

A P P E N D I X I

TO

"FREE FLIGHT" ISSUE 1/73

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FREE FLIGHT	MRS. S. WEBB

(Extra copies of this Appendix and the 1972 A.G.M. Minutes, will be available in Kingston).

28TH ANNUAL GENERAL MEETING OF THE SOARING ASSOCIATION OF CANADA

24TH MARCH, 1973, HOLIDAY INN, KINGSTON, ONTARIO

A G E N D A

FRIDAY, 23RD MARCH:

13:00 WORKSHOP ON SELF LAUNCHING SAILPLANES.

Particular reference will be made to training and operational procedures to be introduced for the safe use of these aircraft.

19:00 SOCIAL EVENING - PRESIDENT'S SUITE

SATURDAY, 24TH MARCH:

09:00 REGISTRATION - AT THE HOLIDAY INN

10:00 OPENING FORMALITIES

10:30 COMMITTEE REPORTS

12:00 LUNCHEON

13:30 BUSINESS SESSION:

Air Space

Self Launching Sailplanes

Insurance

Contests - 1973 Nationals

- 1974 Regionals*

- 1974 Internationals

(*Offers to host the Regional Meets are solicited).

OTHER BUSINESS

17:30 ELECTION OF TWO DIRECTORS-AT-LARGE

17:45 ADJOURNMENT

18:30 SOCIAL HOUR

19:30 DINNER AND AWARDS

S.A.C. 28TH ANNUAL GENERAL MEETING

PROPOSALS

PROPOSAL ON INSTRUCTORS' SCHOOLS:

That S.A.C. should pay travelling expenses (10¢ mile) and a \$25.00 per day honorarium to the instructor in charge of instructor seminars to be held in both Eastern and Western Canada.

Comment: These Instructors' Courses which have been held at Pendleton, Ontario, and Penhold, Alberta, in the last few years have been very successful indeed and a lot of fun besides. The aim is to upgrade the abilities of flying instructors and to bring a degree of uniformity into our instruction syllabus.

This kind of activity is of enormous importance to the health of soaring in Canada, particularly since this is the single most effective way that we can improve on the safety in flying sailplanes, through the quality and attitude of our flying training.

Walter Piercy and Don Skinner have done an excellent job in running these Instructors' Courses and we should try to be sure that they don't find it too much of a financial burden to provide this service for us.

David J. Marsden, President

No other Proposals have been received as of January 30, 1973, the date set for mailing this issue for printing.

Should you have a proposal, please send it to D.J. Marsden, S.A.C. President, or bring it to the meeting.

Editor.

PRESIDENT'S REPORT

We have had an eventful year with progress in some directions, set backs in others and one real tragedy.

The loss of Wolf Mix in a flying accident at the World Championships was a great loss to Canadian Soaring. Wolf was not only our top international contest pilot but a fine gentleman, a good friend and one who devoted a lot of time and energy to the interests of Canadian Soaring.

You may have noticed that we have had some troubles with Free Flight. These have been mainly due to delays in printing. One issue was lost for some weeks at the printing office. We have now purchased our own printing equipment and hopefully publication will be more reliable in future. Our troubles have pointed out the importance of good communication to an organisation such as ours. This is about the only way we have to keep in touch with clubs across the country. I hope everyone will make it their own responsibility to be sure that newsworthy events are reported to the Editor of Free Flight. Articles sharing knowledge and experience, such as the recent one on winches, are also a very valuable contribution to soaring that can be accomplished through Free Flight.

One of the bright spots in our year was the agreement with the Ministry of Transport on Certification and Licencing of Self-Launching Sailplanes. This unique aircraft type has been recognised as a special kind of sailplane rather than being classed as a powered aircraft. The agreement we have is better than those existing in European countries in that it is less restrictive. We will have to see that proper training and safety procedures are developed so that these aircraft can be used safely, while taking advantage of the extra freedom that the self-launching and self-retrieving capability will bring.

Our Airspace committee has been busy this past year. It is apparent that the Ministry of Transport intends to put more and more restrictions on the use of airspace. The increasing pressure of commercial air traffic, particularly in the Toronto and Montreal areas, demands better air traffic control to avoid accidents. Unfortunately, the majority of glider pilots also live in the vicinity of these high population areas.

...

President's Report (cont.)

The proposed lowering of block airspace to the 18,000 foot level will certainly have an adverse effect on wave soaring. Probably our best counter proposal in dealing with airspace restrictions will be to work out ways in which we can obtain permission to fly in block airspace, preferably making contact by radio when the sailplane is already airborne and has ascertained that entry into block airspace is possible. Some progress has been made in this direction with regard to wave flying in the Pincher Creek area. Negotiations on airspace is certainly an area where the Soaring Association can render service and we should try to build a strong organisation to deal effectively with airspace matters.

Our Insurance committee has made some progress this past year and has come up with a proposal for a group insurance plan that would mean more reasonable insurance rates for all the clubs and, more important, would mean that all our ships would have adequate coverage. The larger clubs are already relatively well off, but the smaller club just getting started is faced with higher premium rates, and if they gamble on going without in-flight coverage they risk financial disaster.

I would like to take this opportunity to thank all those who have served on committees, and the Directors and Officers of the Soaring Association of Canada who have given freely of their time and talents in the best interests of Canadian soaring.

David J. Marsden, President,
Soaring Association of Canada.



SOARING ASSOCIATION OF CANADA

Box 1173, Station B, Ottawa, Ontario K1P 5A0

ANNUAL REPORT 1972

MEMBERSHIP SECRETARY

There were 931 members registered in the Association on December 31st, 1972. This is an increase of 31 members or 3.4%. There has been an increase in the number of Junior Members which is encouraging.

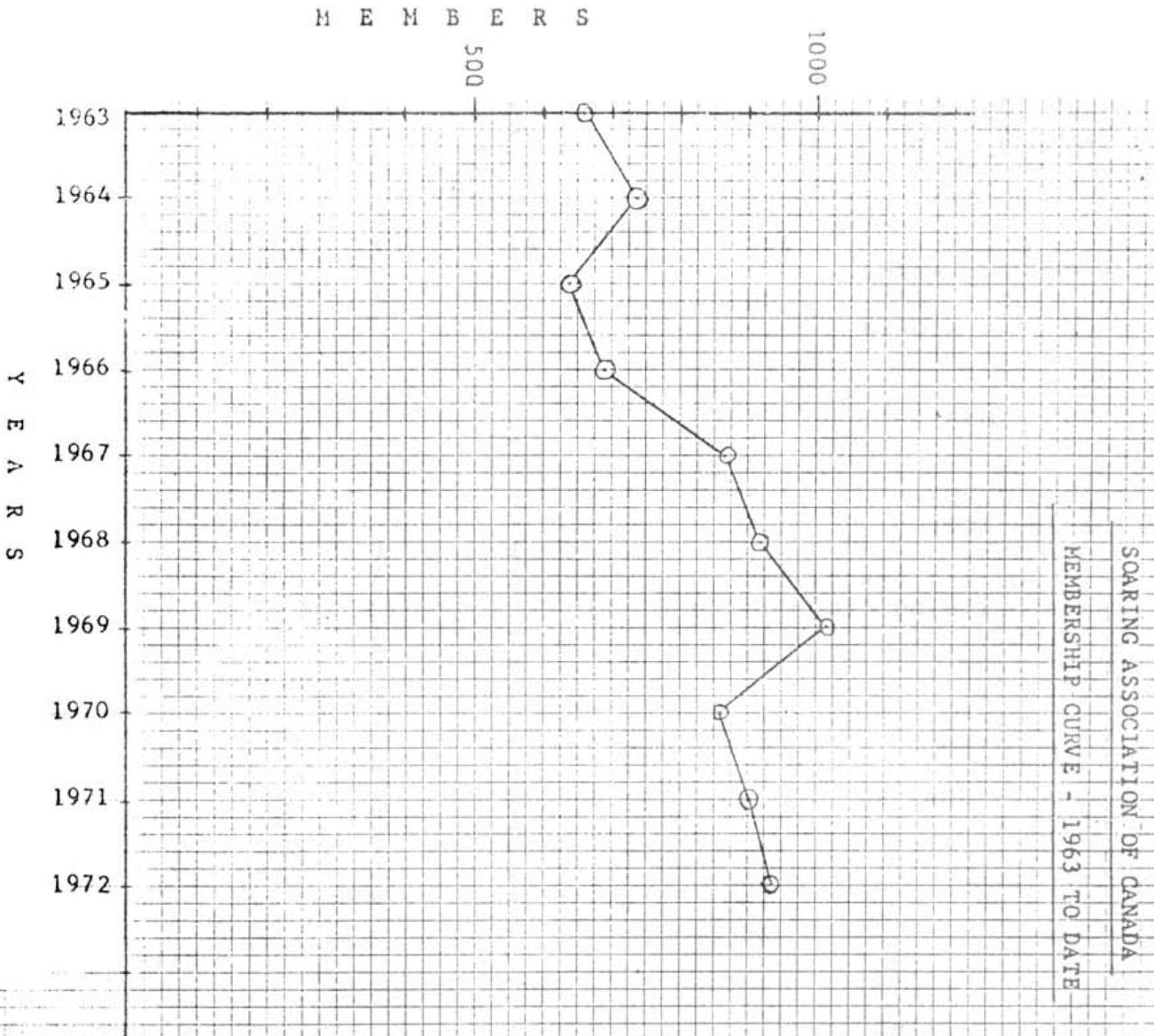
Two new clubs have joined the Association during the year: New Brunswick Soaring Club in the Quebec and Maritime Zone and Provincial Motorgliding and Soaring Association in Ontario Zone. The S.A.C. now consists of 43 clubs.

I would like to mention the incident of the "late" June / July issue of our Bulletin "Free Flight" which was finally mailed in September. An explanatory letter was added to the issue. The incident served two purposes; firstly and perhaps less important, was the number of letters I received stating that the issue had not been received. It showed that the Bulletin is important to members. Secondly, the incident necessitated changes in the printing department of the Administrative Centre which have resulted in much better printing and mailing service for us as a non-resident association.

In closing, I would like to express my sincere thanks to all membership secretaries for their co-operation in making my duties pleasant.

Respectfully submitted

Terry Tucker
Terry Tucker



YEARS	MEMBERS	% ANNUAL INCREASE
1963	653	
1964	734	
1965	647	
1966	691	
1967	869	
1968	923	
1969	1022	
1970	853	
1971	900	
1972	931	
		Average
		+6.0
		+10.8
		-16.5
		+5.5
		+3.4

SOARING ASSOCIATION OF CANADA
CLUB MEMBERS & VOTES AS OF DEC. 31, 1972

	Senior	Assoc.	Jun.	Couples	TOTALS	Club Vote:
<u>1. QUEBEC & MARITIME ZONE</u>						
Air Cadet League (Quebec)	1	-	-	-	1	21
Appalachian Gliding Club	3	-	-	-	3	23
Buckingham Gliding Club	3	-	-	-	3	23
Champlain Soaring Assoc.	10	-	-	-	10	30
Lahr Gliding Club	2	-	-	1	4	23
Montreal Soaring Council	129	3	23	13	191	162
New Brunswick Soaring Assoc	5	-	-	-	5	25
Quebec Soaring Club	38	3	5	2	50	60
Soaring Club of Nova Scotia	-	-	-	-	-	20
					267	
<u>2. ONTARIO ZONE</u>						
Air Cadet League (Ontario)	7	-	-	-	7	27
Air Sailing Club	15	-	-	-	15	35
Algoma Soaring Club	4	-	2	1	8	25
Belleville Flying Club	5	-	-	-	5	25
Bonnechere Soaring Inc.	4	-	-	-	4	24
Caledon Gliding Club	5	-	1	1	8	26
Central Ontario Soaring Assoc.	28	-	1	3	35	51
Chatham Air Cadet Gliding Club	9	-	-	-	9	29
Erin Soaring Society	18	-	-	3	24	41
Gatineau Gliding Club	51	-	-	2	55	73
Lakehead Gliding Club	7	-	-	-	7	27
London Soaring Society	21	-	-	1	23	42
North Bay Gliding Assoc	11	1	-	-	12	31
Pioneer Soaring	15	-	-	-	15	35
Prov. Motorgliding & Soaring	-	-	-	-	-	20
Rideau Gliding Club	8	-	1	1	11	29
SOSA Gliding Club	138	1	9	1	150	159
Toronto Soaring Club	16	-	-	-	16	36
Windsor Gliding Club	19	1	5	2	29	41
York Soaring Assoc.	18	-	-	-	18	38
					451	
<u>3. PRAIRIE ZONE</u>						
Melville Dist. G & Soaring	-	-	-	-	-	20
Red River Soaring Assoc.	4	-	-	-	4	24
Regina Gliding Club	16	-	1	1	19	37
Winnipeg Gliding Club	40	-	-	3	46	63
					69	
<u>4. ALBERTA ZONE</u>						
Cold Lake Soaring Club	2	-	-	-	2	22
Cu-Nim Gliding Club	15	-	-	-	15	35
Edmonton Soaring Club	48	1	-	-	49	68
Red Deer Soaring Assoc	-	-	-	-	-	20
Yukon Soaring Assoc.	1	-	-	-	1	21
					67	
<u>5. PACIFIC ZONE</u>						
Alberni Valley Soaring Assoc.	6	-	-	-	6	26
Comox Gliding Club	2	-	-	-	2	22
Kamloops Soaring Club	6	-	-	-	6	26
Vancouver Soaring Assoc	26	1	-	3	33	49
Van Isle Gliding Assoc	5	-	-	-	5	25
					52	
INDIVIDUAL	20				20	20
ASSOCIATE		2			2	
LIFE	3				3	3
(Basis: Club - 20 votes; Senior - 1; Couple - 1;					25	
Individual - 1; Life - 1; Junior and Associate - No vote)					931	

FITNESS & AMATEUR SPORT DIRECTORATE LIAISON - 1972 REPORT

Assistance for 1972 Canadian National Championships

There was no assistance from Fitness & Amateur Sport Directorate during 1972. The terms of reference are such that the Directorate assistance in any one year will be for either National or International Championships, and in 1972 some assistance was available for the International Championships.

Assistance for Two Instructors' Courses - 1972

There was no assistance from the Directorate during 1972.

Assistance for International World Championships - 1972

In 1972 the XIII World Championships were held in Vrsac, Yugoslavia. The Directorate did provide a maximum grant of \$9,236.00 to the Association for these Internationals. This amount was fully accountable, with audited statements and supporting vouchers, to show the actual expenditures, with any unexpended balance to be returned.

The terms of reference stated, " This grant is to cover 50% of travel costs, at economy rates for 4 crews and one manager (total 17) to participate in World Soaring Championships in Yugoslavia, 1972. A portion of this grant may be used to assist in the rental costs of gliders (50% of costs to a maximum of \$2,000) and a portion may be used to assist in the cost of retrieval car rentals (50% or \$1,200 whichever is the lesser). Up to \$500 may be charged to excess baggage transportation costs".

Education Grants-in-Aid to Canadian Student Athletes - 1972

The purpose of these grants is to assist Canadian athletes who wish to combine both their education and competitive careers. The training and competitive demands on the best young athletes have little opportunity for them to raise funds for educational purposes. Also, such awards should encourage Canadian athletes to attend Canadian educational institutions.

In 1972 approximately 464 Grants were approved of the approximately 3,000 applicants; they are non-renewable, and were worth \$600, \$1,200 or \$1,800, depending on whether the recipient was in high school, community college or university. The recipients represented 47 amateur sports. In the Association there were 4 applicants, and we were fortunate in having the application of Jim Sleeth, of Brockville, Ont., approved. Jim started his course in aeronautics last September at a community college at Thunder Bay, Ont.

It is believed that these grants may continue in 1973, and this Committee should be advised of any deserving candidates in any of our Member-Clubs. Information will be passed on concerning the method of applying for a grant.

Respectfully submitted,

W.J. Piercy

ADMINISTRATIVE CENTRE FOR SPORT & RECREATION LIAISON - 1972 REPORT

On May 25, 1971, the National Administrative Centre for Sport & Recreation was formally opened in Ottawa. In this Centre, the Group "A" Sport Associations or Sport Governing Bodies (comprising 33 National Associations such as Canadian Badminton Association, Canadian Amateur Hockey Association, Canadian Ski Association, etc.) have their Executive Directors as residents in the Centre, and hence these Associations are known as Resident Associations.

The Group "B" Sport Associations, which are Non-Resident Associations, because they do not have resident Directors at the Centre, are represented for the handling of various administrative services by one of the Resident Associations, called Sports Federation of Canada. There are approximately 36 Non-Resident Associations, such as Canadian Rugby Union, Canadian Curling Association, Royal Canadian Golf Association, Canadian Sport Parachuting Association, Soaring Association of Canada, etc.

During 1972 we have been obtaining administrative help from the Centre, mainly in the form of obtaining reproduction copies of various documents, including our Newsletter 'Free Flight', and the keeping up-to-date of our members' names and addresses, to be used for our mail. We have had, during the year, many problems in trying to get out the 'Free Flight' issues on time, but it is believed now that the administrative problems at the Centre have been solved.

At the end of 1972 the Association had purchased an offset printer, which will be set up at the home of our Treasurer and Membership Secretary, Mrs. Terry Tucker. The 'Free Flight' Bulletin will continue to be typed and edited by our Editor, Mrs. Sylvia Webb and will be sent to Mrs. Tucker for printing. At this time we believe the Administrative Centre will continue to collate, assemble and mail each issue, as in the past year. It is hoped that in 1973, after a trial period, that we may be able to get our Newsletter out on a monthly basis, even if each issue may be smaller in size.

During a visit to the Administrative Centre late in 1972 by our President, he took the opportunity to discuss with the staff at the Centre the 'terms of reference' for a Non-Resident Sports Governing Body like S.A.C. to become a Resident Body. It appears a rather complicated formula is used, with one of the major requirements being that the Sport does have a large number of adherents. In this Association, with only approximately 1100 members, at present, it appears that we don't have much of a chance in the foreseeable future to become a Resident Sports Governing Body. However, with our ever-increasing involvement with the Air Cadets of the Air Cadet League, we may have a better chance in the future.

Respectfully submitted,

W.J.Piercy

INSTRUCTOR'S COMMITTEE ANNUAL REPORT

- 1972 -

INSTRUCTOR CLASSIFICATIONS

During 1972 there were 27 new instructors classified under Class III, an increase of 13 over 1971.

A total of 9 instructors were classified under Class II, 4 of whom were initially classified in Class II, and 5 were re-classified from Class III.

Twenty instructors were classified under Class I, seven of whom were initially classified in this Class, seven were re-classified from Class II, and six from Class III.

In summary, at the end of 1972, there were a total of 285 classified instructors in Canada - an increase of 38 during the year. A comparison for the last three years, 1970, 1971 and 1972 is shown in the table:

<u>Year</u>	<u>Class I</u>	<u>Class II</u>	<u>Class III</u>	<u>Totals</u>
1970	103	32	82	217
1971	118(+15)	40(+8)	89(+7)	247(+30)
1972	+7(New) +7(From II) +6(From III)	+4(New) +5(From III) -7(To I)	+27(New) -5(To II) -6(To I)	
Totals	138(+20)	49(+2)	116(+16)	285(+38)

INSTRUCTION MANUAL

At the 1972 A.G.M. the last section, 'Part III - Student's Notes', of the S.A.C. Instruction Manual was available. The Manual is now completed, and has been re-approved by the Department of Transport. The various sections are for sale, from Box 1173, as shown in the S.A.C. List of Supplies.

The text of 'Part II - Air Instruction Notes' is available on 5" X 8" plastic laminated cards, in addition to the pocket booklet. The Committee recommends that each Club purchase a set for installation into each of its two-seater gliders. The text of the XIV Stages will then be available, at all times, to each instructor of each Club.

INSTRUCTORS' COURSES

Western Course

In 1972 the Western Course was not held. This was unfortunately due mainly to the lack of publicity that was available in Free Flight issues, prior to the proposed dates for the Course.

The Western Director of the Course, Don Skinner of Cu-Nim Club, Calgary, is looking forward to holding the Course again at CFB Penhold, Red Deer, Alberta, in the spring - the exact date of which will be announced in Free Flight.

Eastern Course - May 21 to 27, 1972

The Eastern Course was again held at Pendleton Gliderport, with the kind permission and assistance of Gatineau Gliding Club. This was the largest Course to date, with 21 candidates in attendance from 10 Clubs in Eastern Canada. For the first time we had a female candidate, Mrs. Ruth Thumm, from SOSA Gliding Club.

We had with us once again two part-time lecturers from D.C.T. - Syd. Cowley of Toronto Regional Office lectured on Aerodynamics, and Dr. Genp Froeschl, Chairman of our S.A.C. Met. Committee, lectured on Meteorology.

Again in 1972, the candidates were asked to advance a registration fee of \$20.00 to be forfeited if the candidate did not attend. This Committee advocates that each fee should be paid by the Club for each candidate, and the Club should ensure that a candidate shows up for each advance registration. This Club contribution of \$20.00 for each of its candidates would be a token contribution towards the amount expended by a candidate in attending the Course, so that he may do a better job of instructing students in his Club.

Air Cadet Course - June 4 to 10, 1972

In 1972, for the first time, the Chairman of this Committee was asked by the Air Cadet League to conduct an S.A.C. Instructor Course at CFB Borden. This Course had been organized, and was conducted under the direction of Major Hank Bruhlman, Chairman of S.A.C. Air Cadet Liaison Committee.

A total of 16 glider instructors from across Canada were chosen within the League to take this Course. These instructors were the ones chosen to set up the first of many planned Air Cadet 'Gliding Centres'. In Ontario, for example, four such Centres are being set up - at Trenton, North Bay, CFB Borden and Chatham. It is planned that these will take care of the cadets from approximately 75 Squadrons (about 9,000 cadets) in Ontario. The total number of cadets in Canada approximates 25,000.

ANNUAL INSTRUCTOR'S AWARD

This Award recognizes annually the instructor who is believed to have contributed most to Canadian gliding during the year.

The number of instructional flights during the year are, of course, important in assessing points for the Award. Other aspects are also taken into consideration - such as Office he held in his Club or S.A.C.; the number of years he has been instructing; the number of talks or lectures he has given on gliding during the year; and miscellaneous items such as personal contribution toward operation of Club, or maintenance of Club equipment, etc. The Committee believes that the method of evaluating the nominees is equitable when applied to an instructor from a Club of any size.

At this date, the nominees are still being submitted by the Clubs. The Winner and the two Honorable Mention instructors will be named at the A.G.M., at Kingston, Ont., on March 24, 1973.

D.O.T. GLIDER INSTRUCTOR RATINGS

During the year correspondence was carried out with the Department of Transport concerning additional exemptions from the experience requirements, with respect to experienced power pilots and power instructors wishing to obtain Glider Instructor Ratings.

As a result of our submission, D.O.T. has approved our recommendations, and the appropriate section of D.O.T. Licensing Handbook has now been revised. This Committee has therefore revised the Class III sheet of S.A.C. Recommended Practice Bulletin 01/65 to show the new, approved, experience items. This sheet is attached.

D.O.T. GLIDER PILOT SAMPLE EXAMS

During the year, also, a visit was made to Ottawa Office of D.O.T. concerning the contents of a proposed sample examination to be made available to new pilots about to sit and write the exam for their licences.

A sample exam has been sent to all C.F.I.'s of all Clubs, as stated in Issue 5, 1972, of "Free Flight". Copies are also available from Regional D.O.T. offices, in the same way as sample power exams are available.

Comments from C.F.I.'s will be welcome, and these can be forwarded to D.O.T. for consideration in making up both future sample and actual examinations for Glider Pilot Licence.

Respectfully submitted,

W.J.Piercy

Rec. Prac. Bul. 01/65 (Rev. 15/12/72)

S.A.C. INSTRUCTOR CLASSIFICATIONS

CLASS III INSTRUCTOR (TRAINEE)

1. MINIMUM REQUIREMENTS

Item	No Power Experience	Private Pilot Licence (Power)	Over 100 Hrs. Power Experience	Commercial Power Licence (Instructor Rating)
(a) Age of Applicant	18 yrs.	18 yrs.	18 yrs.	18 yrs.
(b) Previous category of Glider Pilot Licence	DOT	DOT	DOT	DOT
(c) No. years experience in gliding at recognized club	1	1	1	1
(d) No. hours gliding time	20 (air tow) 10 (winch/ car)	15 (air tow) 7.5 (winch/ car)	10	--
(e) No. gliding flights (inc. min. of 10 in 2 seat glider)	125 (air tow) 200 (winch/ car)	94 (air tow) 150 (winch/ car)	50	25
(f) In training under Supervision of SAC Gliding Instructor	1-Class II	1-Class II	1-Class II	1-Class II
(g) Instruction Manual to be used	SAC	SAC	SAC	SAC
(h) Check-out & Endorse- ment by SAC Gliding Instructor (for D.O.T. Rating and SAC class III Rating)	1-Class II	1-Class II	1-Class II	1-Class II
(i) Check-out of Students prior to solo by additional SAC Gliding Instructor	1-Class II	1-Class II	1-Class II	1-Class II

2. APPLICATION AND PRIVILEGES:

- (a) May instruct students up to and including solo stage.
- (b) See D.O.T. Personnel Licencing Handbook, Volume I, Section 2. The experience above should be sufficient to obtain a D.O.T. Glider Instructor Rating. This requires a written letter of recommendation to D.O.T. by an licenced holder of Glider Instructor Rating and completion of D.O.T. Form 26-0083, Flight Crew Licences - Application for Endorsement. Send copy of letter to Inst. Comm. for issuance of Class III card.

F.A.I. COMMITTEE REPORT FOR 1972

No changes in the F.A.I. regulations for badge awards have occurred in the past year, nor have any problems occurred in this area which required adjudication. Canadian records are now quoted in metric units, in line with International practice.

Correspondence with the CIVV (Commission International pour Vol à Voile) has been limited to comments on the World Contest scoring system, and on the conduct of the last World Championships. Once again a change in World contest rules is proposed, and a place scoring system may be adopted for 1974.

After two years' work as F.A.I. awards officer, C. Yeates has resigned owing to the pressure of professional commitments; our thanks go to him for coping efficiently with a necessary chore. At this time (Jan. 20th) no replacement has been found; a volunteer is needed, who should be, or have been, an active cross country pilot. As a result of this situation, there may be some delay in replying to queries directed to F.A.I. awards at this time.

The National contest organised by S.O.S.A. was held at Rockton, Ont. According to reports from both pilots and organisers, this contest was blessed with unusually good weather, and was both enjoyable and successful. Some new names appeared at the head of the score sheet, and Jim Carpenter won a well deserved victory in the ex-Deleurant Libelle 301. The National Standard class trophy was awarded for the first time to Hal Werneburg.

Sanction for the first Regional contest was requested by the Alberta Soaring Council. Some suggestions regarding procedures were made, and after submission of particulars, this contest was recognised by S.A.C. It was later realised that this created a paradox concerning National team short list; however, it has been suggested that this is easily resolved by treating the Nationals as an Eastern regionals for seeding purposes. Closing reports submitted by the Contest Director indicated that the Western contest was also a success.

Contest Rules Committee:

The National Contest rules were reviewed in detail for 1971, after the rules for the World Contest had been changed.

F.A.I. COMMITTEE REPORT

Contest Rules Committee (Cont.)

Further changes for 1973 seem to be unnecessary. The most significant change in the rules for Yugoslavia was the elimination of the Free Distance and Area Distance (Cats Cradle) as possible distance tasks; it is suggested that we should remove Free Distance (which has been shown to create border problems, and risks in regions with bad terrain), but retain Area Distance, together with Distance along set courses of various types.

During general discussion of the National Team seeding rules, the suggestion has appeared that handicapping of aircraft can give more meaningful results for selection purposes. We believe this can stimulate more pilots to enter contests, since the owners of the not so up-to-date ships get more encouragement. Correspondence on the subject is welcomed.

John Firth, Chairman,
F.A.I. Committee 1972

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F.A.I. Awards and Records report:

Frequent bad weather held down super performance flights across Canada in 1972, but determined people swelled the number of "C" and Silver "C" Badges earned.

Particularly noticeable, and important to the future, was the growing number of people between ages 16 and 22 who are participating in soaring.

Peter Lamla of Vancouver became Canada's youngest Diamond Badge holder at the age of 24, while competing in the U.S. Nationals in Nevada.

F.A.I. Awards

A two year comparison

	<u>1972</u>	<u>1971</u>
Diamond Badges	2	1
Gold Badges	6	7
Silver Badges	36	25
"C" Badges	65	56

F.A.I. COMMITTEE

F.A.I. Awards (Cont.)

1972

1971

Legs Toward Badges

Altitude Diamond	6	11
Distance Diamond	2	2
Goal Diamond	4	7
Gold Altitude	8	11
Gold Distance	2	3
Silver Altitude	17	32
Silver Distance	6	12
Silver Duration	15	21

Canadian Records

Ruth Thumm raised Christine Firth's Territorial record from 132 Km to 149 Km with a flight made on July 6th. No other records were broken during 1972.

The complete list of Canadian records will be published in the next issue of Free Flight.

It was not possible to complete the list of International F.A.I. badges for soaring in time for this issue of Free Flight and therefore it is being held over for Issue 2/73.

Chas. M. Yeates,
Chairman,
F.A.I. Awards & Records.

S.A.C. INSURANCE

To bring S.A.C. members up to date I have decided to publish in "Free Flight" an offer made to S.A.C. by the Wyatt & Taylor Insurance Agency. Also included is a letter of November 1, 1972, to the officers and directors of S.A.C. and some clarifications and recommendations concerning the policy.

In January a copy of this, along with a questionnaire, was mailed to all club presidents asking for statistics to update our records. Also I have asked for an indication of club support to take to the A.G.M. in March. I am sure that all members will realize the importance of this insurance scheme to S.A.C. as a national body representing member clubs and to individual clubs, when they realize the benefits of dealing as a group. Our national S.A.C. representatives have proved invaluable when dealing with our Government and I am sure the same benefits would be derived in an insurance policy such as this; therefore I urge every club to reply to the questionnaire so that an accurate assessment can be made.

Yours truly,

Harold Yardy

P.S. If enough support is received soon enough, it may be possible to begin the policy this spring.

COPY OF LETTER DATED NOVEMBER 1, 1972:

TO: The Officers & Directors of S.A.C.

SUBJECT: S.A.C. Insurance:

Dear Sirs:

I am pleased to report the following progress of a common insurance plan for S.A.C. As one of the charter executives of the Central Ontario Soaring Association, the problem of insurance for S.A.C. clubs was brought to my attention. In 1970 at the S.A.C. A.G.M., I voiced my concern to a few members of the injustices to small clubs by the insurance companies. So in 1972 when I was asked to carry on the job of Terry Beasley re: insurance, I felt I knew of the reasons it was required. No doubt we all

S.A.C. INSURANCE (Cont.)

agree the offer made by Lukis Stewart Price Forbes & Co. is an insult to our intelligence, as most clubs at present have an equal or better policy.

I have felt from the beginning we have been "taken" re insurance and if all the clubs and private members could write their insurance with one agent a great deal could be saved. This is also an area where S.A.C. as a governing body could offer something more tangible to members. Don't feel that was written with sarcasm, but I think some clubs might not feel S.A.C. provides much of a service.

From statistics provided by S.A.C. I found we have approximately 165 gliders and 18 tow planes in Canada. Also, I would estimate 15 private fields are operated by clubs across the country. Mr. Le Cheminant provided information that would indicate that total claims across Canada averaged approximately \$12,000 over the last three years.

Early in the spring I contacted Mr. Ron Wyatt of Wyatt & Taylor Insurance Agency of Toronto. Since that time we have been discussing various ways of writing a policy to cover all of this equipment and apportion the cost equally. I think we would agree it almost seems impossible to apportion these costs, so why not share this equally, which is what we are doing anyway. Why not insure all of the gliders and tow pilots in S.A.C. so that any plane owned or operated by an S.A.C. member and registered with S.A.C. is insured. You may ask does a private owner benefit more? Possibly, but probably he is a better risk than the club trainer, makes less flights, so he should get a break. Does any club benefit more? Not really, most clubs average about 15 members per glider. The small clubs will benefit the most from this plan as they will have a rate equally proportioned to a large club, but if it is cheaper for all of S.A.C., I am sure the large clubs won't object.

Enclosed is a copy of an offer by Wyatt & Taylor Agency. Before going any further in this direction re a common policy, it would be better to test the feasibility of the scheme. It would need the support of the majority of S.A.C. clubs. Possibly S.A.C. could collect a per member premium from each club early in the year (estimated at \$25.00) and as members renew throughout the season, the premium could be paid along with regular S.A.C. membership. Each club could collect the premium as it saw fit

S.A.C. INSURANCE (Cont.)

and forward it. Some clubs may collect the premium from each member and lower flying rates to compensate, others may pay out of club revenues so as not to change fee schedules, but either way the object is to lower insurance rates. One item of importance, the aircraft would only be insured if piloted by an S.A.C. member.

I am sending copies of this letter to all officers and directors of S.A.C. and will await further instructions before proceeding. If you approve or disapprove of a scheme of this nature, would you write Dave Marsden so that he may summarize your opinions. If you approve, I will prepare a presentation to all clubs and if enough support (e.g. 75 - 80%) minimum, we may be able to start early in the spring, but I must mention there is not too much time left.

I will expect an answer from Dave Marsden within four to six weeks, so please forward your views as soon as possible.

Yours truly,

H.E. Yardy

cc: D. Marsden
W. Piercy
T. Reisner
J. Tinkler
D. Skinner
K. Godfrey
D. Tustin
D. Winger
T. Tucker

Wyatt & Taylor Insurance Agency.

P.S. The proposed plan will provide hull and liability insurance for all gliders and tow-planes registered with S.A.C., plus field liability where required.

(Insurance - continued)

C
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P
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WYATT & TAYLOR INSURANCE AGENCY

28 Maxome Avenue, Willowdale, Ont. Tel: 223-1118.

October 19, 1972

Mr. Harold Yardy
406 Summerhill Drive,
PETERBOROUGH, Ontario

Dear Harold:

Further to our conversation, the following will at least give us a nucleus to work from. As you can realize, this is only the beginning, and there will be a lot of work to do before the situation is finalized.

I am sure you are aware, Harold, from our various conversations, that our office is quite prepared to work closely with your association to eventually come up with a policy and coverage which is correct for your particular requirements. It is surprising the work involved to finalize small details.

Since we have already been through the setting up of one group policy with the Canadian Flying Farmers, our office is aware of the necessity of clarifying small details and phraseology.

It is interesting to note that since the Flying Farmers' policy began some years ago, underwriters who laughed at us are now undercutting our rates, yet the group policy continues to grow steadily.

It is with this in mind that our underwriters have decided on the \$25,000. deposit premium. This, to me, is a sensible figure to carry the risk involved. I would point out here, Harold, that we can prove our underwriters will consider and provide further benefits if the loss ratio warrants it.

I would like to take this opportunity to thank you and your executive for considering our proposal, and assure you that we shall be happy to attend any necessary meeting to finalize the coverages and wordings.

Cont'd.

LETTER FROM WYATT & TAYLOR INSURANCE AGENCY

The basic policy will provide:

\$100,000. Bodily Injury & Property Damage (Third Party).

\$50,000 per seat for Passenger Hazard.

Until figures are finalized, we are looking at the following proportions:

Approximately 1000 members
165 gliders
18 tow planes
15 landing strips

Both the gliders and the tow planes will have a \$500. deductible in motion and \$100. deductible not in motion. At the present time, we are thinking in terms of an average of \$6,000. each.

From a deposit premium of \$25,000. the policy will vary as shown below:

95 - 100	25%	(25% being the highest the surcharge can go).		
85 - 95	20%			
75 - 85	15%			
65 - 75	10%			
55 - 65	5% surcharge			
55% -	Break even.			
45 - 55%	loss - 5% rebate in premium			
35 - 45%	loss - 10%	"	"	"
25 - 35%	loss - 15%	"	"	"
15 - 25%	loss - 20%	"	"	"
5 - 15%	loss - 25%	"	"	"
No losses	- 30%	"	"	"

This in effect could mean a rebate of \$7,500. on renewal.

This is our thinking so far, Harold, and we shall await your comments.

Best regards,

Signed: R.A. Wyatt

cc: Mr. R. Tomlin
Stewart Smith

S.A.C. INSURANCE COMMITTEE (Cont.)

Recommendations:

- The policy will provide insurance (hull and liability) for all club owned towplanes and gliders, privately owned gliders of S.A.C. Members, and field liability for club operated airfields.
- To include any glider in the policy, all flying members of that club would have to support the S.A.C. insurance.
- Cost of \$25.00 per year would be divided into two or three periods for late enrolment by new members.
- There would be no lay-up clause or tow pilot time requirements.
- Any rebates from the policy would be retained by S.A.C.
- Re Surcharge & Rebates: In response to this proposal some clubs and individuals feel any surcharge or rebate be assessed to the responsible clubs or individuals. Having considered this I feel that this would create as many injustices as it would solve, therefore in order to keep the administration of the policy simple as possible and to keep S.A.C. from acting as the judge and jury, I think any surcharges should be divided equally between all members.
- The premium is based on members and not on equipment. This assumes that the ratio of members to gliders is fairly constant. As a result of this, if a club or member was to purchase a new glider, their premium would not change. If, however, when a new member joins a club, the club would be responsible for collecting the \$25.00 premium and passing it to S.A.C. along with the \$15.00 S.A.C. membership.
- The \$6,000 average value mentioned was just that. Each aircraft would be insured to replacement value.

Harold E. Yardy,
Chairman,
S.A.C. Insurance Committee

SELF LAUNCHING SAILPLANES COMMITTEE ANNUAL REPORT
1972, TO JANUARY, 1973

Last year the report included the history of our activities and summarized our recommendations for submission to M.O.T.

At last year's meeting it was agreed that a questionnaire should be prepared and sent out to all clubs in order to ascertain whether there was general approval of the position being proposed for adoption by S.A.C. This was done as requested, although regrettably not within the time limit included in the A.G.M. motion; for this we apologise.

The responses to the questionnaire caused some slight changes to be made in the Committee proposals; which were then submitted to M.O.T. with a request for the opportunity to discuss them.

I had the pleasure of accompanying our President, Dave Marsden, to M.O.T. Ottawa, on 18th October to discuss our submission. The very satisfactory results of our meeting were reported in "Free Flight" 6/72 so there is no need to repeat them here.

To date no further communication has been received from M.O.T. so we have written to enquire when preliminary regulations will be issued, and what is the status of those self launching sailplanes already in Canada.

It is suggested that this should be the last report from this Committee. I believe that their work is complete and future activity regarding aircraft should be handled by the Technical Committee, while activities regarding piloting should be handled by the Regulations and/or Instructors' Committee.

Before closing I would like to congratulate the "Provincial Motorgliding and Soaring Association" on being the first club formed specifically to operate a self launching sailplane; I am sure all members of S.A.C. will join me in wishing them every success.

Respectfully submitted,

T.R. Beasley
Chairman,
Self Launching Sailplanes Committee

TECHNICAL COMMITTEE ANNUAL REPORT
1972, TO JAN. 1973

As usual our main activity has been the processing of applications for type approval of imported sailplanes. The situation is as follows:

OUTSTANDING FROM LAST YEAR'S REPORT:

Rhönlerche Type Approval G-92 issued, dated 15 May, 1972.
This was the only Type Approval recommended, and granted, in 1972.

OTHER TYPES:

M-100S (Type Approval G-76). A used M-100S was imported from the U.S.A. and the paperwork indicated that it might not be identical to the machine previously evaluated and approved in Canada. As the type has not been in production for some years, it took considerable digging to determine the build standard of the new import. Eventually we found that it was in fact, identical to the one previously approved. This task was facilitated considerably by personal contact with the designer who acted as Italy's team manager at the World Championships. Part of the original problem was in the wording of the original M.O.T. Type Approval; we have recommended changes which have been accepted by M.O.T.

Zugvogel III-B A used Zugvogel was imported from Europe, the purchasers being under the impression that it already had a Canadian Type Approval. Sufficient data have been obtained for us to recommend a Permit to Fly for evaluation purposes: but unfortunately we have heard nothing since from the owner and have had to ask M.O.T. to locate him as our last letter was returned.

Kestrel 19 The Kestrel 19 flown by John Firth in the World Championships was brought back to Canada and has since been sold to a Montreal group. Complete data have been obtained, but application for a Type Approval is being held up while we await a reply from the manufacturer regarding an inconsistency in the data. This is considered a paper problem only; the sailplane is considered excellent.

We understand that two other 19s are on order.

TECHNICAL COMMITTEE ANNUAL REPORT (Cont.)

ASW-12 The ASW-12 flown by Dick Mamini in the World Championships was also brought back to Canada and Dick is applying for Certification. To date no documentation has been supplied to S.A.C. so we are not in a position to prepare a submission to M.O.T.

Pilatus B-4 The manufacturers of the Swiss Pilatus B-4 have been in touch with S.A.C. and M.O.T. and they have supplied comprehensive data on this attractive looking glider.

At the present time we are not aware of any prospective buyers in Canada.

ASW-15 In our last report we mentioned the fatal accident that had occurred in the U.S.A. No final report has been issued so the early stories of bonding failure have neither been confirmed nor denied. All owners of f.r.p. (fibreglass reinforced plastic) gliders are urged to be extremely conscientious in inspections (particularly after hard landings) and be very vigilant regarding hairline cracks. The letter to "Soaring" (Sept. 72) Safety Corner from Mr. J. Armitage is recommended reading.

WORLD CHAMPIONSHIPS

Once again we must express our gratitude to M.O.T. for the wonderful co-operation received regarding the temporary registration and Permits to Fly for our entries in the World Championships. Three gliders that had never been in Canada, two of which were not Canadian Type Approved, were allowed to fly with Canadian registrations and Flight Permits. We can be proud that the Ministry accepts our recommendations in this way and we must jealously guard our earned reputation that has allowed this situation to develop.

ACKNOWLEDGEMENT

As usual we have to point out that this Committee is not a one man show and I must express my thanks to all those who have helped; particularly to Dave Marsden who did the test flying of the Rhönlerche.

Respectfully submitted,

T.R. Beasley,
Chairman, Technical Committee.

1972 WORLD GLIDING CHAMPIONSHIPS

It is not easy to write an objective report on these Championships when all events are overshadowed by the tragic death of our top rated pilot and good friend, Wolf Mix.

This was a particularly difficult championships to organise, from Canada's viewpoint, and co-operation from the Yugoslavian organizing committee was not the best. Our biggest problems, as usual, were finding gliders and retrieve cars. Our top rated pilots, Wolf Mix and Dave Webb, chose to fly in the Standard Class. Dave arranged to rent an excellent Standard Cirrus from a Swiss contact and Schempp-Hirth put Wolf in touch with a Canadian Standard Cirrus buyer, Mr. Williams of Vancouver. We are particularly grateful to Mr. Williams for assisting our team in this way; he has only just received a replacement glider for the one destroyed in the accident.

John Firth made outstanding efforts to borrow an Open Class ship and finally settled on purchasing a brand new Kestrel 19 and bringing it back to Canada for sale after the championships. Charlie Yeates was unable to find a ship for rent so he dropped off the team; his position was then offered to the next pilot on the rating list, Dick Mamini. Dick purchased a used ASW-12 in England, and this, too, was brought back to Canada.

Problems with obtaining cars complicated the whole crew selection. It had been hoped that the S.A.C. outpost in Europe, the Canadian Forces Lahr Gliding Club, would be able to find members willing to lend their cars and join the team. Unfortunately this fell through at a very late date, but we were saved at the eleventh hour by the efforts of Bob Gairns who managed to arrange to borrow three courtesy cars from U.K. Chrysler. The fourth car was purchased by Wolf Mix's brother-in-law and was sold after the contest.

Several crew volunteers were disappointed that we could not give them firm positions on the team at an earlier date, and they therefore dropped out so as to make other holiday arrangements. It must be stressed that it is not possible for S.A.C. to firm up arrangements until we have finalised pilots, gliders, and cars. Obviously the earlier things can be settled, the better chance for planning that exists for everyone and it is therefore very important that the pilots for future contests should be selected as soon as possible. It is unfortunate that we do not have an opportunity to work together as a team before the Championships; I have mentioned before that

1972 WORLD GLIDING CHAMPIONSHIPS

some of us have never even met prior to the contest, while some other countries have spent a month or more at practice. We must try to establish our complete team at an early date so that the pilots can discuss or correspond with the crews to achieve a better level of efficiency and esprit de corps.

Returning to the contest itself, it was a very disappointing experience. This was primarily due to the exceptionally bad weather, but was not helped by various failings on the part of the organisers. A general dissatisfaction with the organization can, perhaps, be gauged from the number of official protests filed; including Canada's first ever. (We have submitted various comments on these failings to the appropriate persons, and hope that future events may benefit from the mistakes). The contest results have been published in "Free Flight" and there is no point in repeating them here. Please do not be disappointed with the results we achieved; study of the overall daily results indicates how difficult all pilots found it to maintain their performance. This suggests that the foul weather really introduced a luck element.

The visit was, of course, a very interesting experience for the whole team. We found the Yugoslav people were generally very friendly and were making frantic efforts to bring their country into the tourist industry - unfortunately leading to tourist trap type places on occasion. It is quite an interesting part of the world, exhibiting frequent evidence of the long Turkish influence and East/West cultural interface.

I still hope to be able to raise enough material to prepare a special issue of "Free Flight", although response to date has not been good. Some may think that it is now too late as the contest is history. However, I believe that it is still worthwhile as it may be of value in soliciting financial help for future contests to have a comprehensive report on what we have achieved in the past. A prime feature of such a publication will be identification and thanks to all who assisted us. However, I must mention now the wonderful support received from the Canadian Embassy in our hour of need.

The finances of this event are covered in a separate report and will not be discussed here. The only comment I have to make is that it may be worthwhile attempting to persuade our friends in Government that we are a little different from other sports and perhaps their formula for support could be reviewed.

1972 WORLD GLIDING CHAMPIONSHIPS

Finally, may I plea for more interest in participation in contests at all levels. To me the most enjoyable feature of my twenty-five plus years in gliding is the many friends made at meetings, be they club expeditions, local contests, national contests, U.S. contests or Internationals. You do not even have to be a top pilot to visit. Discussion and exchange of ideas is essential for progress of our sport and where better to find them? Some have said "Let us spend all this money at home", to them I point out that no one is stopping them in attempting to raise funds to spend on their worthwhile causes. It is, however, fallacious to believe that the funds and efforts expended to participate in "World Championships" would necessarily be available for use at home. For my part I believe in Canadian participation in World Championships and strongly believe that it contributes a great deal to our sport.

Respectfully submitted,

T.R. Beasley,
1972 Team Manager

RADIO COMMITTEE:

There is little to report in the way of activities on the part of the Committee for 1972 other than dealing with the odd enquiry regarding equipment. A watching brief was kept on the development of ANO Series II, No. 17 respecting Emergency Locator Transmitters. At the end of December the Ministry of Transport sent copies of the Order to the several aviation organizations, including S.A.C., for comment and a reply was drafted for the President, S.A.C.

In the Fall of 1972 John Firth relinquished the chairmanship of the Committee and these duties have been taken over by the undersigned.

C.F. Pattenson.

FREE FLIGHT REPORT

Six regular issues of Free Flight were published during 1972. The "special" issue on the World Contest is being prepared by Terry Beasley, Team Captain at Vrsac.

Unfortunately, due to a changeover in our printing arrangements from a commercial operation to the Canadian Amateur Sports Federation, some delays occurred while the CASF geared up. It was regrettable that Issue 2/72 was late and some members, unable to attend the AGM, quite understandably expressed annoyance at not receiving AGM notices of motion, etc. prior to the meeting date. "Chem" le Cheminant personally visited the CASF in Ottawa and procured copies for distribution at the meeting itself. A lengthy delay also occurred with Issue 4/72, due partly to misplacement of the originals during renovation of the CASF printing department, and partly to heavy commitments on the Sports Federation at the time, due to the Olympics. However, the CASF have persevered on our behalf and no doubt it has been noticed that later issues have been out on schedule.

During the year newsletters and articles have continued to come in quite regularly. The "Vancouver Soaring Scene" and Winnipeg "Socktalk" deserve particular mention since they contained good material and were received monthly. News from other parts of Canada was similar, but arrived less frequently. The individual articles speak for themselves and proved almost sufficient to keep the content of Free Flight nearly entirely Canadian. This is the present policy, since other more international news is covered by SOARING and similar magazines.

S.A.C. President, Dave Marsden, has suggested that Free Flight be issued on a monthly basis during the summer, i.e. an issue at the end of April to give AGM results, one every month until October, one just before Christmas and an issue towards the end of February to include notices for the AGM. He also suggested that a deadline of, say, the 1st of the month be set to enable the issue to be ready for printing by the 15th and out to members by the end of the month. A monthly publication would certainly keep everyone informed (hopefully!), especially if it contained what the directors and committees were doing. However, if it didn't, it would just be so much club news and articles which could be better selected for variety on a bi-monthly basis. To make a monthly publication feasible, the onus would have to be on the 1973 directors to ensure that SAC news items would be received by the set deadlines. Alternatively, more "special" issues could be published if events warrant them, or special news items could be mailed out as Free Flight bulletins (the blue jobs).

In closing I would like to thank the following people for their untiring efforts to help with the production of Free Flight: Terry Tucker for organising and following up with the CASF; Jacques Lemieux (MSC) for printing the covers and Bob Gairns for picking them up and mailing the covers to Ottawa. Also "Chem" le Cheminant and Walter Piercy for liaison with CASF, D. Webb for sketches & technical advice and, last but not least, all of you for providing the material for the newsletter. Please keep writing.

Sylvia Webb - Editor.