

Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

SOARING ASSOCIATION OF CANADA

Organization - 1973

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Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 4/73.

June-July, 1973.

FROM THE PRESIDENT

Administration

To date I have no comments regarding S.A.C. organization or services. Nothing from the individual "Free Flight" readers, nothing from the clubs, and nothing from your elected directors.

In the next issue of "Free Flight" I hope that we will be able to publish some ideas on this important subject, so please think about it now.

Self Launching Sailplanes

It is regretted that M.O.T. appear to have changed their ideas regarding the agreement reached last October (and reported in "Free Flight"). We have been unable to obtain any comments or discussion other than "the situation is under review." It is difficult to believe that the subject has been under active review for nine months when we have received no queries or comments in that period. We do not pretend that the subject should be high on the priority list of M.O.T. actions in the National Interest and we therefore believe that, like gliders, M.O.T. should leave as much as they can to S.A.C. and let us get on with it so that they can more usefully spend the taxpayers' money on more worthwhile (to the public at large) areas. At the present time it is not possible to predict when the SLS can be operated in Canada in the role for which it was designed by gliding people for gliding people.

Before closing on this subject, thanks must be expressed to Elemer Balint for bringing his RF-5B to Pendleton for the last day of the Instructors' school. Several instructors had their first exposure to the SLS.: It was hoped that M.O.T. would send representatives to experience the operations of an SLS, but they declined to do so.

Cont'd.

Metric Instruments.

Some owners have been refused certificates of airworthiness where metric instruments are installed. We accept that altimeters should be in feet, but we refuse to accept that other instruments are only acceptable if calibrated in Imperial units. We do not believe that legislation exists to make metric instruments illegal and neither has M.O.T. pointed out such specific legislation; by phone we are told that it is a long standing 'policy decision.' This looks like a rule being made, no one being informed, and then someone having to waste money and time changing an instrument later purely because some bureaucrat decides on a 'policy decision.' Canada has announced her intention of 'going metric' so after all these years of some of us using metric instruments, it appears to be a very ill chosen time to decide that we must now convert to Imperial units. We intend to pursue this to the maximum extent as it is such an obvious case of unnecessary encumbrances being placed in the way of our sport for no useful purpose.

Sports Canada

I regret that I am still not at all clear about the various quasi-government sports agencies and how they inter relate. I attended a meeting at the Sports Federation of Canada in Toronto on 9th June and the message came through loud and clear that we (S.A.C.) should make as much use as possible of the various agency support. The more we use such assistance, the greater our prospects of getting more help: possibly culminating in being upgraded to a so-called 'Resident Sport' where office space would be provided (in Ottawa) and major financial assistance supplied for the establishment of a full time executive director.

Free Flight

The last two issues of Free Flight were printed on S.A.C.'s own equipment. They were collated, stapled, etc. at a "Free Flight" party (at the Tucker residence) where I understand considerable assistance was provided by Gatineau Gliding Club members under the able supervision of Richard Tucker. Thank you, all of you. In view of the fact that doing it ourselves costs us more in hard cash - in that we lose the Sports Canada free materials and postage - I have decided that we should return to printing and mailing by Sports Canada. This will also follow the philosophy mentioned earlier by making maximum use of government offered assistance. We stopped

'Free Flight' cont.

using the service because it was slow, however, I am now informed that the service will improve and expand so please be patient if 'Free Flight' is not regular. You can make it worth waiting for by writing articles and encouraging others to do so. Please note that photographs can be printed and they can do a lot to help improve the magazine. Reproduction will be best if photos are high contrast glossy black and white prints, not smaller than five by four inches.

Executive Secretary:

Your directors have agreed that we should recognize the work done and being done for S.A.C. by Terry Tucker by increasing her honorarium to a more realistic figure. Terry has been spending over 40 hours a week on S.A.C. business so this is an overdue decision. The position will be known as Executive Secretary and full terms of reference are being worked out.

The best way for you to all help Terry - particularly club secretaries - is by doing things right first time and avoiding the requirement for lengthy correspondence.

Insurance:

I am somewhat concerned over the insurance scheme. To date we have not seen an actual policy. I understand that there have been two claims and S.A.C. has not been provided with any details.

We are in the early stages of the scheme still, but we must jointly establish simple procedures whereby S.A.C. knows what is going on.

T.R. Beasley.

O B I T U A R Y

F.N. Slingsby, died 21 May, 1973.

Fred Slingsby was a real pioneer of British gliding and was probably the first commercial glider manufacturer in Britain.

Early gliders were modified versions of popular German trainers of the day, but these were later replaced by complete in-house designs. Fred's proudest moment was probably in 1952 when his friend, Philip Wills, flew a Slingsby Sky to victory in the World Championships in Spain.

Those of us who were fortunate enough to know Fred personally will always remember the way he had time for anyone and would welcome visitors to his Yorkshire factory at any time of day or night.

T.R. Peasley.

S.A.C. NEWS

1973 Eastern Instructors' Course:

The Eastern Course was held again at Pendleton Gliderport, with the kind permission of Gatineau Gliding Club, during the period May 20th to 26th inclusive.

This year we had the largest number of candidates attending to date -- 30 candidates from 16 Eastern clubs. One club, Belleville, sent 4 candidates; four clubs - MSC, Erin, Rideau and Bonnechere - each sent 3 candidates; three clubs - Champlain, Quebec and Pioneer - each sent 2 candidates and eight clubs - York, New Brunswick, Huronia, Central Ontario, Buckingham, SOSA, North Bay and Gatineau - each sent one candidate. This was a representative group from clubs, and included two members of the distaff side, Lucie Vanderwater from Belleville and Barbara Puky from Peterborough. This large group was handled quite efficiently because we had two 2-33's and two Blaniks at our disposal for flying exercises.

We had the regular guest lecturers from M.O.T. and Environment Canada. Inspector Bruce Carter of the Toronto Office of M.O.T. lectured on Aerodynamics and our Chairman of S.A.C. Met. Committee, Dr. Sepp Froeschl, gave two lectures on Meteorology. Again this year we had a guest observer, Mr. George McGee of the M.O.T. Training and Examination Branch. He is the main person involved in setting the exams for Canadian glider pilots, and he discussed the recent issue of the Sample Examination, now available from M.O.T.

We are looking forward to a large response again to the Course in '74. Since there are now 30 clubs in Eastern Canada, it may be necessary in the future, to limit the attendance to one candidate per Club and to be recommended by the Club C.F.I.

1973 Education Grants-in-Aid to Canadian Student Athletes:

As a result of the announcement of this program again for 1973 in Issue 1/73 of Free Flight, there were 12 applicants for the three types of grants - \$1,800 for students in degree programs, \$1,200 for those in community college programs, and \$600 for students in high school programs.

We are pleased to announce that Peter Lamla, of Vancouver Soaring Association, was a successful candidate of the degree program for 1973.

W.J. Piercy

S.A.C. NEWS Cont'd.

TROPHY-CLAIM FLIGHTS (1973):

Preliminary Notices.

The following preliminary trophy-flight claims have been filed since the last report:

5th May	R. MAMINI	Uncompleted triangle (110 Km. to turn point, 110 Km. from last turn pt.)
6th May	J. FIRTH	Undeclared Goal & Return - 310 Km.
7th May	D. MARSDEN	Uncompleted Triangle - 259 Km.
11th May	D. MARSDEN	Completed Triangle - 506 Km.
19th May	R. MAMINI	Completed triangle (119 Km.)
20th May	J. FIRTH	Completed triangle (165 Km.)
21st May	R. MAMINI	Completed triangle (320 Km.)
21st May	D. MARSDEN	Completed triangle (314 Km.)
22nd May	J. FIRTH	Completed triangle (117 Km.)
2nd June	R. MAMINI	Completed triangle (505 Km.)

The "200" Trophy:

No claims have been submitted so far this season by pilots with under 200 hours gliding experience. Those eligible for the trophy are urged to submit their claims no matter how modest the flights. Any number of flight claims may be submitted by each pilot - at the end of the year, the best five flights of each pilot are used to establish the trophy winner.

Trophy-Flight Rules.

The rules governing trophy flights were modified at the AGM of March 1973, the revised rules being published in "Free Flight" (Issue 3/73, April-May 1973). These may not have been seen by members before mid-June. In applying the rules for trophy-flight claims, the previous rules (as published in "Free Flight", Issue 2/72, March 1972) will be applied to flights made up to the end of June 1973, with the exception of scoring, which will be done on the new basis to be consistent for the whole year.

Jeff Tinkler.

XXV CANADIAN NATIONAL SOARING CHAMPIONSHIPS

Pigeon Lake, Manitoba. June 26-July 5, 73.

(The following report on the Nationals has been copied from the daily bulletins published by the organizers of the contest, Russ and Hazel Flint. The final score sheet included at the end of the report, was supplied as shown. With thanks! Ed.)
(Note: Distances & speeds noted are in kilometers and km./hr. respectively).

★★

TUESDAY, JUNE 26TH:

A low cloud base with solid cloud killed hopes for a task on the first contest day of the Nationals. There were hopes that some weak thermal conditions would develop towards late afternoon, but the only weather that developed was rain. However, prospects for tomorrow look good.

Champion of the day was Hal Werneburg. If everyone was wondering why the big grin on his face, let it be known that he is a proud new father. He thought he was going to be following Jim Carpenter's footsteps of last year, when he was busy rushing back from each task to find out if the big event had happened while he was touring the countryside, but guess his wife had other ideas.

Congratulations to Bernie Brayshaw and the Vancouver contingent for completing major repairs to their damaged glider. It is now ready to fly again.

WEDNESDAY, JUNE 27TH:

The cold front rushing through last night left everyone huddling around the fire or shivering in their sleeping bags, but it gave us all hopes for a contest task today. As is usual with the first day of the Nationals, everything seemed to go wrong, but at least Dick Mamini (ASW12) ended up happy as the only one finishing a 137 km triangle to Elm Creek, Pinkler and return. Dave Marsden was left looking unhappily across the river and talking to people standing on the other bank at the goal he was trying to reach.

The Sports Class was not able to make a contest day of it, although an out and return to Carman was set. However, Walter Hardie made it to Carman Airport.

THURSDAY, JUNE 28TH.

No one was very enthusiastic about the weather this morning, and the weatherman didn't surprise us by announcing a record cold temperature reading might have been reached during the night. There were hopes that the overcast would burn off by noon and a second pilot's meeting was called for that time, but was cancelled before it got off the ground. It seemed almost everyone decided to keep warm by visiting Winnipeg.

FRIDAY, JUNE 29TH:

Well everyone was in much better spirits this morning with the improvement in the weather, which Norm Taylor confirmed.

With blue thermals forecast and the slowly receding cloud cover, a late gate time was indicated. A short task of a 210 km triangle to St. Pierre and Carman and return was set for the Championship Class, and an 83 km. out and return to Elm Creek for the Sports Class.

Cloud base was low and there was plenty of scratching, but that didn't prevent Dick Mamini from claiming a 200 km triangle record, and 12 others also made it back to the field. Bruce Hea and Bob Cairns (both in Libelles), were close enough to shout, but somehow the ground came up and halted their progress.

Walter Hardie (Ka8) and Don Bentley (Zugvogel) made it back in the Sports Class so this was their first contest day. Paul Tingskou of the Winnipeg Club decided to play visitor and took the 1-26 to Elm Creek and back. If he had actually been competing, he would have given the two finishers a tough time.

SATURDAY, JUNE 30TH:

The early morning gave promise of a really good day, and this was reinforced by a weather forecast promising good thermal conditions. As a result, the Championship class was set a 255 km speed triangle to La Riviere, Vinkler and return, with an early start. However, a "sniffer" found very little lift, and the start time had to be put back an hour. Conditions looked good at our field as the contestants got underway, but the task turned out to be a lot harder than was expected as conditions around La Riviere were quite tough. Seven pilots managed to finish the task, though times were relatively slow. Several pilots wound up within a few miles of the field but couldn't quite make the last few miles. Julius Nagy had the misfortune to land in a very soft field, and was stuck for several hours, but finally got home at midnight. Dick Mamini won the day at a speed of 70.09.

JUNE 30TH Cont.

The Sports Class tried a 118 km triangle to Elm Creek and Sanford. and three pilots made it home in quite good time, making it a contest day. Walter Hardie won with a speed of 40.92.

A weiner roast was held in the evening, with beer donated by Julian Audette (visiting from Regina for the weekend) and WGC President, Glen Buhr. Unfortunately a few pilots missed out on the entertainment as they were late home; the night was chosen with the hopes that the task would be easy and everyone would get home!

SUNDAY, JULY 1ST:

Everyone crawled out of bed a bit late this morning after Saturday night's weiner roast. The day looked fine, although a little breezy, but the weather man forecast increasing winds for the afternoon. As a result, a second pilot's meeting was held at noon, at which time a weather warning for severe thunderstorms and very strong winds was read out. As no one wanted to be sitting in a field in the middle of Manitoba in a hail storm and 60 mph winds, it was decided to set no task for the day, somewhat to the relief of those who had partied too late and those who had arrived back late on Saturday night.

A number of pilots took advantage of local flying, with weak thermals to about 4000 feet, and a very brisk wind. Several competitors exchanged ships, and a number of crew people took check out flights and flew the WGC 1-26. The day's champion was Helmut Gebenus, who was up for 1 hr. 44 mins, and Henry Preiss and John Featherstone also made it over the hour. Others chose to have an easy day, and sunbathed, went swimming or played with a Frisbee. Towards evening the promised storms hit, and everyone went to bed early.

MONDAY, JULY 2ND:

Sunday's weather warning was well merited! Most of the pilots had put their ships in their trailers, and they were glad they had done so, as two tents were blown down in the night, and there was a 45 mph wind. Elsewhere in the Province, gusts of 60 and 70 mph were recorded, with extensive damage. It was obvious in the early morning that there was no hope of flying today; in fact even walking was tough at times!

Most people went into town for shopping, washing and so on in the morning. Kite flying was the program for the afternoon, but despite the great expertise available the kite had aerodynamic problems and crashed -- some say it was the ground handling that went wrong!

TUESDAY, JULY 3RD.

We had been promised an excellent soaring day today, but again the prospect was confused by a strong west wind. Although the forecast was for the winds to decrease, the task committee decided to call a second pilots' meeting for noon, to decide whether a task should be set or not. At mid-day, the lift looked good, and as a result, a distance task to Emerson and return along the course line was set for the Championship Class. With a late take-off and a strong head wind on the way back, it looked pretty certain that the pilots had quite a challenge on their hands

As things turned out, there was a very wide difference in distances achieved. One group of pilots got shot down early on the way out, while another managed to tip-toe around the hole at Morris and made it round the turn point and back. The day's winner was Jim Carpenter (Libelle), with an excellent flight that covered about 3/4 of the course.

The Sports Class was set a downwind dash to Steinbach Flying Club, via Niverville. The distance was 89 km, and imagine the surprise of the contest organizers when the first phone call came in an hour after take off! With the strong wind, the Zugvogel, flown by Don Bentley, made the distance at a speed of 90 kph. Four pilots finished the course, all at speeds of over 70 kph.

WEDNESDAY, JULY 4TH:

The contest organizers got up very happy this morning, having made the four days necessary for a Champion to be declared and with the promise of a really booming day. The weather forecast was not just quite as good as the previous day's outlook had indicated, but nevertheless, a 310 km triangle to Emerson, Manitou and return was set. The first few gliders launched had a problem hanging on for the first hour or so, and as everyone crept away from the field, we almost thought we were not going to get a contest day. The thermals must have been a bit better to the South of us, because 7 pilots finally made it back after a long tough flight, and one was overheard to say "if they set any tougher tasks than that, I'm going home!"

Winner for the day in the Championship class was Dick Mamini at a speed of 80.62.

The Sports Class was set a 210 km triangle to St. Pierre and Carman and return, and Don Bentley was the only pilot to make it - congratulations, Don.

THURSDAY, JULY 5TH:

Heavy cumulus racing over the area this morning put an early dampening on today's activities. Weather warnings had everyone de-rigging by 8.30 a.m. and the pilot's meeting was only a confirmation of everyone's thoughts - no task today. The rain and winds cleared off by 2 o'clock as predicted by Norm Taylor and those who had not gone off to town, spent their time in making ready for departure.

The children were all invited to a weiner roast where baby sitters took care of them while the parents enjoyed the delicious smorgasbord put on by the ladies of the St. Francois Xavier Community Club. The official part of the evening was started with our Contest Manager, Hazel Flint, giving a special vote of thanks to the many people who worked hard to make the contest possible. Hazel also deserves a special vote of thanks.

Dick Mamini was awarded the Shell Trophy for winning the Open Championship, and received a purse of \$75.00. Last year's winner, Jim Carpenter, was runner-up this year and was awarded the Hawkesbury Trophy and a purse of \$40.00.

Hal Werneburg was awarded the Mix Trophy for the second time on achieving the highest number of points in a Standard Class ship, and received a purse of \$50.00. Don Bentley was awarded the Carman Trophy as winner of the Sports Class, and received a purse of \$50.00. Frank Markut put in an excellent performance as a novice to National competition and was awarded the SOSA Trophy and a purse of \$25.00.

The Dow Trophies for the fastest triangle, longest distance flight, and fastest triangle by a Standard Class ship were awarded to Dick Mamini, Jim Carpenter and Hal Werneburg respectively. The pilots also received a flashlight and a course plotter each.

Walter Hardie was runner-up in the Sports Class, and Dave Marsden was second highest scorer in a Standard Class ship, and these pilots also received flashlights and course plotters.

Special awards and course plotters were given to Jeff Tinkler for cutting the mustard; Henry Preiss for glide stretching; Russ Flint for his special crewing efforts, Gunther Geyer-Doersch for losing the turn point, Julius Nagy for sampling the Manitoba mud and Garnet Thomas for his late arrival to the Meet.

Russ Flint moved a special vote of thanks to all the crews, and presented a gift to Sheila Hea on behalf of her husband Bruce, in appreciation for her efforts.

The banquet wound up with a dance, and a number of people found their way to the swimming pool at 1 o'clock in the morning.

CONCLUSION:

Well, the general feeling of the pilots and crews as they left Winnipeg seemed to be that the 1973 Nationals were a success. The organizers thought so too, until we came to make up the Master Score Sheet, and to our dismay found that we had made an error in the official scores for Day 4 of the contest. We would like to offer our humble apologies to Frank Markut and Bernie Brayshaw, who are the sufferers as a result of our mistake. Frank Markut has the very disappointing experience of being hailed as a trophy winner at the banquet, only to have the trophy taken away from him afterwards. Bernie Brayshaw is, in fact, the winner of the SOSA Trophy, awarded to the highest scoring pilot competing in his first National competition - congratulations Bernie, especially after having an accident with the glider on the way to Winnipeg. Anyone who received both the official score sheets and the master score card will see that the figures are not the same; the reason for this was that the error made on Day 4 actually affected all the scores, but did not affect any of the trophy winners except for the SOSA Trophy. We are very sorry about this error, but at least we are now quite sure that the scores are right!

We would like to thank the following organizations for the loan of equipment and personnel and for donations towards the prize money: Boeing of Canada, Bristol Aerospace, CFB Winnipeg, Imperial Oil, Manitoba Government, Manitoba Soaring Council, Ministry of Transport, Gestetner Ltd., Olivetti, Schweizer Aircraft Corp., Standard Aero Engine, The Boy Scouts Association and the 3-M Company.

On behalf of the Contest Organizers and the Winnipeg Gliding Club I would like to thank all the pilots and crews for coming to the 1973 Nationals. We had a great time here in Winnipeg, and gained something that is hard to describe in words, but is already being demonstrated in fact by the sudden increase in cross country flights from our field since the Nationals; it's the spirit of enthusiasm and adventure, left behind by all the really terrific people who got together to make the 1973 Canadian National Championships. Thank you, everyone.

Hazel Flint,
Contest Manager

The final official score sheets are on the following page

June 26th - July 31st 1973

WGC

DAY 2 - JUNE 29th

Return, Elm Creek

Handicap]

S.A.C. NEWS (Cont.)

NOTICE OF RECORD - CLAIM:

500 Km. triangle speed record.

80.17 Km/hr. D.J. MARSDEN (E.S.C.) 11 May, 1973.

This is a claim only, pending full documentation and approval. If documentation is in order, it will become a new National record in that category.

K.G. Round,
F.A.I. Awards & Records.

S.A.C. MEMBER CLUBS:

We were sorry to note that the Melville District Soaring and Gliding Club in the Prairie Zone ceased to exist as of May 1973. At that time, the club's 2-22E was sold to the Air Cadet League of Canada.

SITE LOCATION MAPS:

Maps showing the site locations of the Erin Soaring Society and London Soaring Society are included at the back of this issue.

S.A.C. 1974 INTERNATIONAL TEAM:

Walter Piercy is again organizing a raffle to raise funds for the International Team. Although the deadline of Aug. 18th may be past when this issue is received, a copy of Walter's letter is being included (see next page) for your information.

Also worthy of note, are the efforts of Jim Carpenter and John Brennan who are organizing the "Fly for Canada" day on Aug. 4th.

As far as equipment for the team is concerned. Two Standard Class Libelles have been confirmed and negotiations are underway to hire a Kestrel 19 and possibly a Diamant 16.5m. More precise details on the make-up of the team and the equipment procured will appear in the next issue.



SOARING ASSOCIATION OF CANADA

Box 1173, Station B, Ottawa, Ontario K1P 5R2

June 15, 1973

To: All S.A.C. Member-Clubs
Attention: Presidents

S.A.C. TICKET DRAW FOR 1974 INTERNATIONAL TEAM

It is planned again this year to sell tickets for a DRAW in both East and West to raise some funds to help towards the very high expenses of the International Team that will represent Canada at the World Championships, to be held in Australia in January, 1974.

The Pay-As-You-Pull tickets will be distributed to both East and West Member-Clubs on a pro-rata formula based upon the number of Club Members as of December 31, 1972. There will be two sets of prizes, and two DRAWS, on September 3/73, one at Winnipeg Gliding Club and one at Montreal Soaring Council.

The deadline for the sale of the tickets is August 18/73 AT THE LATEST. Each Club may keep 10% of the funds collected for Club projects. It is hoped that this will encourage a greater sale, and this 10% could be turned over, say, to teenage dependents of Members in payment for the selling effort.

DIRECTLY AFTER the above deadline, please forward the stubs and cheques, payable to "Soaring Association of Canada", to:

Mr. R.C. Gairns,
130 St. Francis Street
Chateaugay, Quebec.

Dr. J. Tinkler,
364 Waverley Street,
Winnipeg, Man. R3M 3L3

(FOR EAST)

(FOR WEST)

We are certain that it will be greatly appreciated by our Team, if we do our best to sell as many tickets as possible. This financial help will go a long way in alleviating the financial burden on our Team Members as they represent Canada and all of us at the 1974 World Championships. We expect some financial help from Sports Canada, of Department of National Health and Welfare, but this will not begin to cover the total expenses.

This ticket sale is also in addition to the proposed one-day "Fly for Canada" fund-raising scheme announced in Issue 3/73 (April-May) "Free Flight".

Please MAKE SURE the ticket stub has all information - name, street address, city and selling Club. Thanks in advance for your efforts on behalf of our Team!

Sgd: Walter Piercy,
Vice-President.

THE ECONOMY OF SELF LAUNCHING SAILPLANES!

Considering the high initial cost of motorgliders many individuals and clubs who are seriously interested in this type of machine are hesitant to make the big move and place an order of purchase. Besides the capital investment required, there is little information available regarding operating cost and the vague references to very low operating cost are received with some scepticism.

The following is what we believe a long overdue, more detailed account of the operating cost of motorgliders. Depending on the type of ownership (individual, syndicate or club) and base of operation, there are a number of variables which we tried to reconcile. In any case, we feel that our calculations could be used as a framework, where individual items could be substituted if local conditions warrant. We used our own Sportavia-Puetzer RF-5B Sperber as a basis for our calculations. It should be noted, that with the exception of the Caproni A-21J, the Sperber is the most expensive motorglider on the market. The figures obtained are so much more astonishing. Lower priced models such as the Falke or the single seater Milan should necessarily show a corresponding reduction of operating cost.

Now let us see how expensive this 'Mercedes of the air' really is.

FIXED COST:

Depreciation	5% of \$20,000.00	\$ 1,000.00
Insurance	.....	\$ 400.00
Inspection for C. of A.	.....	\$ <u>100.00</u>
Total yearly fixed cost	.....	\$ <u>1,500.00</u>

OPERATING COST, ALL POWER FLYING:

Hours per year

<u>Hours per year</u>	100	200	300	400
Fixed cost/hr.	15.00	7.50	5.00	3.75
Engine cost/hr. (\$1200/1500hr) say	1.00	1.00	1.00	1.00
Airframe maintenance	1.00	1.00	1.00	1.00
Gasoline at 4 gal/hr.	2.00	2.00	2.00	2.00
Oil & misc. maintenance	0.25	0.25	0.25	0.25
Total cost/hr.	19.25	11.75	9.25	8.00
Total cost/min.	0.32	0.20	0.15	0.13

Cont'd.

OPERATING COST ALL SOARING FLIGHT.

Hours per year	100	200	300	400
Fixed cost	15.00	7.50	5.00	3.75
Airframe maintenance	1.00	1.00	1.00	1.00
Total cost/hr.	16.00	8.50	6.00	4.75
Total cost/min.	0.27	0.14	0.10	0.08

It is evident from the above, that the most significant drop in operating cost occurs at the 200 hour per year utilization. Any variation of power on or soaring flight can easily be calculated from the above figures to suit individual users' requirements. According to expected yearly hours to be flown, clubs should be able to assess flying fees to members and ensure a reasonable profit for the club. Assuming 400 hrs/yr. we suggest \$14.00/hr. or 24¢ per minute of powered flight and \$10.00/hr. or 17¢ per minute of soaring flight. This seems to be a reasonable price for the average club member and compares favorably with the \$12.00 per hr. average for three years, which this writer paid flying club owned equipment.

However, this is not the whole picture. Whether we realize it or not, the cost of retrieve is substantial for the cross country pilot. Considering a simple 100 mile flight, self-retrieve will cost \$14.00, while trailering requires in the best of the cases 200 miles driving at about 12¢/mile. That is \$24.00 without counting food and beer for the retrieving crew. An additional fringe benefit is that the motorglider will be back on the field within four hours and put to profitable use in instructing for the rest of the day, while a pure glider is out of commission for the whole day, even after the shortest of cross country flights.

A reasonably active soaring pilot will fly approximately 100 hours per year. At this rate a motorglider seems to be the ideal solution for a four pilot syndicate. Considering 25% powered operation (self launching & self retrieve), the hourly cost for flying is \$5.55 which is astonishingly low. Capital investment would be approximately \$5,000.00 per pilot if a Sperber is used, which, being a two seater offers the dubious advantage of your mother in law coming along for the trip. The single seater Milan would require \$3,750.00 capital investment per pilot and even lower operating expenses.

Let us consider a private owner in the \$5,000.00 class glider flying 100 hours a season and doing ten 100 mile cross country flights.

FIXED COSTS:

Depreciation	5% of 5,000.00	\$ 250.00
Insurance	.....	\$ 75.00
Inspection for C. of A.	.....	<u>\$ 100.00</u>
Total fixed costs	.....	<u>\$ 425.00</u>

OPERATING COST 100 HRS/YEAR FOR \$5,000.00 GLIDER:

Fixed cost	\$ 425.00
Airframe maintenance	\$ 100.00
33 Aero-tows (3 hrs. average flight time) at \$4.00 per tow	\$ 132.00
10 retrieves 200 miles return trip each 2000 miles at 12¢/mile	<u>\$ 240.00</u>
Total cost	\$ 397.00
Cost per hour	\$ 3.97
Cost per minute	\$ 0.15

This compares with \$5.55/hr. or 0.09/min. for the Sperber operated by a our pilot syndicate. The same group flying the single seater Milan could expect 15% reduction of cost, which makes the syndicate ownership of motorgliders a very attractive proposition.

Elemer Balint,
PROVINCIAL MOTORGLIDING & SOARING
ASSOC.

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The CAMBRIDGE VARIOMETER and ACCESSORIES are NOW in stock at FIRMAL ELECTRONICS, official sales and service agents.

This variometer offers fast, smooth response, excellent zero stability, and low power consumption. It has already achieved widespread acclaim in the United States.

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Speed Ring	\$ 13.00

N.B. After date of publication, units not sold by FIRMAL must be returned to U.S. for service under warranty.

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HURRY! First five units go at U.S. prices.

SSA FILMS FROM THE SSA FILM LIBRARY:

Further to the "Letter to the Editor" (page 9 of Issue 2/73) by John Featherstone on the subject of interesting gliding films available from the SSA Library. Walter Piercy has pursued this matter and has produced a 'Procedure' for acquiring such films. This 'Procedure' has been agreed to by the SSA Librarian. This 'Procedure' is included in this issue for your guidance, and in so doing noting that a wide variety of films are available to clubs, groups or individuals.

The SSA Librarian has sent a batch of brochures detailing the films available to S.A.C., but this list is too lengthy to publish in "Free Flight"; therefore, anyone wishing to receive a copy in the near future, should contact the Editor of Free Flight (Mrs. S. Webb, 343 Dufferin Street, Fort Erie, Ontario, L2A 2T8). Eventually a copy of the brochure will be sent to each Member Club for information.

...'Procedure' ..



SOARING ASSOCIATION OF CANADA

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

PROCEDURE - RENTAL OF FILMS FROM S.S.A. FILM LIBRARY

1. A Club Officer, or responsible Club Member, will request, by mail or telephone, the required film, by number.
2. The S.S.A. Film Library will forward the film prepaid by standard Parcel Post to the Canadian address.
3. The local Customs Office will notify the addressee that the parcel has arrived, and to come to the local Office for declaration.
4. The Customs Office will make out a Temporary Admission Permit, and it will be allowed entry temporarily under tariff item 65706 - 1, at 1.5¢ per linear foot of film, with duty in no case to exceed 20% ad valorem. This will require the posting of a deposit for temporary entry (to be returned) or payment of duty for permanent entry.
5. After the showing, the addressee will return to the Customs Office the film packaged for prepaid shipment by Parcel Post (check the Post Office for costs, and affix postage) back to the S.S.A. Film Library in U.S.A.
6. The Customs Office will return the deposit and a copy of the Temporary Admission Permit to the sender, and will forward the shipment to the Post Office.
7. The payment to S.S.A. (cheque or money order) must include the film rental fee plus the prepaid shipping charges from U.S.A. to Canada - these shipping charges may be determined from the Parcel Post film packages as it was received, or refer to the costs of item 5, above.
8. The address of the S.S.A. Film Library :

SSA Film Library,
R.D. No. 1, Harris Hill,
ELMIRA, New York 14903,
U.S.A.

June 15/73

THE PAYOFF

by Bruce Hea, Cu-Nim.

It's a familiar scene. You're sitting in the cockpit going through your final pre-takeoff checks. You've been doing it for 15 years and over 800 flights. Same old routine - except you've graduated to one of those sleek glass birds that rig so easily. It's always an exquisite pleasure when you compare it to those early years when pins and safety pins would thoroughly occupy you for twenty minutes or more.

Controls move easily - rudder - fore and aft stick - right stick and the right aileron comes up to greet you - left stick and the left aileron comes up to --- but it didn't! Almost total disbelief! You try it again. You know damn well you hooked them up - and checked those ailerons! But it didn't come up. Undo your straps, release the canopy, get out, open the access hatch and the truth stares at you in an embarrassing way --- it's not hooked up.

The payoff is obvious. Those cockpit checks are a serious affair. A potential disaster is a minor incident, a 2 or 3 minute delay, and perhaps a major embarrassment. With good luck there may be another 800 flights -- with a thorough cockpit check before every one!

Yes, it really happened June 12, 1973. The left aileron rod end had been inserted, the spring-loaded pin raised and dropped and checked by finger feel that it had indeed fully re-extended -- but the rod end had moved back to where the hole had been missed. The recheck was a little too casual. Having again felt that fully extended pin I failed to also bend down and really look to see that the rod end was fully engaged. The "payoff" doesn't just apply to Libelle drivers --- those final pre-takeoff checks may save your bird --- any bird.

LATE NEWS FROM THE E.S.C.'s "TOWLINE" OF JULY 1973.

"RECORD -- Dick Mamini in his ASW12 snatched Dave Marsden's 3 week old 500 Km. triangle record on June 2nd, at an average speed of 102 Km/hr. He left from Cooking Lake, turnpoints at Castor and Kitscoty, beating Dave's record by a healthy 22 Km/hr. "

ORGANISATIONSCIENTIFIQUE ET TECHNIQUE INTERNATIONALE DU VOL À VOILEO.S.T.I.V.History, Objects, Activities, Publications, Memberships
and Other Data

After the great and rapid progress of soaring flight in the years 1920-1930, mainly due to the development of sailplanes with a very low drag and by that with a low sinking speed, as well as to the discovery of thermal up-currents, Prof. Dr.-Ing. Walter Georgii deemed it time in 1930 to set up an international research committee for soaring flight.

On the initiative of the German League of Gliding Clubs, the "Rhön Rositten Gesellschaft", a scientific and technical gliding Congress was organized in Darmstadt from March 8-10, 1930.

During this Congress, it was decided to establish the "Internationalen Studienkommission für den motorlosen Flug", the ISTUS, an international committee for gliding research.

The affiliated nations of the ISTUS (21 in 1939) met once a year in a General Conference at which time a Congress also was organized for the reading of scientific and technical papers related to soaring flight.

Until the outbreak of the second World War, the ISTUS organized 7 Congresses, the last one being in Warsaw in 1939.

In gliding, more than in any other aeronautical activity, the scientific and technical problems are closely related to the sporting ones. It was the virtue of this fact, that the ISTUS became automatically the generally acknowledged scientific and technical authority in this field of activities of the "Fédération Aéronautique Internationale", the FAI, with the result that a most profitable collaboration was established between these two international organizations.

The ISTUS did not concern itself exclusively with scientific and technical activities, but also with the sporting side of gliding. It was the ISTUS that created the Silver C Badge and that organized the international gliding contests during its Congresses.

The question of reviving the activities of the ISTUS after World War II was brought up at the General Conference of the FAI, when it met in London in 1946, but it was not until July 27, 1948, in Samedan (Switzerland), that the re-establishment of the ISTUS under the new name of "Organisation Scientifique et Technique Internationale du Vol à Voile" (OSTIV) became a fact.

Whilst the ISTUS was set up with the object of bringing into closer touch those countries, which were engaged in soaring, with the purpose of furthering the development of soaring itself by exchange of experience and friendly cooperation, the OSTIV embarked upon a wider task. Its objects are:

- a) to foster and coordinate efforts to seek new scientific knowledge by means of a sailplane, as well as to gain scientific knowledge for the development of soaring;
- b) to foster and coordinate efforts to improve training methods, the design, construction and operation of sailplanes and accessories, particularly with the view to increasing efficiency, performance, flying qualities, safety and comfort for the benefit of soaring and for aviation in general.

As in FAI, the National Aero Clubs are the voting members (Active Members), who determine OSTIV's policy in conjunction with the OSTIV Board. Often, these Aero Clubs delegate this power to the National Soaring Association, Federation or Society in their country. Unlike the FAI, however, OSTIV can have individual members too, an opportunity of which several hundreds of glider pilots have availed themselves.

There is close cooperation with FAI, in particular with the International Gliding Committee of FAI (CIVV), but the division of tasks between the two organizations is sharply defined.

FAI concerns itself with the sporting side of soaring, fixing rules for records and competitions, organizing world championships and abolishing obstructions - often of a national nature - which limit soaring activities. It is OSTIV's task, on the other hand, to improve the quality and safety of soaring and to promote the efficiency of soaring in the various countries by means of standardizing training methods, issuing technical regulations and organizing congresses and courses.

At the time of the World Gliding Championships, a General Conference of Active Members of OSTIV and a Congress for reading of scientific and technical papers related to soaring flight are organized.

Selected from the papers read during a Congress, two (2) Diplomas are awarded: one for the technical and one for the meteorological paper, being of particular value to OSTIV.

The Diplomas have been awarded for the first time in 1963 to Prof. Dr.-Ing. F.X. Wortmann, Germany (technical) and to Mrs. M.L.A. de Schwarzkopf and Mr. E.R. Lichtenstein, Argentina, for their joint meteorological paper. Dipl.-Phys. H.J. Merklein, Germany (technical) and Mr. Charles V. Lindsay, U.S.A. (meteorological) received the Diplomas for their papers read during the Congress in 1965.

Dipl.-Ing. József Gedeon, Hungary (technical) and Dr. Hans Jaeckisch, Germany (meteorological) received the Diplomas for their papers read during the Congress in 1968.

The Diplomas from the 1970 Congress were awarded to Mr. Paul F. Bikle, U.S.A. (technical) and Dr. George R. Whitfield, England (also technical), and to Dr. A.D. Konovalov, U.S.S.R. (meteorological).

The following OSTIV Congresses have been held: Samedan (1948), Paris (1949), Örebro (1950), Madrid (1952), Buxton (1954), St. Yan (1956), Osieczna (1958), Cologne (1960), Junin (1963), South Cerney (1965), Leszno (1968), Alpine (1970) and Vrsac (1972).

The official organ of OSTIV is the Aero Revue, published in Switzerland. This monthly periodical contains an OSTIV Section devoted to OSTIV news, papers presented at OSTIV Congresses, reports on other OSTIV meetings and further articles dealing with the scientific and technical aspects of soaring flight.

The important articles are collected in the well-known OSTIV Publications. Up till now, 11 Publications have been published (Örebro, Madrid, Buxton, St. Yan, Osieczna, Cologne, Junin, South Cerney (Parts I and II), Leszno and Alpine).

In 1958, OSTIV published the book The World's Sailplanes I, containing full data of the sailplanes designed in the different countries. This book had an enthusiastic reception in the community of glider pilots and technicians and has been followed by The World's Sailplanes II, published in 1963. Both Volume I as well as Volume II are completely sold out.

At the moment, preparations are going on with Jane's Yearbooks for a third volume of The World's Sailplanes, which is expected to be published in 1974.

O.S.T.I.V.

As mentioned in the foregoing article, preparations are presently in progress to publish "The World's Sailplanes III with the help of Jane's Yearbooks.

Mr. A.N. Le Cheminant, S.A.C. Historian, has been requested by Floyd Sweet of S.S.A. (who is on the Board of O.S.T.I.V.), to help him to identify the manufacturers or home constructors in Canada who have built and flown at least one prototype. The World's Sailplanes II was published in 1963, and so O.S.T.I.V. are interested in those sailplanes built and flown since 1962.

"Chem" would appreciate receiving any data on Canadian achievements. This should be sent directly to him at the following address:

Mr. A.N. Le Cheminant.
P.O. Box 168,
R.R. No. 3,
Manotick,
Ontario.

THINGS TO COME --- (Taken from M.S.C's "Downwind").

"Four-letter aircraft identifiers will become effective on new civil aircraft in Canada Jan. 1 next year. Instead of showing "CF" followed by three letters, the new airplanes will show "C" followed by four letters, beginning with "G", e.g., C-GABC. Present aircraft owners will have until Jan. 1, 1984 to make the change, which, in most cases, will mean interchanging the "F" and the "dash". The change will allow the NOT a wider selection of combinations well beyond the 100,000 mark. It is expected to remain in force for the rest of this century. Although the NOT has not issued official notification of the change as yet, it is thought that pilots making an initial call to an ATC unit will have to give all four characters, such as "Tower... Golf, Alpha, Bravo, Charlie".

F O R S A L E

J30-00-110 - Certified tow plane with 4½ to 5 gallons
----- an hour. Eleven minutes to tow 2-22 to
2,000, 8 minutes for 1-20. Fuselage sand
blasted and re-covered with Ceconite. The
best tow plane for \$5,500.00 (firm).

CONTACT: John Anthoine, 290 Queen St. East,
Sault Ste. Marie, Ont.
Tel: (705)253-9703, or (705)253-5736-home.

SPORT CANOPY new condition, best offer. LSS, P.O. Box 733,
----- Station B, London, Ontario.

W A N T E D

1-26 -- Good condition 1-26 or comparable performance
---- sailplane. Please send full details to:

Van Isle Gliding Assoc.
c/o R.J. Hansen, R.R. 2,
Courtenay, B.C.

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 and
aircraft sales by dealers) a charge of \$8.00 is made for a
full page. (Ads of ½-page at \$4.00 and ¼-page at \$2.00 are
acceptable). Cheques for the latter should accompany the
advertisement and be made payable to S.A.C.

S.A.C. MEMBERSHIP - Please note that the S.A.C. year starts
----- July 1st. Membership dues should be sent
to Mrs. Terry Tucker (786 Chapman Blvd.
Ottawa, Ont. K1G 1T9) to ensure continuity
of FREE FLIGHT and SOARING magazine.

CLUB NEWS

ERIN SOARING SOCIETY:

Letter from Ken Del Piero.

After one of the worst years in the club's history, 1973 seems to have turned the club towards better things. Last year the necessity to purchase a new towplane and a new trainer, in addition to the poor weather throughout the summer, set our club back financially. The few new members and students we did have were pretty badly frustrated by the lack of a basic trainer in July and August. Proof of this is the fact that we had only one ab-initio solo in 1972 compared to 7 or 3 in 1971. Nine club members claimed their "C" badges which, according to the survey in Free Flight, is more than any other club in Canada. Two of our members completed their silver badges and entered the Nationals at Rockton.

Towards the end of 1972, a group from our club headed down to Mount Washington, N.H. to try their hand at wave soaring. Although the group returned with only a gold altitude (only? - wash my mouth out!), it was worth it just to experience flying in that beautiful piece of country. By early November, we had packed away the gliders, and on behalf of the club, I would like to thank York Soaring for the use of part of their hangar during the winter.

This year we have been flying since mid-April and have many enthusiastic new students who have been a great help in picking up last year's damaged morale.

Our fleet now consists of the club's Blanik, 2-33, 1-26 and Piper Super Cub towplane, joined by what must be one of the most beautiful flock of private ships in captivity. They include two Ka-6's, an M-100S, a BG-12, a polished HP 11 that is absolutely blinding to thermal with, and the most recent addition; what is probably the most famous SH-1 in the country. I don't think that's bad for forty people and in a couple of months, that list will be out of date. So it looks like 1973 is going to be our best year yet.

Drop in any time - you'll be welcome!

PIONEER SOARING INC.

Pioneer started flying Easter weekend with everything pretty well organised since we had several meetings over the winter months to discuss our 1973 requirements. The following officers were elected at the February meeting: President - Howard Larkin; Secretary - Don Clarke; Treasurer - Fred Simpkin; CFI - Deryck Brown; C.T.P. - Wally Norris; Deputy CFI & CTP - Gord Coleman. All we need now is co-operation from the weatherman!

A number of our club members participated in the exhibit at the Sportsman's Show, which was a co-operative affair along with SOSA, Erin and York members. This ran for ten days in March and there were a number of visitors to the Show who expressed an interest in gliding - we have already seen one or two at our field.

In case anyone is going to Europe this summer, you may be interested in comments from some of our members who were there last year. Deryck Brown, Don Chapman and Wally Norris spent

(See Erin S.S. map in this issue).

some time over there last summer. Deryck did a few flights in England and looked up a former Pioneer student, Tony Cole who was working with Derek Piggott. Don Chapman spent several weeks in Germany and the highlight of his stay was an hour & ten minute flight at Wasserkuppe in the ASK 16 motorglider with the designer, Rudolph Kaiser. Wally Norris spent some time at Zell am See in Austria flying a Bergfalke, Ka3 and a Std. Austria. He managed to get his 5 hours flight and reports a total of 11 hours of flying for only \$110, incl. tows.

Pioneer will be continuing the "booking" arrangements for flying time for students and members this season. In addition to weekends and holidays, we will be trying Wednesday afternoon flying for those who can sneak away for a few hours.

CFI Deryck Brown organized and presented a film night on "Gliding" at Cedarbrae Library in Scarborough. The library publicized the event & supplied the facilities as the final presentation of a series of evenings over the winter season. In spite of a terrific thunderstorm and the final Stanley Cup game, over 100 men, women and teenagers came out for the two hour talk, which was tied in with two movies on soaring and 160 colour slides from Deryck's collection, with additional photos by Wally Norris. The question period was a good indication of interest - in addition to those just getting acquainted with gliding, there were many power and glider pilots on hand to hear more about soaring. This was an excellent presentation which will be repeated in other communities in the future - looks like Deryck has a new way for getting students judging by the enthusiasm shown that evening. Come and visit us any weekend at Pioneer Soaring, Hwy 89, 2 miles east of Alliston, Ont., beside the Nottawasaga Inn.

LONDON SOARING SOCIETY: Letter from Joe Thompson.

1973 promises to be an exciting year for L.S.S. First of all, we have moved: as of Wednesday 25th April, our equipment was located at the new field on the 1st Conc. West Zorra Township, approx. 23 miles west of Embro. (See Site Location map in this issue. Ed.)

We have realized for some time that reasonable growth would not be possible at our old field: e.g. zoning bye-laws restricted us from building more than our existing three hangars.

the runway was narrow, poorly drained and very bumpy.

The final approach from the north was over the 401 highway, which would be extremely unforgiving of an undershoot.

Finally, there was the landlord!!

Because of the London control zone, procedure turn areas, lake proximity, Indian reservations, etc., the area in which we could re-locate was quite limited. When the possibility of the new field becoming available was fairly firm, it was anticipated that we would build hangars, have some extra length seeded to grass & then move. Our landlord had other ideas. When he heard that we were looking at another field, he gave us one week's notice to move. Thanks to our very enthusiastic members, the move took only 4 days, including clearing up. Our landlord may, in fact, have done us a good turn, as we now have an added incentive to build the new hangars as well as the pleasure of exclusive use of a 350' wide strip in a good soaring area. Hopefully, we can look forward to having a permanent home now. Drop in and see us some time.

Cont'd

LONDON SOARING SOCIETY (Cond.)

We now have another single seater, a Skylark II, it flies very nicely and fits very well into our plan to provide progressively more interesting and challenging machines. As a result of having the Skylark, we expect to see a significant increase in badges earned this year.

Our first trophy, the "Little Bowl" was generously donated by Dave and June Little. To be awarded annually for the best height gain, it is available to students also, as their climb can be verified by the Instructor.

April was a very productive month for flying, and May has started out extremely well at the new field, with Peter Flanagan achieving his 5 hours and height gain for the Silver 'C' in the 'Spatz'. Congratulations Pete.

A note of thanks appears to be in order for everyone associated with the implementation of the new insurance plan. This plan will give the Canadian Soaring movement a financial shot in the arm. Well done!

"AND NOW SAILPLANES IN THE WIDE SKY!"

The Wide Sky Flying Club is probably the youngest organization in Fort St. John - incorporated not quite a year ago - with achievements second to none in any metropolitan centre.

With four sections incorporated into the clubs activity - Power Flight, Gliding & Soaring, Parachuting & Model Aircraft Building - a busy executive manages to keep all sections going & growing.

The latest addition to the already operating Cessna 182 power plane, is a club-owned Schweizer two-place sailplane, primarily for training purposes. A Blanik, acquired by Frank Hinteregger the co-ordinator for the sailplane section of the club, is also available to club members, who will advance soon to take up competition flying and earn badges for higher achievements in soaring.

Talking to Frank about the movement, he mentioned with pride that the Fort St. John club is the fifth center in BC operating sailplanes and offering training for glider pilots.

Over 20 members of the club are active glider pilots. Some with power plane experience and each and every one is eagerly awaiting the day of the first tow. The club is particularly grateful for the co-operation of Bill and Short Tompkins in making the airstrip at Mile 54 available. There are many features that are appreciated by the members and future sailplane pilots: it is close to the town allowing evening operation without lengthy preparation, giving the club a chance to train in the evenings.

--

The above is an excerpt from an article published in the "Alaska Highway News" on the newly formed Gliding & Soaring segment of Wide Sky Flying Club in B.C. Coverage of their June 24th Air Show has also been promised to support the movement.

In addition to the above publicity, Frank Hinteregger, a director of Wide Sky, says the club is very happy with the support given by the newspaper & radio people in the area. CJDC-TV will cover, via video, a training afternoon at the field.

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, English & French).	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)	\$8.50 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	2.00 "
*	(b) In quantity of 25 or more	1.50 "
15.	F.A.I. Cloth Badges - 3" Dia. - "C" Badge	0.75 "
16.	" " " - 3" Dia. - Silver Badge	1.50 "
17.	" " " - 3" Dia. - Gold Badge	1.50 "

NOTES:

- *1) Item 2 available ONLY from Mr. K. Round,
10 St. Remy Drive,
RR No. 3, Ottawa K2C 3H2
- *2) Item 5 available ALSO from K. Round.
- 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.

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, P.Q.
 Appalachian Soaring Club, Box 271, Sherbrooke, P.Q.
 Buckingham Gliding Club, 146A MacLaren Street, Buckingham, P.Q.
 Champlain Soaring Association, 11655 Laforest, Montreal 356, P.Q.
 Lahr Gliding Club, Maj.D.F.McIntosh, 1CAG Hq., S.O.Air, CFP0 5000, Belleville, Ont.
 Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.
 New Brunswick Soaring Association, c/o F.Fowler, Box 2086, Stn."C", St.John, N.B.
 Québec Soaring Club, Box 9276, Québec, Qué. GLV 4B1.
 Soaring Club of Nova Scotia, Box 513, Truro, N.S.

2. ONTARIO ZONE:

Air Cadet League (Ontario), c/o J.Montle, 1107 Avenue Rd., Toronto, Ont. 2T4 1L5.
 Air Sailing Club, P.O. Box 2, Etobicoke, Ont. M9C 4V2.
 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. N7M 2X1.
 Erin Soaring Society, Box 523, Erin, Ont.
 Gatineau Gliding Club, Box 883, Station "B", Ottawa, Ont. K1P 5P9.
 Huronia Soaring Association, c/o M.Badior, 435 Hugel Ave., Midland, Ont. L4R 1V4.
 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 F. Simpkin, 29 Unicorn Ave., Willowdale, Ont.
 Provincial Motorgliding & Soaring Association, R.R. No. 2, Blackstock, Ont.
 Rideau Gliding Club, c/o H. Janzen, 172 College St., Kingston, Ont.
 SOSA Gliding Club, Box 654, Station "Q", Toronto 7, Ont. M4T 2N5.
 Toronto Soaring Club, Box 856, Station "F", Toronto, Ont. M4Y 2N7.
 Windsor Gliding Club, c/o H. Preiss, 2058 St. Anne, Windsor 35, Ont.
 York Soaring Association, Box 660, Station "Q", Toronto, Ont. M4T 2N5.

3. PRAIRIE ZONE:

Red River Soaring Association, Box 1074, Winnipeg, Man.
 Regina Gliding & Soaring Club, c/o Miss Audette, 10 Bole Pl., Regina, Sask. S4S 3W7
 Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4.

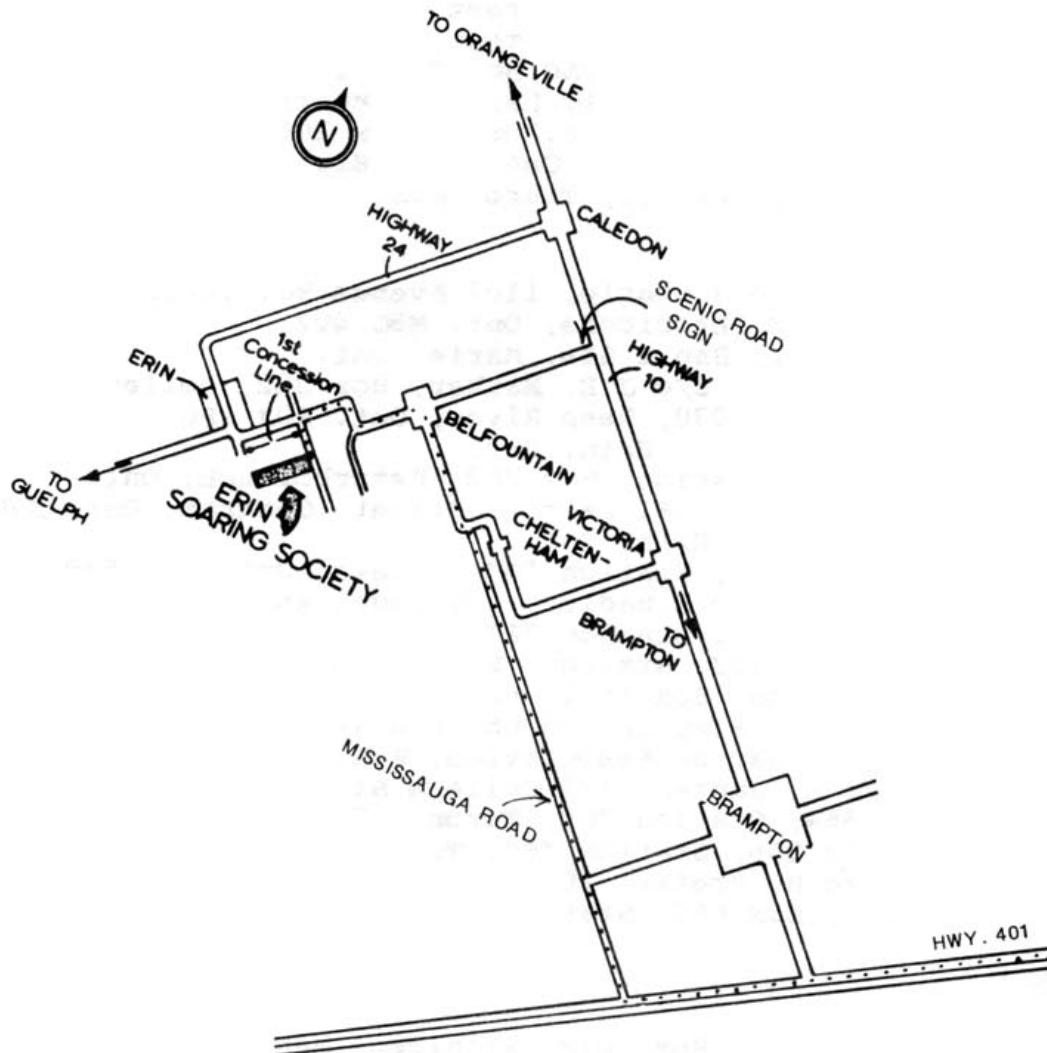
4. ALBERTA ZONE:

Cold Lake Soaring Club, Box 1714, Medley, Alberta.
 Cu-Nim Gliding Club, P.O. Box 2275, Calgary, Alberta, T2P 2M6.
 Edmonton Soaring Club, Box 293, Edmonton, Alta.
 Red Deer Soaring Association, Box 963, Red Deer, Alta.
 Yukon Soaring Association, 508 Hanson St., Whitehorse, Yukon Territory.

5. PACIFIC ZONE:

Air Cadet League (B.C.), c/o Capt.R.Lacerte, 8908 Glenwood St., Chilliwack, B.C.
 Alberni Valley Soaring Association, c/o D.Pearson, R.R.No.3, Port Alberni, B.C.
 Comox Gliding Club, CFB Comox, Lazo, B.C.
 Kamloops Gliding Club, c/o D. Lurkins, 627 Alberni St., Kamloops, B.C.
 Vancouver Soaring Association, 1461 Terrace St., North Vancouver, B.C.
 Van Isle Gliding Association, c/o R.J. Hansen, R.R. No. 2, Courtney, B.C.
 Wide Sky Flying Club, P.O. Box 3356, Fort St. John, B.C.

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THE ERIN SOARING SOCIETY

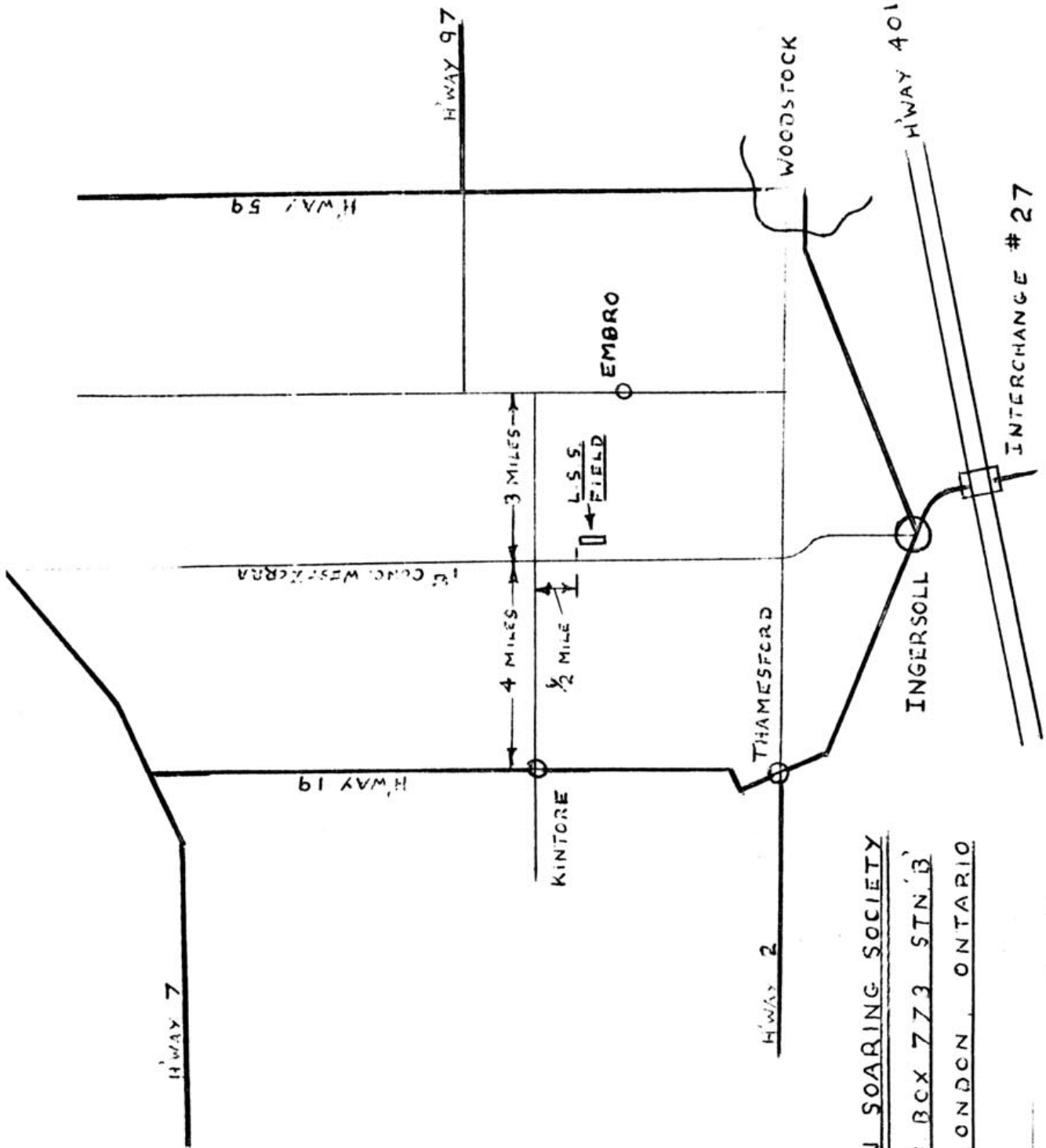
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Telephone 519 - 833-9566



LONDON SOARING SOCIETY

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