.O.T. & is reprinted in this issue of Free Flight for your information. (See next pages. Ed.)

D.J.M.

*** **

CHANGE IN ADDRESS:

Please note that the S.A.C. Box postal zone has been changed to KIP 5A0.

*** **

SECTION 2

GLIDERS

The holder of a Canadian Glider Pilot Licence may be issued with an Instructor Rating provided the following requirements have been met:

1. Age

An applicant shall have reached his 18th birthday.

2. Experience

Except as otherwise provided for in para. 3, an applicant shall have completed not less than:

(a) 20 hours flight time in gliders including at least 125 flights of which not less than 10 flights shall have been completed in a two-seat glider; or

(b) 10 hours flight time in gliders including at least 200 flights of which not less than 10 flights shall have been completed in a two-seat glider.

3. Exemption from Experience

The total flight time and the total number of flights may be reduced by 25% in the case of an applicant who holds a Private or higher Pilot Licence valid for aeroplane privileges.

An applicant with aeroplane pilot experience in excess of 100 hours and holding a Private or higher Pilot Licence valid for aeroplane privileges may be granted an Instructor Rating, Gliders, after completing a minimum of 10 hours flight time in gliders and at least 50 flights with not less than 10 of these flights in two-seat gliders.

An applicant with a Commercial or higher Pilot Licence valid for aeroplane privileges, and also possessing a valid Flight Instructor Rating (Aeroplane) may be granted an Instructor Rating, Gliders, after completing a minimum of at least 25 flights in gliders with not less than 10 of these flights in two-seat gliders.

4. Skill

An applicant shall have submitted a letter of recommendation from the holder of a valid Canadian Glider Pilot Licence endorsed for instructor privileges, certifying that the applicant has carried out the required number of flights and, that he is considered to have reached a satisfactory standard of experience, knowledge and skill to act as a glider instructor. Form 26-0083 Flight Crew Licences - Application for Endorsement, duly completed in the appropriate sections shall have been submitted with the letter of recommendation.

5. Acrobatic Endorsement

An applicant shall have

- (a) provided to the appropriate Regional Superintendent, Air Regulations a recommendation from the holder of a Glider Instructor Rating with acrobatic endorsement certifying that he has demonstrated his ability to perform and instruct on acrobatic manoeuvres in gliders; or
- (b) demonstrated his ability to perform and instruct on acrobatic manoeuvres to the satisfaction of a Department of Transport Flight Training Standards Inspector.

6. Renewal

The maximum period of validity shall be 36 months. Renewal of the rating will require

- (a) a minimum of 3 hours flight time as a glider instructor during the preceding 12 months; or
- (b) a recommendation from the holder of a valid Canadian Glider Pilot Licence, endorsed for instructor privileges, certifying that the applicant is familiar with current instructional techniques and is competent to act as a glider instructor.

TECHNICAL COMMITTEE

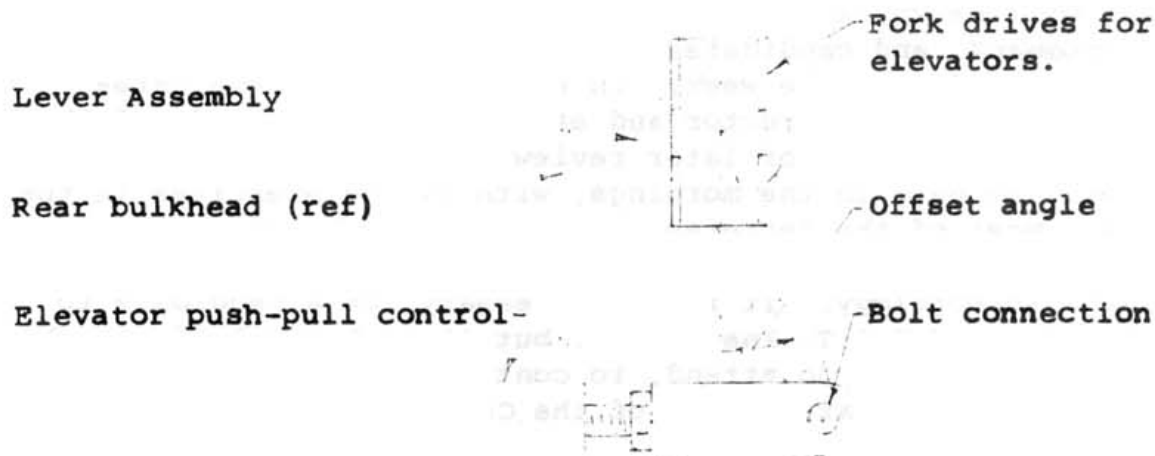
From T.R. Beasley

CAUTIONARY NOTICE

Glider: L-13 Blanik

Two incidents have come to our attention where a Blanik had the elevator controls incorrectly assembled. The result of the error is not detectable from the cockpit as the stick still has full range of movement.

Reference to the sketch below should clarify the problem:-



When the tailplane and elevator sections are folded up they disengage with the driving forks shown, and the lever assembly is free to float. It is impossible for the problem to occur unless the bolt connection indicated is removed (perhaps for cleaning and lubrication) and the lever assembly replaced the wrong way round; thus having the offset angle shown reversed.

It is also impossible for this error to remain undetected if correct procedures are observed, viz, dual inspection after disconnection of control circuits and CHECK FOR FULL AND CORRECT MOVEMENT OF THE CONTROL SURFACES BY REFERENCE TO THE AIRCRAFT MANUALS OR TYPE CERTIFICATE. See also April/May 1972 Free Flight report on Bergfalke. The conclusion was the same so please do not read these notices with a "it could not happen to us, we don't have a Bergfalke/Blanik/etc." Murphy may catch your glider too.

S. A. C. N E W S

S.A.C. INSTRUCTOR COURSES - 1973:

In 1973 there will be two one-week S.A.C. Instructor Courses - one at CFB Penhold, Red Deer, Alberta, during the week of April 14 to 20, 1973, inclusive, for the 3 Western Zones; and at Pendleton, Ontario, during the week of May 20 to 26, 1973, for the Eastern Zones.

In order to make the Courses worthwhile, it will be necessary to have a minimum of 10 candidates for each Course. The Association will subsidize one-half of the air time cost, and it is hoped that some sort of travel subsidy may be received from the various Provincial Sport groups involved.

There will be check-out rides at the beginning to determine pilots-in-command, and candidates will remain paired off for the flying exercises during the week. In each pair, the candidates will take turns being instructor and student, and the words of the instructor will be taped for later review in the lecture room. Lectures will be held in the mornings, with flying exercises in the afternoons. Most of the lectures will be handled by the Course Directors, but there will be guest lecturers from M.O.T. in Aerodynamics and Meteorology. It is not necessary for a candidate to be a fully-licenced M.O.T. Instructor, but it is helpful if a number of licenced instructors do attend, to contribute their knowledge and experience to the seminar aspects of the Course.

The locations of the Courses are rapidly becoming famous spots for spending economical one-week vacations in the excellent company of fellow-enthusiasts. It appears the daily fee at Penhold will again be \$4.00 for bed and board; and \$2.00 daily at Pendleton for a bed and facilities for cooking batchelor meals.

A \$20.00 cheque deposit, made out to S.A.C., must accompany each request to attend, and these should be in the hands of Don Skinner, 3831 - 7th Street S.W., Calgary, Alberta T2T 2Y4, prior to March 15, 1973 for the West Course; and in the hands of Walter Piercy, 184 Churchill Crescent, Kingston, Ontario, K7L 4N2, prior to April 15, 1973, for the East Course. As in the past, the cheque will be forfeited if the person does not attend - we therefore recommend that each Club contributes the \$20.00 for each of its candidates, and arranges for an alternate to attend if a candidate cannot make it at the last minute.

Walter J. Piercy, Chairman,
S.A.C. Instructors' Committee.

(Additional details on the Western
Instructors' Seminar on next page. Ed.)

S.A.C. WESTERN INSTRUCTORS' SEMINAR:

In addition to Walter Piercy's details on the Instructors' Courses, the following information has been taken from a letter Don Skinner sent to all Western Club Presidents & C.F.Is dated January 12, 1973. Ed.

"With a lay-off of one year in the Western Instructors' Seminar, a bigger show is well underway for '73, and enrolments are already one-half of that expected.

1. It appears we will once again have the use of the N.C.O.'s quarters and mess for the school which means comfortable rooms and three full meals a day for roughly \$4.00 per day!
2. We will probably have the use of the Calgary Club's Bergfalke, but there is also a chance we may be able to secure Edmonton's 2-33. Johnston Air Services will supply the air towing at \$4.00 per 2,000 ft. tow. Based on the previous schools at Penhold, the maximum cost per person for the whole school should not exceed \$60.00 total. This excludes travel and entertainment costs.
3. All of us will have to have a copy of the S.A.C. Instructors' handbook (obtainable from Box 1173, Stn. B, Ottawa, K1P 5A0, at a cost of \$1.25) and a copy of the F.A.A. Flight Instructors' Handbook which we will have on hand for around \$2.00.
4. A tape recorder is used in the trainer for recording in-flight instruction and replaying for evaluations later. The small cost of this recorder is split up among those attending.
5. Every instructor, regardless of his experience, should try to attend these schools as the group discussions and sessions with the M.O.T. people on Aerodynamics and Met., plus the flying segment, are invaluable to a serious instructor. Pilots planning on becoming instructors are also welcome to attend.
6. Penhold is just a few miles south of Red Deer and candidates will have no trouble locating it. Due to being billeted in N.C.O.'s quarters, those attending should bring a sports jacket, slacks and a tie - and a bath towel.
7. With the advent of excellent licencing arrangements for self-launching sailplanes in Canada, there will no doubt be a lot of discussion on the subject at the Seminar. The Air Cadet League in Alberta reportedly has a Motorfalke on order and there is a slim possibility we may see it at Penhold.

Due to the considerably smaller instructor force in the west over that of the east, these seminars will probably only be held every second year (unless the S.L.S. influence is great) so please bear this in mind when debating how much your club needs an increase or improvement in its instructor strength. Attractive certificates with a coloured photo of "the intrepid group" attending will be available after the seminars.

D.G. Skinner, Director -
Western Instructors' School

GUIDE TO STUDENT PERFORMANCE APPRAISAL

By Graham Wright, SOSA G.C.

	Far Exceeds Require- ments	Exceeds Require- ments	Meets Require- ments	Needs Some Improve- ment	Fails to Meet Min. Require- ments
Factors %	90 - 100	70 - 90	50 - 70	30 - 40	0 - 30
<u>Airmanship</u>	Does not re- quire an air- plane in order to fly	Flies the airplane 100% of the time	Airplane flies itself 50% of the time	Sometimes places wrong feet on rudder pedals	Continues to manipulate stick with feet
<u>Theory of Flight</u>	Can lecture on Aeronautical Engineering	Has a B.Sc degree in Aeronauti- cal Engin- eering	Can spell 'Aeronautical Engineering'	Confuses lift with drag	Believe 'flap lever' actuates up & down motion of wings
<u>Navigation</u>	Has unerring instincts of homing pigeon	Can read and understand aeronautical maps	Can correctly fold aero- nautical maps	Occasionally loses air- field while on final approach	Cannot distin- guish between land & water on a clear day
<u>Soaring Ability</u>	Can maintain altitude indef- initely even in a snowstorm	Can remain aloft after dark	Is able to complete a landing pat- tern from 1000' launch	Frequently undershoots following release from 2000' tow	Prefers to re- main on tow for duration of flight
<u>Air Regulations</u>	Works for the M.O.T.	Has girlfriend who works for the M.O.T.	Can correctly make paper airplanes from "Notams"	Paper air- planes invari- ably spin into fireplace	Believes M.O.T. to be the typist's initials

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EXCLUSIVE CANADIAN REPRESENTATIVE OF SPORTAVIA - PUTZER G.M.B.H. & CO.

WE OFFER A UNIQUE RANGE OF HIGH PERFORMANCE
SINGLE OR MULTI-SEATER MOTORGLIDERS

RF 5-B- SPERBER

Tandem two seater, a superb
soaring machine.
With power on, also an
excellent machine for cruising.

TECHNICAL SPECIFICATIONS:

Engine: SPORTAVIA-Limbach SL1700E
68 hp at 3,600 r.p.m.
Max. diving speed 140 m.p.h.
Cruising speed 100 m.p.h.
Stalling speed 43 m.p.h.
Rate of climb 591.00 ft/m.
Minimum sink (single) 2.5 ft/sec.
Minimum sink (dual) 3.1 ft/sec.
L/D 1:26

SF 25 C-FALKE

Robust side by side two seater
with excellent soaring and
cross country performance.
Very low operating cost,
ideal for training.

Engine: SPORTAVIA-Limbach SL1700EA
60 hp at 3,400 r.p.m.
Max level speed 112 m.p.h.
Cruising speed 100 m.p.h.
Stalling speed 40 m.p.h.
Climbing speed 450.00 ft/m.
Min. sinking speed about.. 3.3 ft/sec.
L/D about 1 in 23

SFS 31 - 'MILAN'

The outstanding single seater
motorglider.
It is truly a one man sail-
plane.
Perfect taxiing and ground
handling without any assistance
whatsoever makes the 'MILAN'
the ideal machine for people
at far-away places, the loner,
or for the competition pilot
an invaluable sailplane for
training without retrieve
crew problems.

Engine: RECTIMO 4 AR 1200
39 hp at 3,600 r.p.m.
Mean wing loading ... 6.65 lbs/sq.ft.
Cruising speed 112 m.p.h.
Stalling speed 43.5 m.p.h.
Climbing speed 591.00 ft/m.
Min. sink 2.70/3.11 f/s.
L/D 29/26
Operating range at
engine cont. power 440 st. m.

MOTORGLIDERS OFFER YOU MORE FLYING FOR
YOUR DOLLAR THAN ANY OTHER FLYING MACHINE
INCLUDING HANG-GLIDERS OR BALLOONS

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E. BALINT
R.R. No. 2 Blackstock
Ontario.

L.A. HAUNSBERGER
R.R. No. 2 Bowmanville,
Ontario.

COWLEY AIRPORT (PINCHER CREEK):

The Government of Alberta has designated Cowley Airport as a gliding site under the control of the Alberta Soaring Council. The airport has been maintained by the Department of Lands and Forests for use by water-bombers in case of forest fires, and they have reserved the right to use it for this purpose if the need arises, but other than that it is exclusively for the use of the gliding clubs.

This airfield is located in exactly the right place to make best use of wave conditions generated by the Livingstone Range of the Rockies. This is probably one of the finest wave soaring sites in the World, and we should take full advantage of this opportunity to develop our sport.

More information on this is to follow, as soon as it is available.

David J. Marsden

1973 FEDERAL GOVERNMENT GRANTS TO STUDENT-ATHLETES:

S.A.C. has been asked to submit applications as per the attached letter from the Department of Health & Welfare (see next pages). If a member of a Club qualifies, please have him obtain copies of the application form from a nearby High School, University, or from Box 1173. (A sample form is included in this issue. A xerox copy of the form may be taken since applications must be submitted in duplicate).

Please note that although a deadline of February 15th, 1973, has been set, it is hoped that this will be extended.

Walter J. Piercy

* FOR SALE:- A new 26' covered glider trailer on custom *
* heavy-duty undercarriage with F 78-15 tires. Heavy *
* duty hitch. Easily adaptable to any glider. *
* Contact: J.P. Parkinson, 782 Eastvale Drive, Ottawa, *
* K1J 7A1, Ontario. (613) 746-6679. *
* *****

HEALTH AND WELFARE CANADA

SPORT CANADA

1973 GRANTS-IN-AID TO CANADIAN STUDENT-ATHLETES

On the assumption that funds will again be available for grants-in-aid to student-athletes, we are circulating application forms relative to 1973.

If you expect to be pursuing your educational program in 1973-74 and are interested in applying for a grant, please complete the enclosed application in duplicate and return to the address below by February 15th, 1973.

NOTE: Those who received grants in 1970, 1971 or 1972 must complete and return the application form. This applies to recipients of renewable grants who plan to continue their educational program and to recipients of non-renewable grants who wish to apply for a 1973-74 award.

The following points will be of interest:

1. In general the grants will have the following values:

Students in degree programs - \$1,800.

Students in community college, CGEP or equivalent programs - \$1,200.

Students in high school programs - \$600.

2. Following the deadline date, February 15th, national sports governing bodies will rate the applicants in their respective sports. A national selection committee will then review the applications and recommend the names of recipients to the Minister. It is hoped that the names of recipients can be announced about May 1st, 1973.
3. Preference will be given to athletes of national and international status. The need factor will be given consideration where known.
4. Unless there are exceptional circumstances, recipients will be expected to attend Canadian educational institutions. Applicants who do not plan to attend institutions in Canada must submit an explanatory letter with their application.

1973 GRANTS (Cont.)

5. All student-athletes are eligible to apply.
6. Recipients must be Canadian citizens or have made application for Canadian citizenship.
7. Each recipient is expected to continue training and competition in his/her sport. This does not necessarily have to be in the educational institution's athletic program.
8. No grant will be paid until a letter has been received by Sport Canada stating that the recipient has been accepted for enrolment in the 1973-74 academic year. The letter must be signed by the registrar or other appropriate official in the educational institution concerned.
9. As noted on the application form, recipients must:
 - (a) verify that receipt of a grant will not jeopardize their amateur status. Sports governing bodies will give guidance on this matter.
 - (b) Adhere to the maximum summer wage ceiling indicated on the application form.
10. It is expected that recipients, when not in training or competition, will contribute to their sport when and as requested by their national sports governing body or other appropriate agency or institution.
11. Students applying as hockey players should contact Hockey Canada, P.O. Box 1230, Toronto 7, Ontario. All other sports are included within this grant program.

PLEASE RETURN COMPLETED FORM TO:

Grants to Student-Athletes, Sport Canada, Health and Welfare Canada, General Purpose Building, Ottawa, K1A 1B3, Ontario.

form is p19 & 20 (omitted)

ONTARIO SOARING SOCIETY NEWS

The Presidents of the 20 Ontario Zone Member-Clubs of S.A.C. are also Directors of the newly-incorporated Ontario Soaring Society.

On the morning of March 25th, 1973, the day after the regular S.A.C. Annual General Meeting, at the Holiday Inn, Kingston, Ont., it is planned to hold an A.G.M. of the Society to elect new Officers, etc. This will give the Presidents of all Ontario Clubs an opportunity to attend both A.G.M.'s on the same week-end.

An Agenda, along with the Minutes of the 1972 Inaugural Meeting at Peterborough, Ont., will be forwarded to all Ontario Club Presidents shortly.

W.J. Piercy, President,
Ontario Soaring Society.

ONTARIO OPEN GLIDING CHAMPIONSHIP

SOSA will be host to a contest at Rockton this summer specially designed for relaxation and enjoyment - minimum retrieves, simple rules and procedures, no minimum experience requirement.

You only need one week's vacation for 10 contest days! Dates - July 28 to August 6 inclusive. Camping available. Barbecues included. We expect about 20 aircraft - won't you be one? Entries open to all Provinces. Details shortly. Make it a date!

Write: SOSA, Box 654, Station "Q", Toronto 7, Ont.

C O N G R A T U L A T I O N S - to Walter J. Piercy who was
- - - - - one of 41 recipients of a
special achievement award from
Premier William Davis of Ontario.

(See next page for details. Ed.) ..

The Premier
of Ontario

Parliament Buildings
Queen's Park
Toronto Ontario

December 6, 1972

Dear Walter:

On behalf of the people of the Province of Ontario, it gives me great pleasure to present you with this Award in recognition of your outstanding achievements in the field of sport.

Your achievements and, more important, the dedication which has made them possible, has been an asset to sport in this province. Your leadership and concern has been a tribute to competitive sport.

Your contribution to amateur sport in Ontario is deeply appreciated by all of our citizens.

Sincerely,

A handwritten signature in dark ink, appearing to read 'William Davis', with a stylized, cursive script.

William G. Davis.

Mr. Walter J. Piercy,
184 Churchill Crescent,
KINGSTON, Ontario.

The Premier
of Ontario

Parliament Buildings
Queen's Park
Toronto Ontario

Citation for Walter J. Piercy

Past president and director of the Soaring Association of Canada for many years, Walter Piercy recommended, organized and directed an instructor's course for Ontario glider pilots which has now been in successful operation for several years. Through his initiative and hard work, the Ontario Soaring Society was incorporated and the inaugural meeting held in the spring of 1972. Walter Piercy's dedication to gliding is an inspiration to Ontario people interested in the sport of soaring.

C L U B N E W S

CALEDON GLIDING CLUB:

(Letter from Graham Ball)

Winter '72:

It's that time of year when most of us start thinking of the coming season - considering the purchase of new instruments or, in a few lucky cases, a new sailplane. In retrospect we at the Caledon Gliding Club enjoyed a good season in '72. Included in a total of 1315 club flights were the solos of 12 members whose shirt tails are now tacked to the "big beam" in the clubhouse. (We're fast running out of beam!)

But in '73 we are looking forward to an even fuller season. This year we will enjoy the use of a double width grass runway (220 feet wide) allowing simultaneous take-off and landing operations. Our procedures are further advanced by the addition of a second towplane - a brand new Citabria. To ensure that we get the most out of these two new additions we have added a new 2-33A to the fleet. Therefore we start the coming season with five club ships, including three trainers (one Blanik & two 2-33A's) and two single seaters (one 1-26 & one 1-34).

In the past we have limited our membership so as not to overload the operation from the standpoint of instruction and solo traffic. However, in this coming season with our new equipment and facilities we will be in a position to welcome new members and certainly new instructors. In our "barn" clubhouse we enjoy a major party and Bar-B-Q at least once a month, usually with several equally successful impromptu get-togethers in between. Even this aspect of our club activity will be enriched by alterations to the clubhouse to make it more habitable.

In short things are looking up - (pardon the pun) - the sky's the limit! Drop in and take a look at our operation, visitors and new members welcome.

CVVA, SHERBROOKE:

(Letter from Wolf D. Seufert, CFI).

For once we reached the goal we had set for the season, and proud we are since it was rather immodest considering that we fly only one, but what a beauty of a Bergfalke III. We showed that we can consistently reach release altitudes of 1,500 ft. with the winch, sometimes even 2,000 ft. We trained nearly all of our students to solo, six of them obtained their 'B' badge, four of our members also got their 'C's. We made 654 flights at an average time of 9 min each and, what is especially pleasing, two of the guys who had started flying with us have now their No.3 Instructor's Rating. Though we operated out of Sherbrooke Municipal A/P with the winch to one side of the 7,000 ft runway, there was not a single scary incident. With just one plane, our successful attempts for silver altitude were not officially recorded but you'll see that change next year. We will try to get our second Bergfalke flying on June 1st, the K-8B will be up for sure on April 1st.

If you want your winch check-out before going to Europe, drop in on a Saturday or Sunday early a.m. Bring your license, and you'll get 6 winch tows plus 2 cable-break maneuvers at 150 and 400 ft. (with instructor, of course), this with a chance to soar the Bergfalke (max 30 mins.), for \$30. The price includes your weekend membership fee (\$2.) & \$4. of hull insurance contribution. Write a card to: Wolf D. Seufert, CFI CVVA, RR5, Sherbrooke, P.Q.

C L U B N E W S (CONT'D.)

"LONDON'S FIRST CONTEST A SUCCESS
IN SPITE OF DAMAGED SHIPS"

(Letter from Joe Thompson - London Soaring Society).

A 2-32, a 1.9 metre Diamant, a Primary and a Jolly were all extensively damaged at our meet on the 1st of January.

You've never heard of a Jolly, you say? Peter Flanagan would never forgive you; his pride and joy has (had) a 48" wing-span and travelled the greatest distance in the contest.

The occasion was the first of what hopefully will be an annual event. With the full size ships closeted away for the winter, Dave Little's suggestion for this event seemed ideal for frustrated glider pilots. The day turned out to be bitterly cold with winds of around 30 M.P.H., but this did not prevent a good turnout.

Three Snoopy type medals were made by Jim McEwan's daughter, Anne, and presented to Peter for greatest distance; Dave Miller for duration with the 2-32 (mostly inverted): Dave Little for the most spectacular crash with the Diamant. Refreshments afterwards at Jim McEwans were much appreciated.

The last season's soaring was lacking many big events such as badge legs, etc., due in the main to the uncooperative weather, which usually produced any decent soaring conditions mid-week. Peter Flanagan attempted 5 hours in his Spatz on three occasions, usually spending

most of the time scratching for lift, his maximum time, I believe, was around 3½ hours. We had only 3 flying days in October, but the last day was highlighted by Kurt Hertwig soloing at the end of the day. Now if only he could get his hands on the 1-26.

Financially the club is getting on to its feet and hopefully is now starting to grow on a sound basis. Our membership in 1972 grew steadily and the retention rate is quite high. With a growing number of solo pilots, the need for a medium performance single seater is growing. It will be a must if any Silver or Gold badge legs are to be earned by Club pilots in 1973.

It would seem that what this country really needs, if soaring is to achieve the popularity it deserves, is a form of subsidy for new clubs. This should not, I feel, be in the form of cash, but possibly a non-profit lease arrangement for equipment until a club can afford its own planes. Without assistance of some sort it requires not only dedication, but a lot of luck to carry a new club through its formative years. *I am not sure where the capital would come from to finance an operation of this kind, but just imagine what it would mean if say a 2-22 and an older 1-26 were available on a "pay as you use" basis for a period of two years, to a new club.

* See Editor's note below.

In England in 1947 a Trust Fund was established by Lord Kemsley with a capital of £100,000 for a similar purpose, i.e. provision of aircraft, flying sites and equipment essential to the promotion and development of flying and gliding clubs. The Fund was used for loans to people able to show ability to help themselves. (Taken from Sailplane & Gliding, Apr-May 1968).

Does anybody know of a likely Canadian equivalent to Lord Kemsley?

LETTER TO THE EDITOR

"Since the last S.A.C. A.G.M., a few ideas germinated in our club and we would appreciate it if you could give these ideas some publicity in order to see the response - if any - generated.

"You probably remember that \$16,000.00 in the S.A.C. kitty burning a hole in our collective pockets? At the AGM we did not know what to do with it. Later in 'Free Flight' we noticed the suggestion to use the money to hire a manager. We do not think the money is sufficient for that, besides perhaps a Government grant could be obtained for that purpose, as it was mentioned elsewhere in the same issue.

"Considering the more stringent limitations placed on private flying day by day, we feel that the accumulated funds would be better applied towards the acquisition of a National Soaring Site. This site should be purchased somewhere along the foothills of Alberta, perhaps near Hinton or Pincher Creek where both wave and thermal soaring is feasible. Having a permanent site, we believe that the M.O.T. would be approachable to grant a reserved air space for high altitude soaring. Is this suggestion too daring from an Ontario club? We can think of no worthier goal for the S.A.C.

"Another item we would like to voice an opinion on is that of motorgliders. We believe that the present F.A.I. regulations are stifling the designers' initiative by limiting certain design parameters at too early a stage of development of this new media of flying. This is not sour grapes on our part, since our Sperber is well within the present regulations. We believe that as long as minimum sink and minimum L/D conditions are met, no other limitations should be set, at least until the maximum design potential is explored by various manufacturers. Quite frankly we see nothing wrong with a four seater family motorglider even if it exceeds the weight limit set for motorgliders by the F.A.I. Any attempt of limiting fuel capacity, power loading, number of seats, etc. originates from a narrow-minded point of view and negates the versatility of the basic concept of this type of craft. Thus it makes no sense for us at all. We wish that the S.A.C. make strong representation to the F.A.I. in order to liberalize the present rules and definitions regarding motor-gliders.

"Your publication of this letter will be much appreciated."

Elemer Balint, President,
Central Ontario Soaring Association.

THE RHYME OF THE ANCIENT GLIDER-GUIDER

by Doug Winger - SOSA

It was an ancient glider-glider stoppeth one of three:
"By your long grey beard and your scrawny hand, whuffore yuh stoppen me?"
"Wait a bit and tarry for I've got a tale to tell
Of how I shot an albatross and cinched my place in hell.

For years I sought the albatross, first one, then two, then three.
And then a silver, then a gold, then diamonds one to three.
Then competition spurred my heart - the golden trumpet blew,
And I cast my lot with those who fly in heavens filled with Cu.

Whilst soaring on a ridge one day, enjoying levitation,
I swooped and soared and wheeled and dived till near the vegetation.
But then an albatross came by; it was a lucky stroke:
I followed him most carefully, his soaring skill to note.

We flew along both hill and dale through valleys to the sea,
And down along the crests of waves my mentor tutored me.
I was so proud to fly with him along the white-caps lapping
I scarcely could believe my eyes when his wings began a-flapping!

Water, water everywhere, and all the air did sink;
Water, water everywhere - Damn! I'm in the drink!
We sit there on the bobbing waves, drained of all emotion,
As idle as a painted ship upon a painted ocean.

Then as the last glug burped the air (glass doesn't float that well),
I made for shore: while overhead the gooney-birds loud yell
Made mocking cry to ships that die in nature's bubbling tub.
Ten thousand worth of fibreglass made like a sounding sub.

And when at last I made the shore some hunters happened by,
While overhead the gooney-bird still shrilled his mocking cry.
I grabbed a gun and aimed and fired - it was an awful roar:
The little fiend came tumbling down and fell dead on the shore.

Old salts say he's a mystery-bird that causes winds to blow
And when he's harmed the thermals turn to freezing rain and snow.
Well, this may be; and I know to some it was a dreadful loss:
But down by the sea, believe you me, don't trust no albatross!"

(Reprinted from the "SOSA News").

F O R S A L E

Ka8b - CF-SYZ, with A.S.I., Winter vario with audio, electric turn and bank, altimeter, compass, oxygen, parachute. Total time 310 hours. Wings refinished May 1971, steel tubing primed and painted 1972, new panel 1972. C. of A. till June 22, 1973. With covered wooden trailer - \$3,700
Contact: Stuart Bradley, 144 Main St., Fryeburg, Maine 04037. USA Tel: (207) 935-2202.

DOPPEL RAAB - Damaged. Ground Looped. Fuselage broken at tail section. Slight left wing tip damage, wood frame plywood skin - with instruments \$350.00, without \$200.00
Contact: John Anthoine, 290 Queen Street East, Sault Ste. Marie, Ontario.

PLANS FOR TERN SAILPLANE - NEW. Worth \$100.00, sell for \$75.00
Glide ratio 35:1.
Contact: John Belair, RR No. 6, Box 647, Ottawa, Ont. K1G 3N4. Tel: 822-2403. No collect calls please.

1-23G Complete with instruments, radios, oxygen, parachute. Excellent condition, new paint. Schweizer trailer.
Contact: Maurice A. Swertz, 452 Woodlawn Crescent, Weyburn, Sask. Phone 306-842-4558.

WINCH German factory built with level winder. 4,000 feet of new cable (the best made) mounted on a Buick with dynaflo transmission. For more information contact John Anthoine, 290 Queen St. East, Sault Ste. Marie, Ontario, or Phone: 705-253-9703 or 705-253-5736 (Home).

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-S.A.C. members and for commercial advertising (aviation supplies & aircraft sales by dealers) a charge of \$8.00 is made for a full page. (Ads of 1/2-page at \$4.00 and 1/4-page at \$2.00 are acceptable). Cheques for the latter should accompany the advertisement and be made payable to S.A.C.

F O R S A L E

Cont'd.

1-26A - With instruments. No trailer. Metalised wing.
Excellent condition. Refurbished 1972.
\$3,300.

Contact: Sosa Gliding Club,
 Box 654, Station "Q"
 TORONTO 7, Ontario

SCHWEIZER 2-22CK - Registration CF-PLT. Total hours 454 since
new. Asking price \$3,500.

Contact: Rideau Gliding Club
 c/o Hank Janzen,
 172 College Street,
 KINGSTON, Ont.
 Tel: 613-546-9281

W A N T E D: Late model SCHWEIZER 2-33 to replace present
 2-22.

Contact: Rideau Gliding Club (address above).

W A N T E D: 2-22 in good condition, preferably with
 trailer.

Contact: Huronia Soaring Association,
 c/o Mark Badior, 171 Hugel Ave. E.,
 MIDLAND, Ontario.
 Bus. Phone (705) 526-7871
 Home " (705) 526-5433

W A N T E D: Security 150 or similar very thin parachute;
 also wanted: electric variometer.

Contact: J. Dodds, Apt. 3,
 112A Avenue Road,
 TORONTO, Ontario. M5R 2H4.

W A N T E D: A two place sailplane in good condition.

Contact: Capt. E. Maliszewski C.D.,
 18 Cottingham Road,
 TORONTO 7, Ont.
 Tel: 416-921-2490.

SOARING ASSOCIATION OF CANADA
Box 1173, Stn. B, OTTAWA, Ont. K1P 5A0

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" & 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 ") ...	" "
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: John Firth,
542 Coronation Ave.,
OTTAWA, Ont. K1G 0M4
- 2) Item 5 available ALSO from J. Firth.
- 3) Items 6(a), (b) & (c) make up the S.A.C. Manual.
- 4) Item 6(d) Air Cards size 5" x 8".
- 5) Make all cheques payable to S.A.C.

Jan. 1, 1973

* Changes

SOARING ASSOCIATION OF CANADA

List of Member Clubs

1. QUEBEC & MARITIMES ZONE:

- Air Cadet League(Quebec), 5726 Sherbrooke St.W, Box 340, NDG, Montreal 260, PQ
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, Maj.D.F.McIntosh, 1 CAG Hqs.,SO AIR,CFPO 5000,Belleville,Ont.
Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.
New Brunswick Soaring Assoc., c/o F.Fowler, Box 2086, Sta."C", St. John, N.B.
*Quebec Soaring Club, Box 9276, Quebec 10, P.Q.
Soaring Club of Nova Scotia, Box 513, Truro, N.S.

2. ONTARIO ZONE:

- *Air Cadet League(Ontario), c/o J. Montle, 28 Ternhill Crescent, Don Mills, Ont
*Air Sailing Club, c/o R. Wiesbrock, 184 McCraney Street, Oakville, 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 1030, Deep River, Ont. K0J 1P0.
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.
Provincial Motorgliding and Soaring Association, R.R.No. 2, Blackstock, 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 Assoc., c/o W. Crawford, 3533 Derry Road East, Apt.1012, Malton, 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.

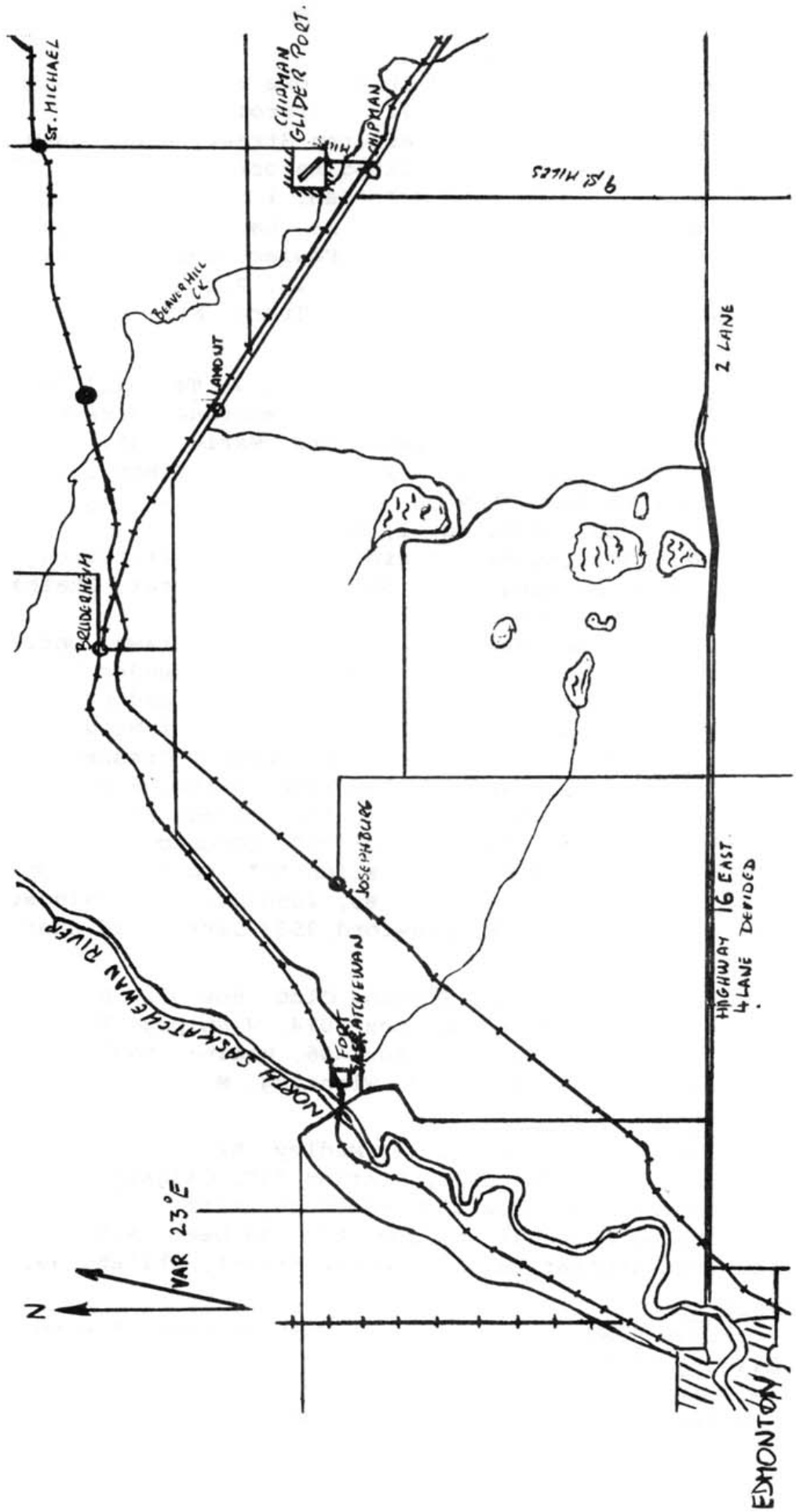
PACIFIC ZONE:

- 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.

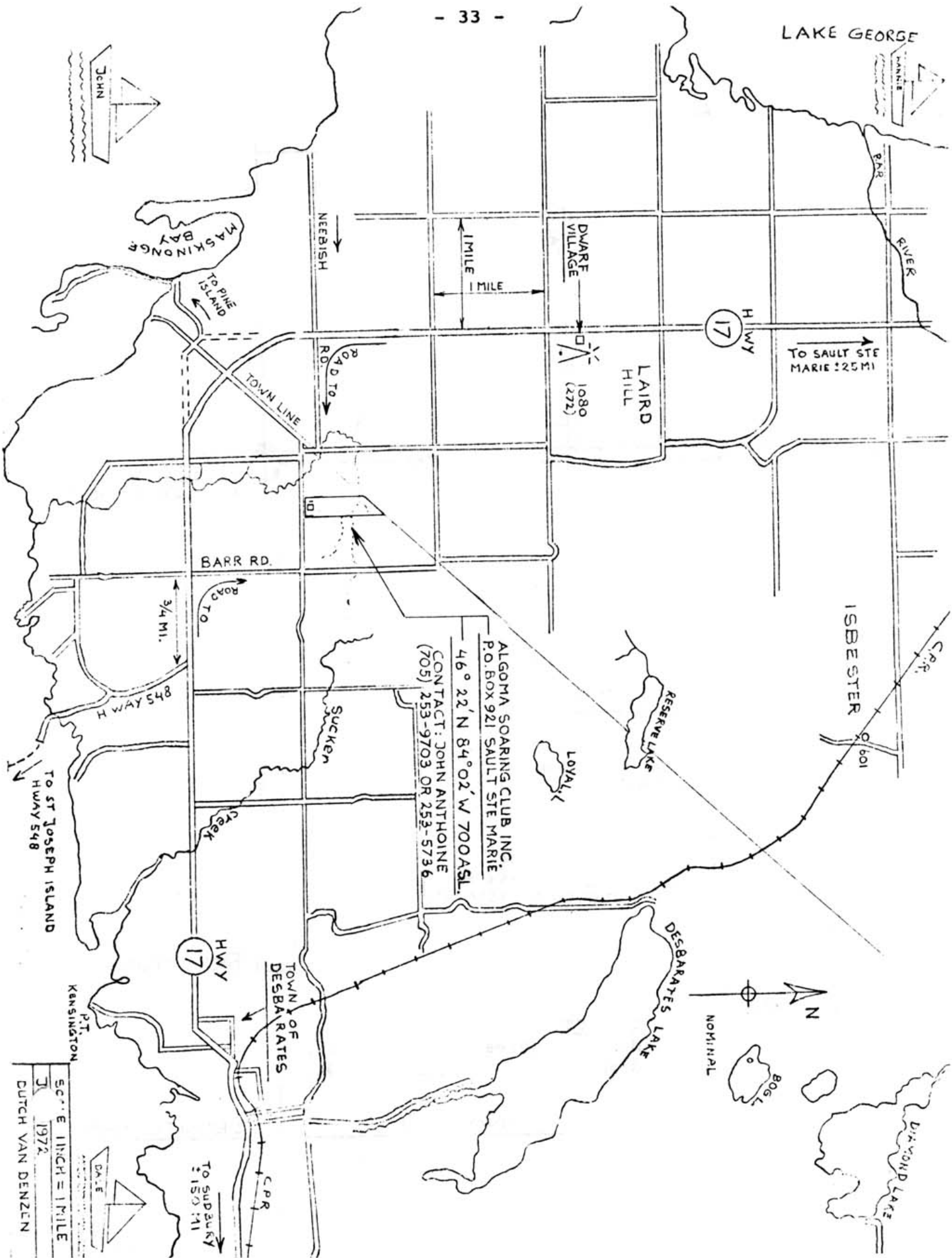
EDMONTON SOARING CLUBS BOX 293 EDMONTON
"CHIPMAN GLIDER PORT" (NEW LOCATION)

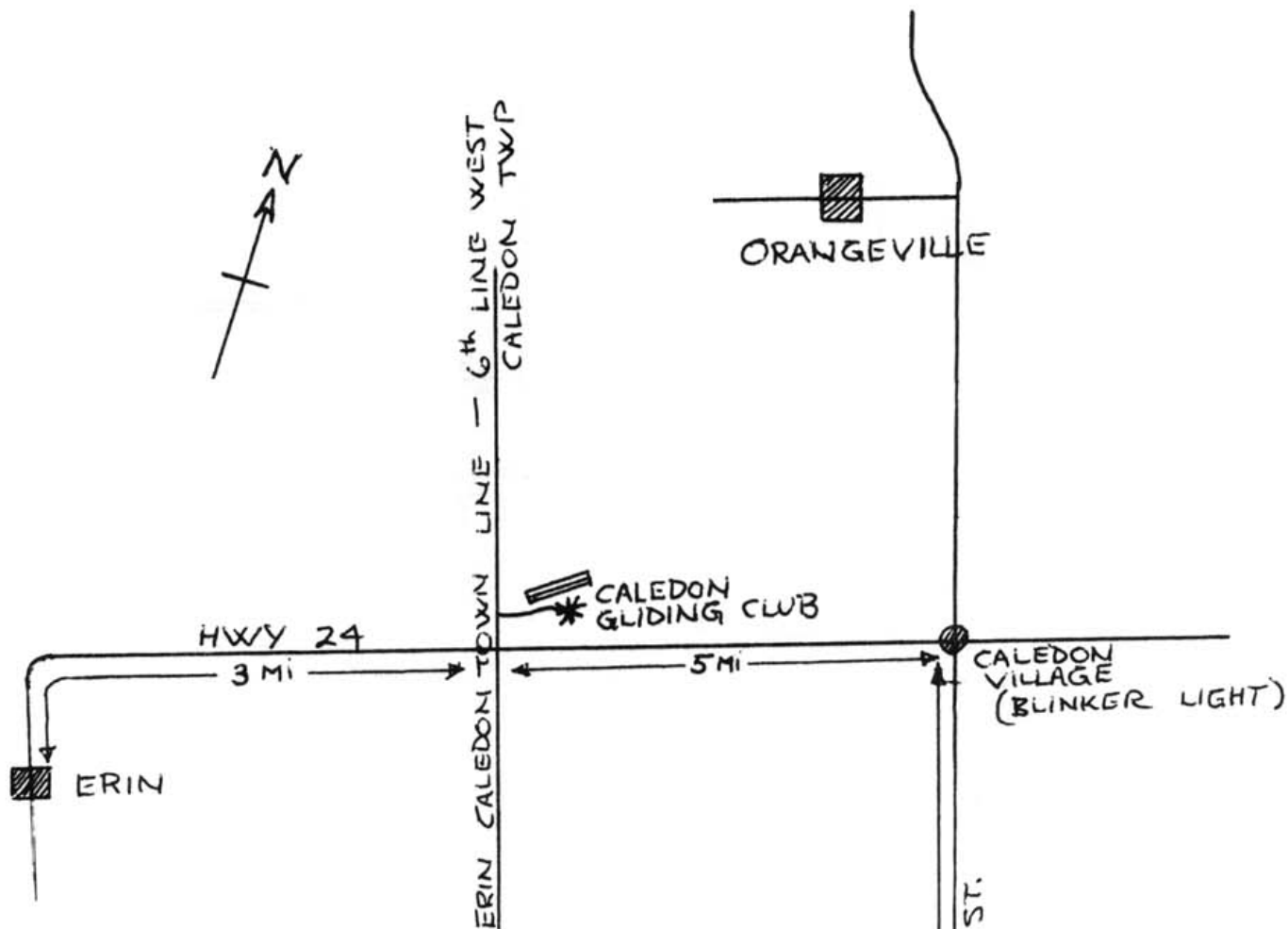
CONTACT : DAN PANDUR IN EDMONTON
W 424-9174 9551-102 AVE
H 474-6312 11935-56 ST

0 5 10
ST. MILES



D. Pandur





CALEDON GLIDING CLUB

NORTH SIDE OF HWY 24
AT 6th LINE WEST.

CLUBHOUSE
GRASS STRIP 220' X 2500'
2 TOWPLANES (CITABRIA - 150 HP.)
 (SUPERCUB - 150 HP.)
2-233A
1- BLANIK
1- 126 D
1- 134

CONTACT:

Max Ball (Pres.) 519-927-5116
Graham Ball 416-277-4295

HWY 401

TORONTO →