

Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

DEC '73

SOARING ASSOCIATION OF CANADA

Organization - 1973

<u>DIRECTORS & OFFICERS</u>	<u>NAMES AND ADDRESSES</u>	<u>TELEPHONE NOS</u>
<u>PRESIDENT:</u>	Terence R. Beasley, 173 Leslie Street, Roxboro 970, P. Q.	514-684-7145 (H) 514-744-1511 (B) (Local 5495)
<u>VICE-PRESIDENT:</u>	Walter J. Piercy, 184 Churchill Crescent, Kingston, Ontario, K7L 4N2	613-546-9937 (H) 613-544-6000 (B)
<u>DIRECTOR, QUEBEC AND MARITIMES ZONE:</u>	Terence R. Beasley	
<u>DIRECTOR, ONTARIO ZONE:</u>	Douglas C. Winger, 394 Dundurn St. S., Apt. No. 1 Hamilton 12, Ontario.	416-529-0133 (H) 416-522-7180 (B)
<u>DIRECTOR, PRAIRIE ZONE:</u>	Dr. Jeff Tinkler, 364 Waverley Street, Winnipeg, Man. R3M 3L3.	204-284-2870 (H) 204-474-9803 (B)
<u>DIRECTOR, ALBERTA ZONE:</u>	Bruce Hea, 1528 - 23 St. N.W., Calgary, Alta. T2N 2P5	403-282-3874 (H)
<u>DIRECTOR, PACIFIC ZONE:</u>	Keith Godfrey, 4447 West 13th. Avenue Vancouver, B. C.	604-228-9521 (H) 604-224-4331 (B)
<u>DIRECTOR-AT-LARGE:</u>	Walter J. Piercy	
<u>DIRECTOR-AT-LARGE:</u>	David B. Webb, 343 Dufferin Street, Fort Erie, Ontario. L2A 2T8	416-871-3411 (H)
<u>SECRETARY, TREASURER:</u>	Mrs. Terry Tucker, 786 Chapman Blvd., Ottawa, Ontario, K1G 1T9.	613-733-2165 (H)
<u>PAST PRESIDENT:</u>	Dr. David J. Marsden, 3920 Aspen Drive West, Edmonton, Alberta, T6J 2B3	403-434-8859 (H) 403-432-3705 (B)
<u>F.A.I. AWARDS:</u>	K. J. Round, 10 St. Remy Dr., R.R. No. 3 Ottawa, Ontario. K2C 3H2.	613-825-3071 (H)
<u>FREE FLIGHT EDITOR:</u>	Mrs. Sylvia Webb, 343 Dufferin Street, Fort Erie, Ontario. L2A 2T8	416-871-3411 (H)



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Issue 5/73

December, 1973.

List of Contents

<u>Page</u>		
1	LATE NEWS	
2	From the President	T.R. Beasley
6	<u>S.A.C. News:</u>	
6	Western Instructors' Seminar	D.G. Skinner
7	1974 Grants-in-Aid	W.J. Piercy
7	Eastern Instructors' School	"
8	F.A.I. Awards & Records	K.J. Round
9	Notice regarding claims	"
10	World Contest Fund	Ed./SAC Treasurer
11	The First Ontario Open Championships ..	J. Chamberlin
14	Cowley Summer Soaring Camp - 1973	G. Dunbar
15	Advance the Clock	W. Gardiner
18	Get High..Go Soaring	Capt. L. Riegert
20	A Retrieve in Yugoslavia, "Or,	D. Parsey
23	O.S.T.I.V. (Part 2)	Submitted by T.R. Beasley
27	Advertisements (Amherst & Fimal).	
28	For Sale & Wanted - Advertisements.	
29	Club News.	
32	S.A.C. Member Club List.	
33	Site Location Maps - Huronia Soaring Assoc.	
34	New Brunswick Soaring Association, Inc.	
35	S.A.C. ANNUAL GENERAL MEETING NOTICE.	
36	S.A.C. Supplies.	
App. I	Changes to the F.A.I. Regulations	Reprint from 2/71

LATE NEWS	4 DEC 1973
-----------	------------

RCFCA SPORTS AVIATION MEETING

On Saturday 1st December, your President journeyed to Ottawa, where ably supported by Chem Le Cheminant and Phil White (CFI Gatineau Gliding Club) we participated in a meeting to discuss Sporting Aviation in Canada. The Royal Canadian Flying Clubs Association has always been the official National Aero Club recognized by the F.A.I. The other sporting aviation organizations, viz Modelling, Gliding, Parachuting and Aerobatics have had to use RCFCA as intermediary in all dealings with F.A.I.

The meeting was chaired by Andre Dumas, President F.A.I., past-president RCFCA. After some discussion it was suggested that perhaps a new organization should be formed where all sporting interests would have equal rights. Such a body would also be able to present a joint voice in dealings with Government, while the right for individual direct negotiations would not be reduced.

I personally welcome this change as I believe that it can result in better communications between the Sporting activities.

To start things rolling each Sporting Activity is requested to write in suggestions regarding the Structure, Terms of Reference, Rules and Name for the new group. We are required to send in suggestions to Bill Paris of RCFCA by 15th January. These will be circulated back for comments by the end of January in preparation for a second meeting on 9th February. In the interim the group is to be known as Canada Sports Aviation. All SAC members are requested to send in any suggestions or comments to Terry Beasley as soon as possible. Suggested names particularly welcome.

T.R. Beasley
President

SAC ANNUAL GENERAL MEETING

Looks like 23rd March 1974 at the Holiday Inn, Yorkdale, Toronto, as we could not get a place on 16th March.

FROM THE PRESIDENT

PROLOGUE

"My copy of the June/July 'Free Flight' was postmarked 17 October and contained dated information. Why?" This must have been a comment from many of you patient readers. The reason for the delay is the decision to have the magazine printed and mailed by the Administrative Centre for Sport and Recreation. Unfortunately in their quest for a 'with-it' image, the Centre decided to put the membership list on computer tape. In the process, through not one, but through several cases of downright incompetence, the list was fouled up, lost, and fouled up again. To S.A.C. it has not been a work saving or cost saving operation, but has caused considerable waste of our executive secretary's valuable time. Thank you, Terry Tucker, for your patience and help in sorting out this foul up.

By the way, even if we had printed 'Free Flight' ourselves we would not have been able to get it out earlier as we had no mailing list.

Now may I return to the topics I discussed in that last 'Free Flight'?

ADMINISTRATION:

We still have received no inputs so we will be late in preparing proposals. I am working on a draft re-organization to fulfil the intent expressed at the last A.G.M. and when completed, it will be sent to all members either as a separate bulletin or in a 'Free Flight'.

SELF LAUNCHING SAILPLANES:

At last M.O.T. have come up with some proposals. These have been copied and mailed to all interested parties for comment. There are a few points that we do not like but, on the whole, the proposals do appear to have been based on our presentation.

METRIC INSTRUMENTS:

This subject has been satisfactorily resolved with M.O.T. The only instrument that you must have calibrated in feet is the altimeter. Other instruments may be in other units, but you must ensure that the units quoted on the flight limitations placard agree with the units used on the airspeed indicator.

SPORTS CANADA:

As mentioned in my prologue and in the last issue of Free Flight, we intend to increase the use we make of the Administrative Centre of Sports Canada. We all pay taxes, so we may as well make use of the services provided at the taxpayer's expense. Our experiences to date have not been good but the problems have been recognized at the Centre and we hope that the staffing changes already completed will lead to an improvement in the services available. An improvement I personally look for is better quality printing of 'Free Flight' -- my own copy was barely legible.

INSURANCE:

It is understood that a meeting is being planned where various queries that have been raised will be discussed. I certainly hope that the scheme can be completely defined to the satisfaction of all members by the time of our next A.G.M. Please, if you have any queries on the insurance scheme, or complaints, do write them in now, don't wait for the A.G.M.

--

Now to move on to some topics not discussed in the previous Free Flight.

WORLD CONTEST:

The seeding process resulted in pilot selection: D. Webb, J. Firth, R. Mamini, J. Carpenter, in that order, the first two being selected in the first seeding held prior to the Nationals, as agreed at the A.G.M. Dave and John both opted for Standard Class and will be flying Std. Libelles loaned by Australian owners. Unfortunately we have not been so lucky with Open Class and have only secured one ship - however, it is a good one, a Kestrel 19. Although not a full team, I believe we will be a strong entry. It is a pity that no ship could be secured for Jim Carpenter, but he is coming as crew which, I am sure, is valuable experience for anyone. Incidentally, Hal Werneburg seeded No. 5 and is obviously one of our top pilots so in order to help get him exposed to the World Contest environment, Tony Burton (previously selected by John Firth as his crew chief) very generously dropped off the team to allow Hal to go. (By the way, Tony is in the Canadian Armed Forces and was in Viet Nam with the Canadian element prior to their withdrawal). The complete team then, is:-

...

WORLD CONTEST (Cont.)

Team Manager: Terry Beasley.

Pilots: Dave Webb, John Firth, Dick Mamini.

Crew Members: Jim Carpenter (reserve pilot), Oscar Estebany, Dave Parsey, Hal Werneburg, Don Wood (also Team Treasurer) and Charlie Yeates (also Team Coach).

Unfortunately we can only send two crew per pilot because the third man will be an Australian (the car or glider owner). World Crewing aspirants should note that the best way to get selected is to get known to the top pilots. Volunteer to crew for them at the next Nationals or Regionals; at least be there so that the pilots can see what you can do. We recognize that those of you who volunteered and were not selected must be disappointed, but would you choose someone who you did not even know?

It is understood that the 1973 Australian Nationals suffered the worst rains in years so we hope that the Weather Gods got out of synchronization and will give us good weather for January, 1974.

WORLD CONTEST FUNDING:

The team owes thanks to Walter Piercy for again organizing the raffle, and to John Brennen and Jim Carpenter for their novel "Glide-for-Canada" venture. The revenue from these sources was about \$3,800. Unfortunately the raffle tickets did not get to all clubs in time for sales prior to the draw and a few clubs and individuals very generously sent in donations instead.

With QANTAS allowing 60% discount on the trans-Pacific airfare and the probability of 75% subsidy on actual travel costs from Sports Canada, it may be that we will not be too badly off.

GOVERNMENT ASSISTANCE:

The Sports Canada organization was approached for support to the following aspects of our activities:-

- (a) World Contests,
- (b) National Contests,
- (c) Instructor Schools,
- (d) Representation at F.A.I. meetings,
- (e) Assistance towards Directors and General Meetings,
- and (f) A long term goal of a permanent office and manager.

GOVERNMENT ASSISTANCE (Cont.)

We were recently advised that support towards the World Championships has been recommended. Support for the Nationals is not likely because anyone can enter; they like competitors to have earned their right to enter by means of Provincial competitions. The difficulty of doing this in our sport has been pointed out and we have suggested simple cash grants to those crossing the continent to enter. Instructor Schools may receive support, but this will be as a result of submissions for each school.

John Firth was provided with free Service return transport to Lahr (West Germany) to attend the C.I.V.V. meeting in Paris; the first time S.A.C. has had a representative at one of these meetings.

The possibility of support towards A.G.M. and Directors meetings exists and will be pursued.

It does appear that Sports Canada can and will help us; to maximise this help we must have more clubs getting all members in S.A.C. and making S.A.C. work.

EPILOGUE

The grape vine keeps us informed of complaints about S.A.C. and it often appears that the complaints are based on completely erroneous information. If you have a complaint, or query, do please take the time to get the facts, or at least hear our side of the story!

By the way, the thanks for assistance in glider certification and work done towards getting approval for the SLS are really appreciated. It is encouraging when we hear from you in this way - particularly as the thank yous outnumber the brickbats!

Did you hear of the two S.A.C. guys who were always groaning about S.A.C. and yet did nothing about it? They finally decided to form a new club called Apathetics Anonymous; it didn't get going though as it was just too much trouble.

Have a good (short) winter and get all those jobs done to be in top shape for a record '74.

Seasons Greetings to all,

Terry Beasley,

President.

(Written 24th November, 1973).

(Advance notice of the following was mailed out to all Western Clubs as a Free Flight bulletin on November 30th, 1973. Ed.)

1974 WESTERN INSTRUCTORS' SEMINAR:

Plans for the 1974 Western Instructors' Seminar are underway with the only point in question being where it should, or can, be held. Since its inception in 1969, it has been held at the C.F.B. Penhold, but this is not a fixed location and we would happily entertain submissions from other Provinces to hold the Seminar there.

Of prime concern when holding these Courses is good low cost eating and sleeping facilities near the flying site which, ideally, would have facilities for the morning "conferences".

We plan on holding it in May of 1974 and, once again, S.A.C. will pick up half of each candidate's flying fees.

Any submissions will have to be received by January 1st, 1974, so that notices can be sent out, any objections weighed, and a final decision as to site made before March 1st.

A notice will be sent to all Western Clubs on or around March 1st stating the actual week in May of the Seminar and the location.

As usual we will require a \$20.00 deposit for each candidate no later than one month before the start up date and if ten or more deposits are not received by then, the Course will be cancelled.

Don Skinner,
Director, Western
Instructors' School.

(D.Skinner, 3831 - 7 St. S.W., Calgary, Alberta, 72T-2Y3).

SAC NEWS (Cont.)

1974 Education Grants-in-Aid

In Free Flight Issue 1 (Jan-Feb/73), complete details were given of these Education Grants-in-Aid through Sport Canada of the Department of National Health & Welfare. The 1973 Grants were in three categories:

Students in degree programs	\$1,800
Students in community college, CGEP or equivalent programs	\$1,200
Students in High School programs	600

At the present time, we are not sure whether there will be a 1974, but we are assuming there will be one. If the program is continued, application forms and complete details should be available on the various campuses as they were in 1973.

Will those who are interested, please watch out for the expected information, which should be available in early 1974, because the applications are usually to be submitted in duplicate not later than February 15th. One copy of these applications should be returned to S.A.C. for our recommendations regarding priority, etc. At the time of submission, will each candidate please ALSO send a note to S.A.C. giving any ADDITIONAL information, such as need factor, etc. This will help S.A.C. in the recommendations in the various categories.

★★

SAC Eastern Instructors' Course - 1974

It is again planned to hold the Eastern Instructors' Course at Pendleton Airport, near Ottawa, from May 19th to 25th, 1974. As noted in Free Flight Issue 4 (Jun-Jul/73) it may be necessary to limit the attendance to one candidate per club, and for him to be recommended by the Club C.F.I. Therefore, will those planning to attend please advise - and if the numbers do need to be limited, a priority formula, according to number of club members, will be worked out. The usual \$20.00 cheque deposit made out to S.A.C. will be required - and also the concurrence of the Club C.F.I.

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

(W.J.P., 184 Churchill Crescent, Kingston, Ont., K7L 4N2)

S.A.C. F.A.I. AWARDS & RECORDS:

Congratulations to the pilots who broke Canadian records during the past season. These are listed chronologically as follows:

CANADIAN TERRITORIAL RECORDS

500 KM. SPEED <u>TRIANGLE</u> -----	D.J. Marsden (Edmonton)	May 11/73 (Libelle)	At a speed of 81.0 Km./Hr.
300 KM. SPEED <u>TRIANGLE</u> -----	R.F. Mamini (Edmonton)	May 21/73 (ASW-12)	At a speed of 110.1 Km./Hr.
500 KM. SPEED <u>TRIANGLE</u> -----	R.F. Mamini (Edmonton)	June 2/73 (ASW-12)	At a speed of 101.8 Km./Hr.
200 KM. SPEED <u>TRIANGLE</u> -----	R.F. Mamini (Edmonton)	June 29/73 (ASW-12)	At a speed of 91.6 Km./Hr.
<u>OUT & RETURN</u>	H. Werneburg (SOSA - Ontario)	July 16/73 Std. Cirrus	506 Kms. (from Rockton to Essex, Ont)
<u>FEMININE DISTANCE</u>	Mrs. A. Williams (Vancouver)	July 31/73 Std. Cirrus	209.1 Km. (from Cowley to Cremona Alberta)
<u>FEMININE ABS. ALTITUDE</u> -----	Mrs. A. Williams (Vancouver)	July 31/73 Std. Cirrus	3,940 Metres

K.J. Round
SAC F.A.I. Awards

NOTICE CONCERNING F.A.I. AWARDS

1. Due to increased costs, the fee for "C" pins has been raised to \$4.00 from the date of publication of this notice.

<u>Current fees are now:</u>	<u>Gliding Certificate</u>	<u>"C" Pin</u>	<u>Silver Pin</u>
For S.A.C. Members	\$4.00	\$4.00	\$5.00
For Non-S.A.C. Members ...	\$18.00	\$4.00	\$5.00

There is no charge for Silver, Gold or Diamond endorsements for S.A.C. members. For non-members, the fee is \$15.00.

Cont'd.

NOTICE CONCERNING FAI AWARDS (Cont.)

2. Would all badge applicants and Official Observers please note that considerable delay and inconvenience can be caused if applications are not correctly made.

The most common errors are: No fee or insufficient fee, sections of the application form not completed, required data not supplied with barograph charts, turn-point photographs not supplied as prints as well as negatives, turn-point prints not properly certified and lacking compass points, barograph calibration not supplied for Silver altitude gains of less than 3,800 ft.

Each F.A.I. application has a section (Part V) in which the Official Observer certifies that the form is correctly filled out. We would request all O.Os. to take this responsibility seriously and to make sure that they are familiar with the current regulations.

The last edition of the F.A.I. Sporting Code section 3 was issued in January 1971. All Official Observers should make sure that they obtain a copy from the S.A.C., as it contains numerous changes from the earlier issues many people still seem to be using.

A summary of the changes was published in "Free Flight" about two years ago.*

3. A time limit of six months applies to all claims. After publication of this notice, no claims older than six months will be accepted.

K.J. Round
S.A.C. F.A.I. Awards Secretary

(K.J. Round, 10 St. Remy Drive, Ottawa, Ontario, K2C 3H2)

* -- Free Flight Issue 2/71, pages 8 & 9. (For convenience, the F.A.I. Regulations pertaining to Awards & Records are reprinted in this issue as Appendix I. Also, an updated copy of S.A.C. Form No. 10 (Application form for F.A.I. Soaring Badges) is attached as Appendix II to this issue. Ed.)

WORLD CONTEST FUND:

S.A.C. RAFFLE:

This again proved a success even though several clubs did not receive their tickets. The first prize was a T.V. Set, 2nd prize \$100.00 and 3rd prize \$50.00. Winners were as follows:

EASTERN CANADA:

1st -- Mrs. Terry Tucker, 786 Chapman Boulevard, Ottawa, Ont.
2nd -- Mr. Konrad Heussi, 585 Lakeshore, Apt. 307, Dorval, Que.
3rd -- Mr. Kurt Kleinschmidt, 515 Kirkwood Avenue, Ottawa, Ont.

WESTERN CANADA:

1st -- Mr. John Schaffter, St.John's Ravenscourt School, Winnipeg.
2nd -- Mr. Tony Seward, 6270 Edson Drive, Sardis, B.C.
3rd -- Mrs. Ruth Wiebe, Box 383, Morden, Man.

TOTAL AMOUNTS COLLECTED
(before deduction of expenses)

EASTERN	\$1,382.35
WESTERN	\$1,022.58

DONATIONS:

Voluntary donations in the amount of \$278.00 were made by the following:

Air Cadet League (Ontario)	SOSA - wine raffle.
Cold Lake Soaring Club.	Toronto/Hamilton/Buffalo Railway Co.
Dr. C. Asselin (G.G.C.)	Quebec Soaring Club
Mr. J. Ganton.	Mr. G.E. Wood

GLIDE FOR CANADA:

As mentioned on page 13 of Issue 4/73, John Brennan (SOSA) and Jim Carpenter (Caledon) instigated this scheme and it would appear to have been very successful. The following pilots participated: E. Balint (Prov.M.G.&S), J.Brennan (SOSA), G.W.Bruce (MSC), J.Carpenter (Caledon), G.Coleman (Pioneer), J.Firth (BGC), G.Geyer-Doersch (MSC), J.Gillen (MSC), K.Hertwig (LSS), K.James (ESC), P.Lambert (LSS), I.Oldaker (WGC), J.Pike (CGC), M.Powers (MSC), W.Ross (YSA), A.Schreiter (SOSA), A.W.Scott (WGC), N. Taylor (WGC), D.Tustin (WGC)

Total receipts for the "Glide for Canada" day were ... \$2,827.97

The efforts of all people who participated in the above fund raising schemes are greatly appreciated.

A BRIEF HISTORY OF THE FIRST ONTARIO OPEN GLIDING CHAMPIONSHIP

by John Chamberlin, SOSA.

July 28th

Twenty-one pilots with 16 gliders, ranging from an L-Spatz to an Open Cirrus, registered for the contest. Nine pilots and an equal number of gliders were from clubs other than SOSA.

If there had been a prize for the longest distance travelled to the contest, it would have gone to John Firth, who arrived from Ottawa complete with wife and cat.

Rain in the morning made this a no-contest day, conditions improved enough in the mid-afternoon to permit local soaring and allow the visitors to view the wonders of Rockton from the air.

July 29th, 1st Contest Day

The task for the day was a 178 km. triangular speed task of Rockton/Belwood Bridge/Stratford Air Park/Rockton. Twelve people completed the course, John Firth elected to go around twice and was two minutes faster on his second attempt. Jim Carpenter made the fastest time of 2 hrs. 25 mins. 51 secs., however, when handicaps were taken into consideration, Firth was declared the winner.

Spectators were entertained by a great deal of chatter on the radio, snippets of advice such as "climb as high as possible" passed between the pilots.

Also of note were some of the finishes - the way Jim Carpenter posed his Libelle between the hangar and a nearby tree was particularly artistic.

July 30th, 2nd Contest Day

Today's task was a 122 km. out and return to a cement plant near Woodstock. The weather was not good, and several people doubted their ability to make it back to Rockton. Pessimism was well-founded, no one made it back, without assistance from trailer or towplane. Otto Bandmann made the best flight and landed a few miles short of the field just west of Galt. John Firth was a few miles behind Otto and won on handicap.

Aero-tow retrieves were the order of the day. Oscar Boesch took advantage of his to show that the ASW15 is faster than the Super Cub (Oscar also rolls the ASW15 in a very convincing manner).

July 31st

Rockton in the rain is a miserable place. People did whatever it is that glider pilots do when it rains. Karl Svatos helped relieve the gloom in the evening by organizing a film show with a number of excellent films of interest to everyone.

.....

Rockton (cont'd.)

August 1st

A repeat of July 31st. One bright spot was that the bad weather gave Bob Patterson time to repair his HP-11; the ship was damaged during an outfield landing on the first day.

August 2nd

The rain stopped, but poor visibility and lack of pilots precluded an official task. During the afternoon it became soarable and a number of people kept their hands in by attempting an out and return to Drumbo.

During the early hours of the morning it was reported that ghostly violin music could be heard in the vicinity of the hangar. Investigation revealed that John Firth was testing a violin he was considering purchasing. He chose the interior of a Blanik box as his auditorium.

August 3rd, 3rd Contest Day

A 192 km. triangular speed task of Rockton/Arthur/Stratford Festival Theatre/Rockton was set. Although the weather looked promising, this turned out to be misleading and only Peter Trounce and John Firth returned to Rockton. John was declared the winner.

Carl Bunder had the misfortune to damage his Ka-6 during an outlanding, but he was optimistic concerning repairs.

In the evening a Chinese Food Party was well attended, however, most people went to bed early as the next day was meant to be THE day.

August 4th, 4th Contest Day

August 4th had the distinction of being "Fly for Canada" day and it was important that a lengthy task be set to permit maximum financial gain. The Contest Committee declared a Pilot's Choice which lay between 500 km., 300 km. and 200 km. out and return, or a 300 km. and a number of smaller triangles.

The scoring system placed emphasis on getting back to the field, a person attempting an ambitious task and not making it, scored less than someone who may have covered a shorter distance but completed his self-assigned task. No one attempted the 500 km. flight, 3 pilots completed the 300 km. triangle and one the 300 km. out and return. 5 completed a variety of shorter tasks.

The fastest time for the 300 km. triangle was that of Jim Carpenter with 5 hours exactly; John Firth was 30 seconds slower and won on handicap.

Congratulations go to Steve Simons who gained a Diamond for his 300 km. flight, also on the list for congratulations is Willie Werneburg who covered 200 km. in the Blanik. The sight of JAK making a contest finish is rare indeed.

Rockton (cont.)

August 5th, 5th Contest Day

A 152 km. triangle of Rockton/Belwood Bridge/New Hamburg/Rockton was the result of the contest committee's deliberations.

Conditions were murky and navigation difficult, nevertheless six people completed the task. The fastest was John Firth with a time of 2 hrs. 48 min.

It was noted that Stan Janicek took advantage of the Blanik's second seat and placed some attractive ballast on board, better than water to be sure!

August 6th, 6th Contest Day

After some delay spent waiting for the weather to improve, a few cumulus were seen peeping out of the murk which encouraged the competitors to set out on the final task of the contest which was a 94 km. triangle of Rockton/Guelph Air Park/Fergus/Rockton.

In spite of increasingly strong winds, six pilots completed the course, Jim Carpenter having the fastest time with 1 hr., 34 mins.

The contest concluded with a small presentation to the winner and the two runners up. These were:

First:	John Firth
Second:	Peter Trounce
Third:	Oscar Boesch

L O S T - S.A.C. OFFICIAL MINUTE BOOK
- - - - Description -- 8½ X 11, Black Cover, narrow ruled.

Would past officials of S.A.C. please check.
If located, please return to Mrs. Terry Tucker,
(SAC Secretary), 786 Chapman Blvd., Ottawa, K1G 1T9

COWLEY SUMMER SOARING CAMP - 1973

by George Dunbar - Cu-Nim.

The first Cowley Summer Soaring Camp was a great success, however you measure it: - lots of thermals and chances for thermal flight; wave on occasion for higher altitudes, to show it can be done; and lots of fine weather for either soaring or just plain vacationing. This was our first official use of the field since the Department of Lands and Forests gave the Alberta Soaring Council permission to use it as a Provincial wave soaring site. Soaring was possible on all ten days of the camp, with the wave also putting in an appearance to justify our belief that it does occur during the summer too.

Gliders and pilots (and families) attended the camp from six Western clubs, the two most active being the (Calgary) Cu-Nim Gliding Club and the Cold Lake Gliding Club. Toni and Monty Williams represented the Vancouver Club, with their Cirrus, and on weekends the Chinook Gliding Club (Cardston) and the Edmonton Soaring Club were represented by Hal Cook and Dick Mamini, respectively. On August 4th we were surprised to see a strange towplane and glider over the field. This turned out to be the L-19 and 2-33 from the Air Cadet Camp at Penhold, flown down by four instructors, and followed on Sunday by a busload of some 35 Cadets.

We were also pleased to have a number of other visitors, including Mr. Horst Schmid, Alberta Minister of Culture, Youth & Recreation; Mr. J. Hoover, Regional Procedures Officer for the Ministry of Transport; Jim Baxter of the Gatineau Club; and, splitting the honours for being farthest from home, George Ryning, now of Zambia, South Africa, and Peter Brookman of Australia.

The weather for most of the camp was very hot and sunny, and the swimming hole on the Oldman River gave some welcome relief. Each day thermals started first over the mountains and the Porcupine Hills to the north-east, and then moved together over the Cowley area. Larry Riegert and John Erkelens (Cold Lake) went to 15,300 ft. in their Bergfalke III on a check-out ride, and then Jim Anderson followed in the same glider to get his Silver C height - with a comfortable margin of 1,000 or so meters. A few days later, Toni Williams made good use of the fine cumulus along the hills, to cover 207 km., for a new Canadian feminine distance record.

During the second weekend, a front moved through and the previous hot sunny weather was displaced by a strong west wind which seemed more natural for the Pincher Creek-Cowley area. We awoke Sunday morning to a sky full of lenticulars, and the first pilots began reporting 15,000 ft., 18,000 ft., 20,000 ft., and up. Three flights were made to between 24,000' and 28,000 ft. before the cumulus took over. Chester Zwarych registered a Diamond height gain (in the 2-33) while Bruce Hea and Dick Mamini, who already had their Diamonds, also reported heights of over 24,000 ft.

Everyone was sorry to pack up and leave on Monday, but all had enjoyed a pleasant and relaxing soaring holiday, and are looking forward to the next such occasion.

The following article first appeared in the June 1973 issue of "AIR CURRENTS" published by the Arizona Soaring Association.

ADVANCE THE CLOCK

by Bill Gardiner
(Lakehead Gliding Club)

Most people are prone to rush the season be it golf, hunting, fishing or baseball, but if you really want to advance the clock, do as my I-26 partner, Vern Ennis and I did. Shove it ahead three months.

Accompanied by his lovely wife Mabel, in their fine new, Vern-constructed, motor home, towing the trailered I-26, we left our snowbound Canadian homes in Thunder Bay, Ontario, in mid-Feb. for Estrella, Ariz., twenty-five hundred miles to the S.W.

In less than a week a miracle had taken place and we were enthralled with the beautiful vantage of mountains, lush spring desert growth and myriads of small plants blossoming with hundreds of orange, mauve, blue, white and pink flowers among the towering saguaro cactus. But more important, the whole scene was canopied by a warm blue sky dotted with puffy billowing CU's which, on the odd windy day, sported their own lenticulars in competition with those generated on the 3,000 ft. peaks of the Sierra Estrella mountains.

Such was the environment in which we found the Estrella Sailport of Arizona Soaring Inc. This grandeur was only seconded by the warm hospitality of management and staff, whose friendly informal concern for your pleasure and convenience off the flight line, made hangar flying and coffee thermalling an education in itself. On the flight line, discipline prevailed and a smooth working tow operation with two Citabrias and a Super-Cub kept waiting to a minimum.

The first order of business was getting your winch-oriented-narrator checked out on aero tow. The first flight added a couple of gray hairs to the instructor's normally jovial head, but one more and then a back seat check ride in the 2-33 and we were ready to see if we could put into practice the thermalling instruction that had been imparted while coming back from the aero tows. He must have done a good job, for we managed 43 mins. on the first flight and after a few days' practice, we managed to make silver duration on the lower ridge to the N.W., with a combination of ridge, wave soaring and thermalling.

With a hangar full of beautiful sailplanes ranging from LK's to Nimbus one has a wonderful opportunity on the weekends to observe the flying of these exotic glass ships. Their effortless grace as they spiral over the mountain has a contagious effect that rubs off on the soaring novice, and suddenly you find you are right in there and holding your own, but with a timid and cautious respect for your limitations and range.

A couple of days after the duration flight things looked opportune for a crack at altitude and a possible distance effort to Eloy, about 40 miles ESE. A careful briefing on the sectional map and installation of the barograph and we were ready to try. Due to the field elevation and distance, a release of 2,000' maximum was mandatory.

Cont'd. ..

ADVANCE THE CLOCK (Cont'd.)

Yours truly won the toss for the first try. Forgetting that the Super Cub has a faster rate of climb than the Citabria, that I had been used to, I released at 1500' in what turned out to be marginal lift and was back down quickly after a gain of only 200'. Vern's try suffered the same fate, so we shut things down for lunch. After a cheeseburger from the radiant cooker we tried again. Releasing at 1900 this time and notching the barograph, we worked our way over the last mile of desert to the mountains and became stuck at 3000'. I wanted 6000' to make sure of altitude, but my efforts were not too successful until a Cirrus and 1-34 appeared about 1/2 a mile east of Montazuma peak and proceeded to climb and climb and climb. Shifting to their location we were rewarded with the desired height in about ten minutes after the previous hour of frustration.

Now with 6000' in hand but a big strato CU and shadow on course for Eloy. Should I try it? Unwind? Well get to the sunlight and a decision can be made with the field still in reach. High sink and high speed combined to get me to the sunshine and lift with an expenditure of 2500'. Twenty-five hundred feet in three miles and I want to go 40? It leaves you with anything but a cocky feeling but the lift is good and you know you can make that contractor's strip half way to Maricopa. A few more runs and climbs to 5500' and you are past the duster strip east of Maricopa heading for a twenty mile stretch of rather inhospitable areas of wash and desert. There is a landing strip out there someplace, but the map has a printed notation on it, "DO NOT LAND IN THIS AREA". Reassuring lift and good looking clouds ahead decide the issue and there is always the highway a couple of miles south. Heading for the left side of a puffy CU, we are able to roll right at the first indication of its lift cell and are rewarded with the best lift of the afternoon and it shoves me up to 7000' like an express elevator. For a minute I wondered who was on the elevator with me but then I realized it wasn't a case of who done it. It was the sweet aroma of a few million dollars worth of beef on the hoof in the cattle holding feed lots three miles upwind. Strange as it seems that rotten reek made me hungry so I had a chocolate bar and shoved the stick forward. Casa Grande next field. Here we come.

A big triangular strip north of Casa Grande looked very comforting as the sink began to increase and that strip was increasingly in my mind until I hit weak lift at 2,800' east of the town. A cautious search finally produced a good thermal and we were back to 5000' and only ten miles to go. Numerous good chances of lift prevailed and we found ourselves over Eloy with 4,000' and a good chance to sightsee the town.

A few lazy circles over the town showed a good duster strip 1-1/2 miles east of Eloy with a Stearman and Pawnee tied down at the South end. An Indian tending an irrigation luice gave me a cursory glance as we swept in on approach, but no one in sight at first glance as we rolled to a stop near the hangar. Just then a man came out of the office, hopped in a truck and hollered something about the post office closing in four min. and he would be back. Who cares. I've got my Silver "C" distance and some to boot, 45 miles to be exact, and silver height four times on the way. I don't mind waiting.

ADVANCE THE CLOCK (Concluded).

Pulling the ship off to the side to secure I reached in to get a tiedown rope. No TICK!! No barograph running! No "C"

So dear friends, if YOU are going to advance the clock to rush the season, for gosh sakes don't stop the barograph when you stop for lunch!!!!

AN AERONAUTICAL ENGINEER

An Aeronautical Engineer is a Person who passes as an Exacting Expert on the basis of being able to turn out with Prolific Fortitude, Infinite Strings of Incomprehensible Formulae calculated with Micrometric Precision from Vague Assumptions which are based on Debateable figures taken from Inconclusive Experiments carried out with instruments of Problematical Accuracy, by Persons of Doubtful Reliability and Questionable Mentality, for the Avowed Purpose of annoying and confounding a hopelessly Chimerical Group of Fanatics referred to altogether frequently as Aircraft Designers.

Anon.

GET HIGH...GO SOARING

by Capt. Larry Riegert, Cold Lake.

Over the Thanksgiving weekend, several members of the Cold Lake Soaring Club attended the Fall Wave Camp at Cowley, Alta., eight miles west of Pincher Creek. The Cold Lake Club trailered down two gliders: the Bergfalke III, owned by the Club and an L-Spatz, owned by Ken Walker. Some 15 gliders were gathered there with pilots from Cold Lake, Edmonton, Calgary and Vancouver. The Gods smiled down on us and provided good wave soaring conditions Friday, Saturday and Sunday with thermal and ridge soaring on Monday.

Wave soaring is the most exciting type of glider flying, in that extremely high altitudes can be reached. Wave conditions occur when strong winds strike a mountain range and are forced upward. As this air mass passes over the mountain, it dips down toward the ground and bounces up reaching heights up to 50,000 feet. It then flows down making a trough, then up and down many times making diminishing successions of crests and troughs. Lift as high as 2000 feet per minute has been encountered in wave.

Two tow aircraft were available, one from Edmonton and one from Calgary. Several pilots reached altitudes up to 25,000 ft. on Friday, the first day of flying. Larry Riegert reached 23,400 ft. which met the diamond altitude height gain requirement (16,400 ft), however, the barograph (height recorder) on board had insufficient paper to record the flight. By Saturday morning all members of the Cold Lake Club who attended the camp, had arrived. Norm Ronaasen and Ruth Walker conducted a merry tour of the area reaching 15,000 feet and remaining aloft for over 2 hours. While this was occurring, Ken Walker launched in the L-Spatz and decided to meet some of the local residents by inadvertently landing-out in some farmer's field. It took his ground crew (Larry Riegert, Dave Jacobs and Jim Juryn) 3½ hours to find him. What should have been a 5 mile retrieve turned out to be 85 miles. Needless to say, the finer points of ground crewing were hard learnt. As if to check us out, Ken and Dave Jacobs continued their socializing the next day by landing out again, but this time they were located in short time and air towed back to the field. While scouring the countryside for Ken on his first off-field landing, Jim Oke and Denise Jacobs (wife of one of our members) took a pleasure cruise for an hour and a half and reached 15,000 feet.

Sunday showed to promise a good wave day. Straws were drawn to see who would make the first attempt. Larry won the draw. With the barograph checked and the oxygen system secured, he was air towed toward the mountains (12 miles away) through what was hoped to be the weakest part of the rotor.

cont'd.

GET HIGH..GO SOARING (Cont.)

Moderate turbulence was encountered requiring full control deflections at times to hold the glider in position behind a buffeted tow plane. Getting forward of the rotor and at 3500 feet, Larry released and penetrated into wind toward the mountains. At 3000 feet, the turbulence suddenly subsided as the glider surged upward in the characteristic silky smooth lift of the wave. The variometer pegged at 900 f.p.m. with an estimated climb rate of slightly over 1000 f.p.m. At 12,500 the oxygen mask was donned. The lift gradually diminished to 450 feet per minute and then held right up to 29,000 feet, where Larry, with slightly frozen feet, elected to descend and return to the field.

The entire flight had taken $1\frac{1}{2}$ hours and had resulted in a height gain of 22,000 ft., more than sufficient for the diamond altitude height gain. Straws were drawn again and Jim Oke set off with a fresh barograph and a replenished oxygen supply. Unfortunately, his attempt was unsuccessful, as the tow aircraft did not take Jim close enough to the mountain to contact the wave. Jim landed successfully in 40 to 45 mph winds and then Norm Ronaasen had his go at it. Norm was towed through the edge of the rotor, through moderate turbulence and on reaching 4,000 feet above ground, he released and encountered the smooth energy of the wave. The wave had weakened to some extent, but after a long slow climb, Norm reached 25,500 feet. Because of the slower climb, Norm had to endure the cold temperatures (-30°F) for a longer time, but it was worth it. Norm's height gain was 17,500 feet which also qualified for the much sought after diamond altitude height gain.

On Monday, the winds were near calm, with no wave conditions, however, thermal and good ridge lift were available. Jim Oke and Dave Jacobs had a long relaxing flight of over $2\frac{1}{2}$ hours. Ken also launched again with the ground crew standing by, nervously chewing their fingernails. This time though, Ken showed his usual competence and expertise by reaching over 10,000 ft. and remaining aloft for $4\frac{1}{2}$ hours; the longest flight by anyone at the camp.

Altogether, six people attending the camp achieved diamond altitude height gains and those not so fortunate, including the most experienced pilot at the camp, practised off-field landings, with slight damage to their pride. An enjoyable time was had by all, with plans formulating for next Spring's Wave Camp.

Special thanks are extended to the Aero-Med staff for giving of their free time to outfit our Club glider with a portable oxygen system, without which Norm and Larry couldn't have attained their diamond height gains.

A BRIEF DESCRIPTION OF A RETRIEVE IN YUGOSLAVIA (1972)
"OR, ONE DAMN THING AFTER ANOTHER"

(The story of a retrieve by David Parsey & Doris and Hans Lucas while crewing for David Webb during the 1972 Internationals).

The last task of the World Competitions was a fairly horrendous one in the cloudy weather, with all ninety odd machines off on a triangle, part of which required going across the Danube (only one bridge in the middle of Belgrade). We were reluctant to cross said bridge, since this was on the last leg. People, as you know, went into cloud, and we listened intently. About three o'clock, Dave Webb radioed saying he was trying to get back over the river and would then have to land; we answered, but required the long antenna. (This meant getting wet putting it up). We successfully heard him going into land about thirty miles away on the correct side of the Danube.

READ ON:

We arrive at the village noted and again put up the antenna and get reasonable directions to go west along the track out of the village. This track dissolves into mud, and is impassable. We start going in the same direction along the top of a dyke, the only dry track, about sixteen feet above the Danube on one side and fields for landing in, on the other.

We come to a full stop at a Tee junction of canal with Danube, - we are on the wrong side of canal of course. Try to turn around on top of the dyke. Succeed by taking car and trailer apart. Citroen 2CV appears on top of the dyke and the owner asks in impeccable English where we would like to go. We explain that gliders are across dyke?/river. We are carefully guided through smaller village to continuation of dyke. Get bogged down on top of dyke, due to mud on soil not compacted. 2CV takes me another mile and we see gliders (3) in field cut off on three sides by canals. Try to proceed to bridge about half a mile further on, but stop when even 2CV gets stuck.

Proceed on foot to field, about three quarters of a mile, across a small bridge. Arrive in the field with Dave, and two open class machines, one French and one Czech. Thoroughly soaked by this time. Come to a decision (!) that we need a tractor to pull trailers into and out of field. 2CV owner and I go back to car and trailer to tell others, they have gone away on foot and reach field by punt across canal and dyke.

While waiting to decide how to get tractor, government or other, etc., private tractor comes along to fetch stranded car on top of dyke. Contract with him to come back and tow trailers. Dave and I, with trailer on tow, get on back of tractor, with driver and owner, balance on back while negotiating dykes, banks, mud slides, etc. Arrive covered in mud from the big wheels, and aching in every joint after balancing on mudguard and trailer hitch.

French crew arrive on dyke with Citroen station wagon and trailer, and goes away convinced there is a better way into the field. Czech waits on top of dyke to see what happens. Get Dave's glider into the trailer and onto back of tractor. I refuse to travel again on tractor, go back across dyke on punt. This hazardous also, about one inch of freeboard above rather smelly water (both inside and out-

Retrieve in Yugoslavia (cont.)

side of boat), remain rigid in front of punt, above the C of G, since if I move water rises to edge of boat.

Driver of punt, son of the owner, full of confidence, and we arrive safely on the correct side of the canal. All start up the track to the trailer, except Hans, who has gone on dreaded tractor ride. At top of bank we meet owner of the punt, (on holiday from Belgrade), and family, who greet us like long lost explorers. They insist on giving us slivovitz, we accept. Family starts a lamb chop barbeque, they insist on giving us slivovitz, we accept. Family insist on giving us lamb-chop hamburgers. We decline. Family insist on giving us slivovitz, we accept. Family insist on giving us hamburgers, we accept. Rain has stopped and a grey mist has enveloped us, the cottage and family, and barbeque. Possibly a mental haze. Rather like being in Kew Gardens' hot house, temperature about 75 degrees. We make motions to depart, family insists on slivovitz, we accept, a final departing gesture!

We plod up the trail to the glider trailer and car and remaining crew member, who travelled by tractor. We all feel decidedly better than when we left the field. Crew man who has not had hamburger and slivovitz, doesn't think things are quite as good. Doris provides husband with hamburger and crew cheers up. Wait to ensure that the French and Czechs will get out and depart for first small village.

Arrive at end of dyke and are greeted by 2CV owner who insists that we go to his small cottage and meet wife. Insist on slivovitz, we accept. We insist on black coffee, which they produce. Depart about an hour later in blackness and renewed rain. Feel sort of contented, looking forward to dinner at Vrsac about sixty miles away.

Car driver and wife in front become on speaking terms again and things go smoothly. We notice cars going in opposite direction appear to be part of a wedding party, and keep carefully to our side of road.

Come to an abrupt stop when wheels of car go off road, and cease to support car, which rests on axle and suspension, the wheels being in, or rather over, a two foot deep rut about twenty feet long.

Get out in the dark and rain and survey the situation. Decide to take off the trailer and try (by lifting and pushing and cursing) to move by hand. Decide no progress, since as we lift, suspension just extends and wheels remain in air. Decide to try and move backwards and come out the way we went in. Move about two inches. Decide to get wheel (back) on tarmac, and drive out. This requires pushing sideways, so jack up the car and push sideways as jack is loosened. Moves about two inches. Further efforts are directed in the same way. Third time around we decide to push backwards and sideways to bring wheel on tarmac.

Push backwards and jack collapses under car together with sound of gushing gasoline. (We have punctured gas tank). I stand and point, Dave Webb promptly lies flat and puts finger into hole muttering appropriate comments. We try to find a piece of wood, in the dark and rain, find a piece only have a butter knife to shape it. Dave's finger gets cold due to evaporation of gasoline.

Wedding party seems to continue in other direction.

Retrieve in Yugoslavia (cont.)

Doris has bright idea that air mattress in trunk has a plastic plug (serrated) to stop up air filler. Try plug, wrapped in plastic tape and fits first go. Throw away wood plug, now very curious shape. Car still suspended above road, but now smells strongly of fuel.

Decide to get out tow rope and try and pull, move about two inches. Decide we shall need mechanical assistance to pull. Wonder where tractor we used on dyke belongs, get fond memories of it after all. Stand around and wonder for a few minutes. Sound of tractor approaching seems an illusion. Tractor appears, having caught us up, on its way home. Loud laughter from driver and owner. Attach rope and are pulled out in three minutes flat.

Attach trailer, check lights, thank tractor personnel, and start again for Vrsac. Stop in first village to check things, spend a few minutes explaining to the multitude what it's all about, sort of, when French crew arrives and invites us to eat there. We decline wanting nothing so much as to be back in Vrsac, with fuel, and have supper there.

Successfully get there, have what are probably the last three suppers available, and celebrate with beer and local red wine. Things seem to get better as liquid takes effect.

All agree, it's a good job it's the last day, but would willingly do it again.

David Parsey

Continued from Issue 4/73 ---

ORGANISATION SCIENTIFIQUE ET TECHNIQUE INTERNATIONALE DU
VOL A VOILE - O.S.T.I.V.

A permanent group of experts in OSTIV - the OSTIV Sailplane Development Panel - created international OSTIV Airworthiness Requirements for Sailplanes, which were published in the form of a book in December 1966. These requirements have met a kind reception and have shown to be very helpful for the guidance of airworthiness authorities and designers, as well as for those countries having no requirements at all or obsolescent ones. This book was reprinted in 1969 with only some minor changes. A complete new edition, including a chapter on powered sailplanes, was published in September 1971.

On request of the International Gliding Committee of FAI, OSTIV in 1956 set up rules to define a "Standard Class" for sailplanes. The aim of the Standard Class was to encourage the production of sailplanes suitable especially for all-round club employment: cheap to make (cheap materials and simple methods of construction), cheap to operate (easy to repair and to maintain, quick and easy to rig and de-rig, as well as simple to transport on a trailer), but still having good performances and flying qualities.

To encourage the new Standard Class design, OSTIV decided to award a Trophy to the designer(s) of a Standard Class sailplane at the World Championships being the best combination of cheapness, simplicity and efficiency (performance).

The first time, this Trophy was awarded to engineer Rudolf Kaiser, Germany, the designer of the sailplane KA-6BR, which sailplane was judged as the best Standard Class sailplane during the World Championships 1958 at Leszno, Poland.

During the Congress at Cologne, the Trophy was awarded to engineer Rüdiger Kunz, Austria, for his Standard Class design the Standard Austria.

In Junin, the Trophy was awarded to engineers T. Tervo and J. Jalkanen, Finland, for the Standard Class sailplane Vasama.

F.N. Slingsby, J.C. Reussner and W. Slater, Great Britain, received the Trophy at South Cerney in 1965 for the Standard Class design Dart.

In Leszno, 1968, the Trophy (for the last time) was awarded to W. Okarmus, the designer of the Foka 5, since the General Conference in 1970 approved the decision of the Board to abandon the Standard Class Sailplane Competition. The OSTIV Trophy was originally intended to stimulate the design of the Standard Class, however, since this is no longer desirable, the General Conference in 1972 approved the decision of the Board to establish an OSTIV Prize, giving the Board the freedom to make a suitable award from time to time when some significant improvement comes to light.

The tradition of the ISTUS to award an ISTUS-Ring to the person who had made the most splendid achievement in furtherance of the development of soaring flight, has been continued by OSTIV since the General Conference of that organization accepted, on July 13, 1956 in St. Yan, the proposal of the Board to award - at future General Conferences - an OSTIV Plaque to the person who has made the most noteworthy scientific and/or technical contribution to soaring flight in the past years. Since 1968, this has been combined with the Klemperer Award, which award is derived from the benefits of the Wolfgang B. Klemperer Memorial Fund. This fund was established by the family and friends of Dr. Klemperer following his death on March 25, 1965. The Klemperer Fund Committee of The Soaring Society of America announced that all Aero Clubs and other aeronautical organizations throughout the world have been invited to lend financial assistance in increasing the size of the fund, this in order to make this prize even more worthwhile. OSTIV supports this solicitation and asks that all give it favorable consideration.

The first winner of the Plaque was Dr. Joachim P. Kuettner, U.S.A., who received this prize at the General Conference of OSTIV in Osieczna, Poland, in 1958.

Dipl.-Ing. Boris J. Cijan, Yugoslavia, was the winner of the second OSTIV Plaque, given at the opening ceremony of the OSTIV Congress in Cologne, Germany in 1960.

Prof. Dr.-Ing. Richard Eppler, Germany, received the third OSTIV Plaque after the Congress in Junin, Argentina in 1963.

Mr. C.E. Wallington received the fourth OSTIV Plaque at the opening ceremony of the OSTIV Congress in South Cerney, England in 1965.

In Leszno (1968) Dipl.-Ing. Hans Zacher, Germany, was the recipient of the OSTIV Plaque/Klemperer Award, while in 1970 the combined prize was awarded to Prof. Dr.-Ing. Franz X. Wortmann, Germany, and in 1972 to Mr. Paul F. Bikle from the U.S.A.

Three successful courses have been held since 1963 in Calcinat del Pesce, near Varese, Italy: one for experienced gliding instructors on the subject of training problems, one for expert glider pilots who tested the value of known Standard Class sailplanes by means of comparative flights and one for experienced glider pilots on evaluation of sailplanes.

Furthermore, in August of every year, a technical gliding course for students of technical universities from all over the world is - under auspices of OSTIV - organized in Germany (formerly in Brunswick, during the last years in Aalen).

MEMBERSHIPS

There are four (4) kinds of membership in OSTIV: Active-, Scientific/Technical and Corporate-, and Individual Membership. All memberships begin at January 1 and end at December 31.

Active Membership is open to National Aero Clubs which are members of the FAI. The annual subscription is U.S. \$ 115.

Scientific/Technical Membership is open to scientific and technical organizations prepared to take an active part in the work of OSTIV. The annual subscription is U.S. \$ 50.

Corporate Membership is open to all other organizations (corporations, industries) interested in furthering the sciences and techniques related to soaring flight. The annual subscription is U.S. \$ 50.

Individual Membership is open to individuals, local gliding clubs and libraries. The annual subscription is U.S. \$ 7.

Subscriptions should be remitted to the AMRO Bank, P.O. Box 9003 in The Hague, Holland and should be marked for the account of OSTIV (No. 47.34.62.346). The postal giro number of the bank is 139616. (subscriptions should be paid in advance).

WHAT MEMBERS RECEIVE

- 1) The official organ of OSTIV, the Aero Revue, published monthly, including an OSTIV Section with news and articles.
- 2) OSTIV publications at cost.
- 3) Active-, Scientific/Technical and Corporate Members receive a free copy of each new OSTIV publication.

OSTIV PUBLICATIONS STILL IN PRINT

	<u>Cost to Members</u>	<u>Cost to Non-Members</u>
OSTIV Publication VII (papers read at Junin 1963)	\$ 3.00	\$ 3.75
OSTIV Publication VIII (papers read at South Cerney 1965, Part I)	\$ 2.75	\$ 3.50
OSTIV Publication IX (papers read at South Cerney 1965, Part II)	\$ 3.50	\$ 4.25

OSTIV PUBLICATIONS STILL IN PRINT (cont'd)

	<u>Cost to Members</u>	<u>Cost to Non-Members</u>
OSTIV Publication X (papers read at Leszno 1968)	\$ 3.75	\$ 4.75
OSTIV Publication XI (papers read at Alpine 1970)	\$ 5.00	\$ 6.00
OSTIV Airworthiness Requirements for Sailplanes (September 1972 edition)	\$ 3.00	\$ 4.00
Sailplane Weight Estimation by Mr. Walter Stender	\$ 2.50	\$ 3.50

HOW TO OBTAIN OSTIV PUBLICATIONS

Money must be sent in advance to the AMRO Bank, PO Box 9003 in The Hague, Holland and should be marked for the account of OSTIV (No. 47.34.62.346). The postal giro number of the bank is 139616. A check could also be sent to the OSTIV Secretariat, c/o Aviodome, Schiphol Centrum, Holland.

OSTIV OFFICERS AND BOARD MEMBERS

Honorary Member	B.S. Shenstone
President	L.A. de Lange
Vice-President	Dr. W. Eichenberger
Board Members	J. Chouard, Prof. Dr.-Ing. M. Josifovic, Dipl.-Ing. L. Pituch, Lt. Col. (ret.) F.J. Sweet, C.O. Vernon, P. Weishaupt, Dipl.-Ing. H. Zacher
Secretary/Treasurer	Miss T.E. Koster
Chairman Scientific Section	Dr. J.P. Kuettner
Vice-Chairman " "	Dr. W. Toutenhoofd
Chairman Technical Section	Lt. Col. (ret.) F.J. Sweet
Vice-Chairman " "	Dr. B. Paiewonsky
Chairman Sailplane Development Panel	Gen. Maj. (ret.) C.W.A. Oyens
Chief Editor	C.O. Vernon

OSTIV address: c/o Aviodome
Schiphol Centrum
Holland

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

- - - - -

AMHERST INSTRUMENTATION LTD. are pleased to announce their appointment as distributor for the Gebruder Winter line of glider instruments. Included are Altimeters, Airspeeds, Variometers and other instruments designed for gliders.

Brochures and Price Lists are available from:

AMHERST INSTRUMENTATION LTD.
39 Victoria Street,
P.O. Box 266,
Amherst, Nova Scotia

Full overhaul facilities for instruments, D.O.T. approved.

The CAMBRIDGE VARIOMETER with AUDIO is available off the shelf at U.S. prices up until Dec. 31st, duties paid. Two ALTHAUS VENTURIS (fuselage mounting) only, to clear stock, at \$45.00

FIRMAL ELECTRONICS are exclusive Canadian agents for CAMBRIDGE AERO INSTRUMENTS, sales and servicing. Instruments not purchased from Firmal after November 1973, must be returned to the U.S. for service under the two year guarantee.

FIRMAL ELECTRONICS, Box 8046, Ottawa, Ontario.

- 28 -

TERN - Partially completed fuselage, tail group. Wing Ribs and materials. Plans with Long Wing Mods. For further details contact:

P. Holbrook
92 Cardinal Drive, Hamilton, Ont. L9A 4H7
Tel: 416-389-9336

WANTED

TOW-WINCH - Reasonably priced and in a good operating condition. Please send particulars to:

Van Isle Gliding Association,
c/o, M. Olafsson,
1-1016 Linden Ave., VICTORIA, B.C. V8V 4H2

WINTER BAROGRAPH - Will pay cash, or trade two S.A.C. radios for same. Please contact:

Richard Robinson
48 Checkendon Drive,
Rexdale, Ont. M9W 2Y9

GLIDERS - Older type -- 2-22, 1-26, Cherokee, or whatever is available -- flyable or rebuildable. Please contact:

Kamloops Gliding Club
c/o Don Lurkins,
627 Alberni Street, Kamloops, B.C.

Advertising in "Free Flight" of personal equipment (such as your own glider, instruments, parachute, oxygen equipment, radio, etc.) is FREE as a service to S.A.C. members. For non-SAC members and for commercial advertising (aviation supplies & aircraft sales by dealers) a charge of \$8 for a full page is made. (Ads of 1/2-page at \$4 & 1/4-page at \$2 are acceptable). Cheques for the latter should accompany the ad and be made payable to the Soaring Association of Canada.

C L U B N E W S

CALEDON GLIDING CLUB

And so the '73 Season is over at Caledon, with 2020 flights and 15 happy new solo pilots looking forward to add to their experience. The club membership is up to strength. The six patient instructors are resting and wondering what great flights they might have made on their own. While the tow pilots can now do more than go up, down and around - though I understand Gord Morse is very pleased to have added 150 hours to his log book - and perhaps Ken Baker may now prefer to fly his Citabria with a little more abandon.

The Club fleet remains the same - 1 Blanik, 1 1-34, 1 1-26 and 2 2-33s.

Jim Carpenter, Frank Markut and Tom Comery have their own Libelle, Cirrus and 1-34 respectively.

This year we have operated a double runway which has greatly aided an efficient operation. The weather was reasonably good - but we hope for even more days next year when all gliders are airborne.

The tranquility of our surroundings set in the Caledon Hills is even more appreciated from the air - once the new pilots remember that the field is not camouflaged and does not move!

Through the great efforts of Max and Graham Ball, the clubhouse at the barn has been transformed into a fine old English Country Pub with white-washed stone walls and heavy black beams - the huge fieldstone fireplace being both necessary and appreciated.

To these remarkable surroundings were added caldrons of gastronomic art through the good offices and tireless endeavours of Shelagh Ball and those long suffering wives!

We have had a number of first rate parties - been visited by a group of strange plenipotentiaries from another planet who entertained us greatly with their abbreviated undulating anatomy, their huge craniums carefully shrouded from public view by formal headgear as required by their rank.

Gord Ballantyne excelled himself in the masterly management of the massive barbecues.

We welcomed many interesting visitors and fly-ins, due to the nature of our club being strongly represented by airline pilots who quite obviously enjoy silent flight and open cockpit biplanes as relaxing diversion from their highrise metal offices that bore such long holes in the sky.

All these things are now memories until next year - sent off by a Halloween Party - after all the aircraft had been safely stored in the barn for the winter.

All members had a good year - standards were improved - experience broadened - some of the new solo people already have their licences - while others are still buried in their studies.

John Seddon.

Toronto, Ont.

Cont'd.

COLD LAKE SOARING CLUB:

On 29 September the Cold Lake Soaring Club achieved that major milestone: Flight 1000 for 1973. Doing the honours was Cpl. Ken Walker on a solo flight in his L-Spatz glider. The air currents were not rising that day so Ken's trip lasted but eight minutes. After Ken landed the members offered hearty congratulations in recognition of Ken's efforts over the past year to make the 1000 flights possible. Flight number 1001 was flown by Mrs. Ruth Walker, also in the L-Spatz. 1000 flights represent a total of only 200 flight hours for a meager average of 12 minutes per flight. However, numerous flights of one, two and three hours duration were recorded this summer.

GROUND SCHOOL:

In conjunction with the adult education program of Bonnyville School District, the Cold Lake Soaring Club is offering a ground school course in Soaring flight. This course will cost \$10.00 and will commence tonight (Oct. 10) at 7 P.M. in the GIS Building. Classes will be twice weekly - Monday & Wednesday for 10 weeks.

WAVE SOARING:

(See separate report in this issue on trip to Cowley, Alta. & Diamond heights obtained). In readiness for the annual trip to Cowley, the Cold Lake Club, in co-operation with the Aeromedical staff, gave a High Altitude Indoctrination Course to 12 glider pilots: four each from clubs in Edmonton, Calgary & Cold Lake.

(The above was taken from a newspaper clipping - name of paper unknown. Ed.)

HURONIA SOARING ASSOCIATION

Our club was started this winter in Midland, Ont. with approx. 18 charter members. Due to the need to raise funds for glider purchase, we decided to levy a \$150 entrance fee, refundable if a member has to leave the area or drop out for other reasons.

The \$70 annual membership includes compulsory S.A.C. membership. When the S.A.C. Insurance plan was introduced, the Club decided to join, and to contribute the assessment from Club funds.

In April we purchased the Rideau Gliding Club's 2-22 CF-PLT. (Thanks to a bit of matchmaking, via Free Flight, between our "Want" ad and the Rideau club's "For Sale" note). A 150 HP Citabria, owned by the CFI, is used for towing.

The 2-22 was air-towed from Gananoque to Huronia Airport at Midland, with stop-overs at Belleville and COSA's Peterborough gliderport. Total distance was 190 miles. We tried out the suggestion made in the March '73 'Free Flight' article of using a long tow rope. Two 200 ft. tow ropes were spliced to make a 400 ft. rope, and resulted in a very comfortable tow.

We were very lucky to have the offer of a 2,000 ft. field; however, this turned out to be slow-drying and unusable during most of the May - June period. We then found an available 5000 ft. long private air strip and got permission to use it all this season. The strip has one major disadvantage of being in lake effect; only rarely do we get thermal activity however, it is excellent for student training.

Cont'd..

HURONIA (Cont.)

At least on two occasions we have flown in what appears to be weak wave effect. This occurs with the strong prevailing winds passing over the coastal escarpment. We had steady lift of up to 100 f.p.m. with the 2-22, and one of our members made his one hour "C" badge duration flight in this wave.

As it looks at this time, we may use both fields at times - the 5000 ft. air strip for training, and the 2000 ft. field on good days for thermal lift. The two fields are about 13 miles apart so that cross-country tow between them is quite feasible.

The membership now stands at 25 with regular instruction flights started on April 29. We have already soloed 5 students (power pilots and some with prior experience). With only the 2-22 in the Club, we have had 329 flights from the time the plane was delivered on April 21st to June 24th.

The time is fast approaching when the Club will need a second aircraft. We have started negotiations for a single seater, with particular attention to good penetration. The need for penetration is determined by the strength of our winds aloft. Since they come straight across Georgian Bay, they usually run 20 - 35 mph at 2000 ft. Training in the 2-22 usually consists of being towed straight upwind, and a rapid blowing back to the airfield. Needless to say, we don't go downwind!

Elsewhere in this issue we have provided a sketch of our primary site. SAC members are welcomed as visitors; - see map for contacts.

Mark Badior.

Midland, Ont.

WINNIPEG GLIDING CLUB:

As of Oct. 8th our new hangar has the skeleton of 3 walls. Yes, it really is going up, and we need all the help we can get at weekends!

It was nice to see one of our new members, Pete Riches, at McCreary. This trip is not just for the 'old pro's' (or else I wouldn't be there!) and it is good experience to try flying off a strange field before going cross country for the first time.

We hear that as a result of the great success of our Air Show this year Jon Vermeulen and some of the Committee are getting into big business with the production of a large scale Centennial Air Show in 1974. This will be funded by the City (or is it the Provincial Govt??) and possibly WGC might get a share of the profits -- if there are any!

A new glider has arrived at the WGC quite recently, namely, an American registered 2-22 which has been bought by Jon Vermeulen and Ken Catton. It looks in nice shape - when is someone going to fly it though!

We were pleased to see Ken & Marlene Layton out at the field a few weeks ago. Ken is a former Bergie-flyer and found he could still do "it" in the old blue bird.

S.A.C. RAFFLE RESULTS (in support of Canadian International Team).

First prize of a colour T.V. set was won by one of our own students, John Schaffter. This perhaps is fair since the WGC raised the most money of any of the clubs in the Western half of Canada. WGC's total was \$235.66 out of a total raised in the West of \$1,022.03. However, costs still have to be deducted from this figure. Thank you to all who participated.

Winnipeg, Man.

Hazel Flint,

SOARING ASSOCIATION OF CANADA
List of Member Clubs

* = Changes
+ = New club

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, CFPO 5000, Belleville, Ont.
Montreal Soaring Council, Box 1082, St. Laurent, Montreal 379, P.Q.
New Brunswick Soaring Association, c/o Dr. A. Dobson, 521 Blythwood Ave., Moncton, N.B.
Québec Soaring Club, Box 9276, Québec, Qué., GLV 4B1.
Soaring Club of Nova Scotia, Box 513, Truro, N.S.
+Valley Soaring Society, C/o Mr.E.S.Hansen, Acadia University, Wolfville, 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.
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.
Huron 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 856m 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:

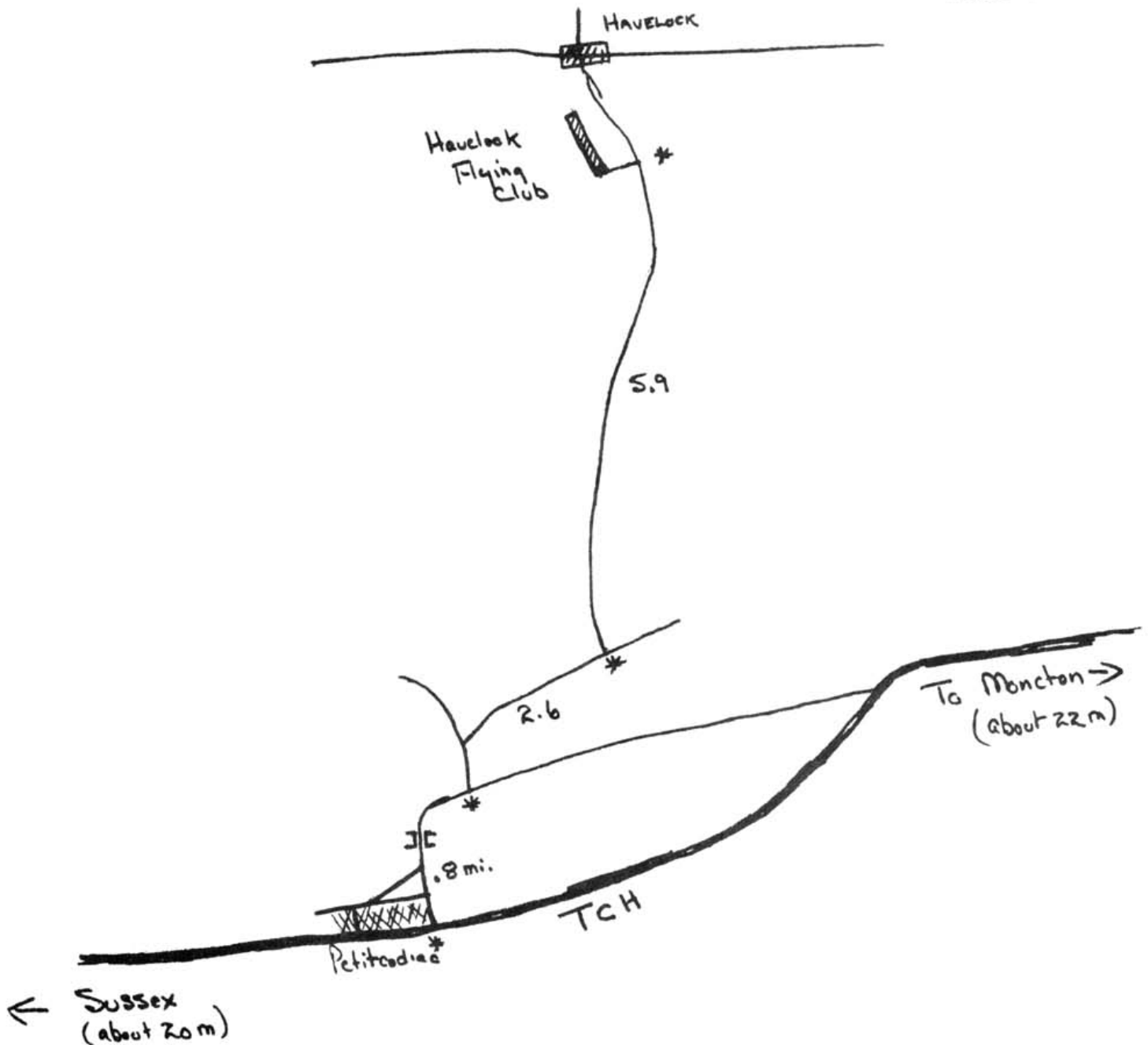
Red River Soaring Association, Box 1074, Winnipeg, Manitoba.
Regina Gliding & Soaring Club, c/o Miss Audette, 10 Bole Pl., Regina, Sask. S4S 3W7
Winnipeg Gliding Club, Box 1255, Winnipeg, Man. R3C 2Y4.

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, Box 201, Port Alberni, B.C.
*Comox Gliding Club, P.O. Box 238, Lazo, B.C. V0R 2K0
Kamloops Gliding Club, c/o D. Lurkins, 627 Alberni Street, 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.



New Brunswick Soaring Association, Inc

operating at the Havelock Flying Club

Contacts:

Saint John ;	Fred Fowler	652-1025
Moncton :	Art Dobson	386-3675
Fredoncton:	John Meuse	357-5807

(The following was first published in "Free Flight" Issue 2/71 dated February-March, 1971. Ed.)

"F.A.I. COMMITTEE:

Changes to the F.A.I. Regulations:

A new copy of the Sporting Code, Section 3, has been received. The following changes will be in effect from January, 1971. Copies of the revised Code will be available from S.A.C. at a later date.

1.4.2 Evidence of Reaching the Turning Point

- (b) The Pilot presents a satisfactory photo of the turning point taken while flying beyond the turning point along the course line just flown. The maximum angular deviation from this extended course is 45 degrees.

We interpret this to mean a photo taken from a 90 sector symmetrically placed about the extension of the course just flown.

2.1.7 Ratio between Loss of Height and the Distance Flown

The loss of altitude between the Starting Altitude and the altitude of the Landing Place must not exceed 1% of the distance flown for distances less than or equal to 100 km. For greater distances, if the loss of height is greater than 1 Km. the distance flown will be reduced by 40 times the excess over 1 Km.

- 3.1 Official Control. Official control shall be effected by Observers approved by, or acting on behalf of, a National Aero Club. (See also 4, table A).

Certificates from Air Traffic Controllers on duty are also valid for observation of take-off, Start and Finish Lines, Turning Points, and Landing Places only. Out landings may also be certified by two independent witnesses who give their addresses and state precisely the location of the Landing Place. (4, Table A).

Certificates are valid only from Official Observers present at the event for which certification is required.

An official observer may not act in this capacity for any flight in which he is pilot or passenger.

- 3.5 Photographic Evidence of Reaching the Turning Point

Photographic evidence is acceptable provided that all the photographs concerning a flight are on a single uncut length of film, and there is proof that they were taken:-

3.5 cont'd.

- (a) By the pilot of the glider or his passenger on the flight in question.
- (b) Of the declared turning points from the correct position (1.4.2.b) and in the correct sequence.
- (c) Between the time of the last crossing of the Start Line and the crossing of the Finish Line.

Stereoscopic cameras and telephoto lenses are not permitted.

3.5.1

- (b) The camera is held in fixed mountings in the cockpit so that every photograph will show the wingtip. The lens housing shall be no further than 25 mm from the inside of the canopy or camera window. Just prior to each take-off, an Official Observer shall mark the outside of the canopy or window across the front of the lens with a random line about 2 mm in width and then display the Declaration Board for the pilot to photograph with the camera installed. Following the landing an Official Observer shall take charge of the film and have it developed and kept uncut. If the same Official Observer is controlling the pre-flight photograph and the development of the film, it is not necessary for the camera to be sealed.

7.3.4 Badge Flight Requirements

Diamond Goal: a flight of at least 300 kms over a triangular or out-and-return course.

- Notes:
- (1) A zig-zag may have only one turning point but need not be to a goal.
 - (2) There is no 28% requirement for badge triangles.
 - (3) Gold or Diamond Distance may be claimed from an incomplected triangle, provided that the required distance is flown and the glider is landed within 10 km. of the line of the last leg.
 - (4) If a Silver Distance flight also qualifies for Gold or Diamond, it may count for Silver Distance notwithstanding the straight flight requirements.

CANADIAN RECORDS: These are recognized in two categories:

A Territorial Record established by a flight originating in Canada, by a pilot of any nationality.

A Citizens Record established by a Canadian Citizen anywhere in the World.

Both categories are subdivided into Open and Feminine classes. This will continue unless the Feminists protest strongly.

Canadian Records (cont.)

Application for a Citizens Record will be acceptable to the F.A.I. Representative. Only in the case of difficulty will it be referred to the country of origin.

Changes in requirements for Canadian record applications:(a) Turn Point Verification:

The time between successive starts must not normally be more than 40% of the elapsed time for the course. Pilots should ensure that they make observed starts at shorter intervals than this. Should this not be possible, or should the pilot decide to return for another attempt before completing the course, he must photograph one T.P., return and photograph his base before making another start.

His photos would then show something like this:

- | | |
|-----------------------------------|---|
| 1. Declaration or picture of O.O. | 4. Turn Point 1 |
| 2. Turn Point 1 | 5. Turn Point 2 |
| 3. Start Line | 6. Declaration or picture of Official Observer. |

OR

- (b) The pilot shall take a recognisable picture of a prominent object near the start line which is moved to different locations at intervals by the O.O. The pilot should then make his start as soon as possible and in any case within the 40% elapsed time limit as in (a). The O.O. shall satisfy himself from the photograph that it was taken within the time limit allowed before the start and shall sign a statement to this effect.

Note: A white bedsheet by the side of a runway is a suitable object. An Instamatic camera will record this from below 2,000 ft. if care is taken to avoid movement at the appropriate instant.

The O.O. shall sign a complete record of all timed starts and finishes. This procedure should ensure that the pilot visits both Turn Points during his timed flight. The 28% rule still applies for record triangles.

BAROGRAPH TIME SCALE CALIBRATION:

Observers are required to inscribe a time scale on the chart after the flight. This should be performed at suitable intervals up to the time of the last start, from the time of take-off. Maximum periods between marks should be $\frac{1}{2}$ hr., with subdivision near the start points.

Note: This is conveniently done by winding the drum back to the take-off time, restarting the mechanism, and tapping the pen at the required timed instants.

ITEMS DELETED

Except for the take-off time, no details of the launch are required. The glider need not land at the goal after completion of the task.

NOTICE OF A CLAIM

Written notice of the performance claimed, should reach the F.A.I. representative within seven days of the flight.

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