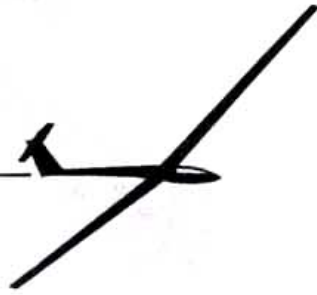


May/June 74



Free Flight

official publication of
THE SOARING ASSOCIATION OF CANADA

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Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

ISSUE 2/74

MAY - JUNE 1974

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EDITORIAL

As the new editor for FREE FLIGHT, I want to ask for your support in making this publication the important communications link it should be for everyone interested in soaring in Canada.

The objective of FREE FLIGHT is to publish material of interest to all members of the Soaring Association of Canada. In order to meet this objective, we have recently sent a letter to each member club requesting regular contributions of material. Let us hear about your club activities; your outstanding achievements, new aircraft, record flights, badges won, new members soloed or whatever.

For individuals, we will publish letters to the editor. If you wish to express an opinion, ask a question, seek advice or help on a soaring problem or building project - here is a forum for you. We won't undertake to have the answers but we will print the letters with the hope that members from across the country will respond.

Anyone who receives foreign language soaring journals are encouraged to translate and submit articles of general interest. Please be sure to include the source and the author so that proper credit may be given.

Among the membership of S. A. C. are a number of outstanding competition pilots, homebuilders, instructors, tow pilots and just plain weekend fliers. If you have had an unusual flight, flown a new ship, just completed a homebuilt or had any unique experience in soaring - share it with us.

The old expression, "You only get out of something what you put into it" certainly applies to FREE FLIGHT. It's your publication and it can only be as good as the material you submit for printing. We look forward to hearing from you and wish everyone lots of lift for 1974.

PRESIDENT'S REPORT

I see little point in making this a lengthy report because this year it appears that our Committee Chairmen have done a thorough job and provided you with plenty of food for thought.

From the administration point of view, we have had a busy year. As announced in "Free Flight", your Directors took a major decision in establishing Terry Tucker as Executive Secretary on a salary more realistic for her efforts, we hope.

I was extremely disappointed in not being able to offer a proposed re-organization plan to the membership, as directed at the last A. G. M. and already discussed. This must be a priority task for 1974; whether or not I am re-elected President, I intend to pursue this issue.

A major event in our history was the establishment of the Insurance Scheme. Unfortunately the losses were high in this first year but it is understood that the insurers recognize that this was an unusual year and intend to continue the scheme. It is recognized that both parties will identify areas for improvement and we will work together to remedy any deficiencies. It might be mentioned that we have already picked up some valuable fall-out in the way of increased membership. This has spiralled the work of our secretary which certainly indicates that it was the right time to make the appointment.

In other areas of activity I would like to mention Sports Canada. I feel sure the government is recognizing the increasing need for worthwhile leisure time activities and support can be expected to increase. On our side we have to continue to demonstrate that soaring is a worthwhile activity.

In similar vein, Andre Dumas suggested the organization of a co-ordinating body to consist of representatives from all the aviation activities recognized by F. A. I. Eventually this new body is expected to take over the functions of representing F. A. I. as the National Aero Club. It will also provide a valuable central body to prepare a united approach when dealing with government departments.

For the future, I believe that a useful service can be provided to our membership by attempting to produce a loose leaf Association Handbook. This would include Recommended Practice Bulletins, Committee Terms of Reference, Record Summaries, etc. This should be particularly useful when candidates accept office in S. A. C.; at the present time they do not know what they are letting themselves in for. Work on this has already started.

Finally, I must thank the other members of the Board of Directors for their valuable support, particularly Terry Tucker and Walter Piercy.

Respectfully submitted,

March 23, 1974

T. R. Beasley,
President

TREASURER'S REPORTDECEMBER 31, 1973

Copies of the Financial Statements for the year 1973, together with the Auditor's Report, have been made available for your examination. A brief review of the Statements will suffice for my report.

GENERAL FUNDSRevenue:

As stated in past reports, the major source of income is from membership fees. The 39.7% increase in membership over 1972 (Membership Secretary's Report) has increased revenue by \$3487.00 this year.

The Association acts as a collection agency for the Insurance Plan and therefore the total income listed here of \$17605.00 is also an expenditure.

There has been a substantial increase in the revenue from supplies. The postage for filling these orders has increased the postage expenditures.

Interest received on the Association Bank Account also shows an increase. The rates generally were higher during 1973 and a portion of the Savings Account were invested in Short Term Deposits which gave better rates.

Expenditures:

The cost for Soaring subscriptions shows a small increase of \$510.00, in actuality it should be approximately \$1000.00 as there was an account payable of \$500.00.

Printing costs also increased. Having purchased a Multigraph Duplicator printer in 1972, an attempt was made early in the year to publish Free Flight, and this necessitated in purchase of printing supplies. The project was abandoned after two issues.

The net cost to the association for the Instructor's Schools is less because the Honorariums to the Eastern and Western Co-ordinators now appears in that expenditure item.

The increase in Honorarium is mainly mine. I could not manage the combined posts of Secretary, Membership Secretary and Treasurer on a part-time basis, and mid-way through the year an adjustment in my Honorarium was made.

Summary:

I project that in 1974 there will be a substantial increase in expenditures for the costs of the Annual General Meeting, Honorariums, professional fees for the Auditors, and for the Association's membership fees. These combined will perhaps exceed \$5000.00 and will reduce the net revenue by approximately \$2000.00.

Financially, it would not be advisable for the Association to attempt printing and mailing of Free Flight. Postage cost alone for six issues would be in the vicinity of \$1000.00 plus the costs of the supplies for the printing. The subsidy from the Canadian Amateur Sports Federation for printing and mailing makes it possible for this association to realize a net increase in revenue.

World Contest Fund:

The claims submitted for the World Gliding Contest in Yugoslavia in 1972 still have not been cleared by N. A. C. F. A. S. and therefore this statement is not complete. However, preparations were made for the 1974 World Gliding Championships in Australia.

Income:

Please note that no contribution has been received to date from the N. A. C. F. A. S. for the 1974 Championships although it is fairly certain that a grant will be forthcoming. Donations from individuals totaled \$415.00. The Fund Raising Activities - the Raffle and "Glide for Canada" netted \$3994.00. Of this total \$2980.00 was raised from "Glide for Canada".

Expenditures:

The refund to the Government of Canada for \$301.00 is still pending the settlement for the claims submitted for the 1972 Championships.

Summary:

The statement shows a balance in the World Contest Fund of \$10895.00. Advance to team members for the 1974 Championships, rental of aircraft and registration fees were made. On the Balance Sheet under Current Assets, the item of Prepaid Expenses for a total of \$10929.00 is this balance. The World Contest Fund is depleted.

Respectfully submitted,

March 23, 1974

Terry Tucker, Treasurer

Frazer and Otton
Chartered Accountants

W. W. FRAZER, C.A.
C. E. OTTON, C.A.
D. L. MUIR, C.A.
T. N. WHITE, C.A.
T. L. CLAPP, C.A.

311 RICHMOND ROAD
OTTAWA, ONTARIO
K1Z 6X3
PHONE 729-3141

AUDITORS' REPORT

To the Members of
Soaring Association of Canada

We have examined the balance sheet of the Soaring Association of Canada at December 31, 1973 and the statements of changes in funds for the year ended on that date. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances, with the following exception.

Your former auditors were unable to express an opinion on the inventory on hand at December 31, 1972 and since we have been unable to satisfy ourselves concerning opening inventory by other procedures, we are unable to express an opinion on the statement of changes in the general fund for the year ended December 31, 1973.

In our opinion, the accompanying balance sheet and statement of changes in the world contest fund present fairly the financial position of the Association at December 31, 1973 and the changes in the fund for the year ended on that date, in accordance with generally accepted accounting principles appropriate for non-profit organizations reporting on a fund basis consistent with that of the preceding year.

Frazer and Otton
CHARTERED ACCOUNTANTS.

OTTAWA, February 26, 1974.

SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE DE VOL A VOILE

STATEMENT OF CHANGES IN GENERAL FUND

For the year ended December 31, 1973

	<u>1973</u>	<u>1972</u>
INCOME		
Membership - fees	\$ 17,041	\$ 13,554
- insurance	17,605	
Sale of supplies - net	1,626	558
Interest	790	95
Other	<u>39</u>	<u>56</u>
	\$ 37,101	<u>14,263</u>
EXPENDITURE		
Members insurance	17,605	
Subscriptions - "SOARING"	5,752	5,242
Printing	1,033	887
Postage and stationery	1,328	635
Instructors' schools - net	260	513
Annual general meeting	389	239
Honorarium	3,730	1,579
Administration	337	404
Membership fees	266	410
Professional fees	150	150
Sundry	65	
Depreciation - office equipment	<u>136</u>	<u>170</u>
	<u>31,051</u>	<u>10,229</u>
NET INCREASE IN FUND BALANCE	6,050	4,034
FUND BALANCE AT BEGINNING OF YEAR	<u>20,632</u>	<u>16,598</u>
FUND BALANCE AT END OF YEAR	<u>\$ 26,682</u>	<u>\$ 20,632</u>

SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE DE VOL A VOILE
(Incorporated under the laws of the Canada Corporations Act)

BALANCE SHEET

At December 31, 1973

		<u>1973</u>	<u>1972</u>
ASSETS			
CURRENT			
Cash	\$ 20,567		\$ 24,043
Accounts receivable	556		935
Inventory - at cost	6,367		3,956
Prepaid expenses	<u>10,929</u>		<u>-</u>
		\$ 38,419	<u>28,934</u>
FIXED			
Office equipment - at cost	1,124		1,124
Less: Accumulated depreciation	<u>580</u>		<u>444</u>
		<u>544</u>	<u>680</u>
		\$ 38,963	\$ 29,614
LIABILITIES			
CURRENT			
Accounts payable		\$ 1,386	\$ 1,604
FUND BALANCES			
WORLD CONTEST FUND		10,895	7,378
GENERAL FUND		<u>26,682</u>	<u>20,632</u>
		\$ 38,963	\$ 29,614

APPROVED ON BEHALF OF THE BOARD

"T. Beasley" PRESIDENT

"T. Tucker" TREASURER

SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE DE VOL A VOILE
STATEMENT OF CHANGES IN WORLD CONTEST FUND

Year ended December 31, 1973

	<u>1973</u>	<u>1972</u>
RESOURCES RECEIVED		
Donations - Government	\$ -	\$ 9,236
- Other	415	1,160
Fund raising activities - net	3,994	1,312
Team members contributions	<u>-</u>	<u>4,488</u>
	\$ 4,409	<u>16,196</u>
EXPENDITURES		
Advances to team members	489	5,393
Contributions to widow's fund	-	190
Entrance fees		4,284
Refund to Government of Canada	301	-
Sundry	<u>102</u>	<u>173</u>
	<u>892</u>	<u>10,040</u>
NET INCREASE IN FUND BALANCE	3,517	6,156
FUND BALANCE AT BEGINNING OF YEAR	<u>7,378</u>	<u>1,222</u>
FUND BALANCE AT END OF YEAR	\$ 10,895	\$ 7,378
	=====	=====

AIR CADET LIAISON COMMITTEE REPORT

At the time of this writing Gliding Statistics for Air Cadet operations for Canada are still incomplete, with information still lacking from Quebec and the Western Provinces. When these are complete, a summary, as in the past will be provided for publication in "Free Flight".

Reports to date indicate an increase in gliding activities for 1973. The trend has generally switched from providing familiarization rides to Glider Pilot training with a greater number of Cadets becoming qualified as Glider Pilots. The training is usually carried out in conjunction with the Summer Camps, where qualified personnel can be assembled to run the courses. Gliding Centres as established in Ontario and Mobile Operations are operating during the Spring and Fall, to provide familiarization flights to Cadets and provide a facility where Cadets, who become qualified at Summer Camp, may continue their flying activity. Plans indicate that the glider pilot training program will increase again this year with an aim of training approximately 40 glider pilots at each of the four Summer Camps.

To meet the growing need for qualified gliding instructors, tentative plans have been made for three Instructor's Courses in which Walter Piercy has been invited to participate.

The glider fleet has been expanded with the addition of new gliders and the L-19s and Cessna 305s have become operational and are undergoing evaluation as to their suitability. Further expansion is indicated with the purchase of approximately 7 Schweizer 2-33s slated for this year.

We can see that, in the foreseeable future, it is quite possible that 160 cadets may be licensed each year. Some of these will be absorbed back into the system as famill pilots and eventually instructors, but the great majority, as funds permit, will be looking to local gliding clubs to continue their gliding activities. I'm sure you will find these youngmen who have been carefully selected for training are keen on gliding and willing to work hard at their sport. They would make any club an excellent member.

As clubs, we should consider ways of enticing and encouraging these pre-trained potential members to join us in continuing in the sport, as we are in the position to take them one step further and provide them with the thrill and challenge of soaring flight.

Respectfully submitted,

March 23, 1974

Hank Bruhlman,
Chairman,
S. A. C. Air Cadet Liaison Committee.

1973 F. A. I. COMMITTEE REPORT

After two years of valuable work by C. Yeates, Ken Round (GGC) took over the task of F. A. I. Awards Officer for 1973. We are indebted to Ken for a year of efficient work at this job. Several new records were established; these you will find in his report, together with the usual F. A. I. awards. However, there are, as usual, many problems with the documentation of claims for badges and records. You are urged to read and fill in the claim form very carefully to avoid delay, extra work and annoyance for everyone concerned.

The National Contest was held in Winnipeg and, despite yet another occurrence of unseasonable weather, a successful contest was achieved. Reports from competitors indicated that this had been a well run and enjoyable contest. The winner, Dick Mamini, flying his ASW-12, was closely followed by Jim Carpenter in his Libelle. The total entry was again disappointingly small.

The President has requested all Committee Chairmen to define the responsibilities of their committee; F. A. I. Committee responsibilities are defined in the appendix to this report.

For the first time, DND transport to Lahr was made available, allowing the Chairman to represent S. A. C. at the October 26th meeting of the C.I.V.V., the gliding section of the F. A. I. Mr. Golab of Sports and Fitness was extremely helpful in arranging this transport. However, DND flights depart only twice a week, and it was necessary to leave on Tuesday evening to reach Paris by Friday. The flight turned back with engine trouble after three hours, and arrived late the next day after delays due to fog. Paris was reached at midnight.

A full report of the meeting has been submitted to the President. The principal and most crucial topic concerned the use of flaps in the Standard Class. Efforts were made by France and Germany to reverse the earlier decision to permit simple fixed hinge flaps from 1974. This was vigorously opposed by W. Ivans (USA), supported by a pilot report from R. Buck, who had flown the 1-35, and considered it easy to land. This position was supported by J. M. Firth, with 700 hours' experience in HP-11s. The outcome was satisfactory for us and, we think, ultimately for most people. Flaps will remain permitted in the Standard Class until at least December 1977. This will give enough time for technical development and assessment. We are confident that, with more development and proper awareness of the different technique needed for landing with flaps, a new generation of Standard Class gliders will emerge which are no more expensive to construct, and with better and safer landing performance than the current generation. However, they may never be suitable for early solo pilots; (nor are current competition designs).

This committee would welcome more comment from members on this topic as, without a doubt, this subject will be hotly debated again at the C.I.V.V.

A suggestion has been received for recognition of Junior National records; comments please.

Respectfully submitted,

February 1974

John Firth, Chairman

APPENDIXRESPONSIBILITIES OF THE F.A.I. COMMITTEE OF THE S.A.C.

The Committee will consist of a Chairman appointed by the Directors of the S.A.C., and two experienced pilots invited by the Chairman.

1. CONTESTS:

- (a) To maintain National Contest Rules, and implement changes where these are necessary, to be consistent with International practice.
- (b) To supply these rules to the Organizers of the National Contest, and to advise on the implementation of these rules. This will include specific problem areas to their attention.
- (c) To draw up and maintain rules for S.A.C. sanctioned Regional contests. These rules will be a simplified version of the National Contest Rules.
- (d) To review applications for holding Regional Contests, and to advise the organizers of minimum acceptable standards.
- (e) To be conversant with International Contest Rules, and with any changes proposed by CIVV. Liaison with CIVV includes expression of opinion on these rules and changes.

2 AWARDS (F.A.I.)

- (a) To appoint and advise the F.A.I. Awards Officer.
- (b) To interpret the F.A.I. Rules for badge awards, and to adjudicate any questionable claims.
- (c) To publish any relevant rule changes in "Free Flight".

3. F.A.I. ANNOUNCEMENTS:

- (a) To assess F.A.I. and CIVV announcements and take appropriate action.

4. RECORDS:

- (a) To maintain a list of record performances, and to establish and maintain rules for their authentication. These will normally be to F.A.I. standards.
- (b) To determine which record categories are appropriate in relation to current Canadian competitive gliding.
- (c) To adjudicate questionable claims as referred by the F.A.I. Awards Officer.

5. GLIDER DESIGN:

- (a) To be aware of current and proposed design features, and to express S.A.C. opinion to CIVV on such matters, inasmuch as they affect development of existing or proposed classes. (We have already influenced the decision to accept flaps and landing control devices, through our considerable personal experience).

6. REPRESENTATION AT C.I.V.V.

- (a) When possible, a representative should be sent to a CIVV meeting once a year. He should have the technical background and knowledge of World Contest conditions to be able to take an active part in such a meeting. The Chairman of the F.A.I. Committee will be the logical choice for representative.

S.A.C. FLIGHT STATISTICS 1973

S.A.C. MEMBER CLUB	CLUB GLIDERS	PRIVATE GLIDERS	FLIGHTS/CLUB	HOURS/CLUB	MILES/CLUB	FLIGHTS/PRIVATE	HOURS/PRIVATE	MILES/PRIVATE	LAUNCH METHOD	TOWPLANES	WINCHES	MOT LICENCES	"A" BADGES	"B" BADGES	"C" BADGES	INACTIVE CLUB GLIDERS	BEING BUILT CLUB	INACTIVE PRIV. GLIDERS	BEING BUILT PRIV.
AIR CADET LEAGUE (QUE.)			NO RETURN																
APPALACHIAN	1	0	936	186	364	-	-	-	W	-	1	4	1	6	-	1	-	1	1
BUCKINGHAM	3	2	1018	325	-	-	-	-	A	1	-	4	3	-	-	-	-	-	-
CHAMPLAIN			NO RETURN																
LAHR (WEST GERMANY)	4	2	2880	431	-	42	19	-	AW	1	1	8	2	12	4	-	-	1	-
MONTREAL SOARING COUNCIL	9	18	2770	1074	750	566	880	6073	A	3	-	8	3	24	-	-	-	-	2
NEW BRUNSWICK SOARING	2	0	405	100	-	-	-	-	A	1	-	4	1	3	-	-	-	-	-
QUEBEC SOARING	5	5	1461	723	100	305	323	200	A	2	-	5	1	-	-	-	-	-	1
SOARING CLUB OF NOVA SCOTIA			NO RETURN																
AIR CADET LEAGUE (ONT.)			NO RETURN																
AIR SAILING	3	2	1428	594	250	86	120	1100	A	1	-	5	1	-	-	-	-	-	-
ALGOMA			NO RETURN																
BELLEVILLE	3	1	1029	326	-	-	-	-	AW	1	1	8	-	11	-	-	-	-	-
BONNECHERE	2	0	837	118	-	33	8	-	CAR	-	-	3	1	11	-	-	1	-	-
CALEDON			NO RETURN																
CENTRAL ONTARIO SOARING	3	2	1020	414	-	66	-	-	A	1	-	-	3	-	-	-	-	-	-
CHATHAM AIR CADETS	3	0	1911	166	-	-	-	-	W	-	2	4	1	4	-	-	-	-	-
ERIN	3	8	1001	377	-	253	426	2573	A	1	-	1	1	4	5	-	-	-	1
GATINEAU	5	9	1724	672	200	228	-	-	A	2	-	3	1	-	-	-	-	1	1
HURONIA	2	0	1031	210	-	-	-	-	A	1	-	7	2	4	2	-	-	-	-
LAKEHEAD			NO RETURN																
LONDON	3	3	970	380	44	144	179	282	A	1	-	1	2	6	-	-	-	-	3
NORTH BAY			NO RETURN																
PIONEER SOARING	4	0	1274	407	200	-	-	-	A	2	-	3	2	6	-	1	-	-	-
PROVINCIAL MOTORGLIDING	1	0	183	215	854	-	-	-	SL	1	-	-	-	-	-	1	-	-	-
RIDEAU	2	1	892	289	17	52	54	-	A	1	-	3	3	10	-	-	-	-	1
SOSA	8	21	2991	1304	-	741	-	-	A	3	-	10	7	17	-	-	-	-	3
TORONTO	3	2	688	310	-	31	99	255	AW	1	1	5	-	4	-	-	-	-	-
WINDSOR	2	5	1056	212	-	193	193	177	W	-	1	2	-	-	1	-	-	-	-
YORK	5	5	1677	719	-	139	159	-	A	3	-	3	1	9	-	-	-	-	1
RED RIVER SOARING	2	0	726	92	52	-	-	-	AW	1	1	3	1	1	2	-	-	-	-
REGINA	2	1	128	43	-	12	20	920	A	1	-	-	1	-	-	-	-	1	-
WINNIPEG	3	11	1841	441	200	335	502	2500	A	2	-	15	-	14	-	-	-	1	4
COLD LAKE SOARING	2	1	967	190	-	59	36	100	W	-	1	2	3	-	1	-	-	1	2
CUNIM GLIDING			NO RETURN																
EDMONTON			NO RETURN																
WIDE SKY	0	1	440	172	30	-	-	-	A	3	-	5	1	8	-	1	-	-	-
YUKON			NO RETURN																
ALBERNI VALLEY			NO RETURN																
COMOX			NO RETURN																
KAMLOOPS			NO RETURN																
VANCOUVER	4	7	1056	493	394	389	705	3965	W	-	-	6	1	4	-	-	-	-	-
VAN ISLE	1	-	33	7	-	-	-	-	A	2	-	-	-	-	-	1	-	-	-
TOTALS (REPORTED CLUBS)	90	107	34073	10849	3455	3206	4374	18145		369		12243		158155			1	7	20

RODEN TROPHY 1973

<u>CLUB</u>	<u>POINTS</u>
1. SOSA	379.64
2. MSC	355.44
3. COLD LAKE	315.70
4. AIR SAILING	295.60
5. APPLACHIAN	291.60
6. YORK	280.94
7. QUEBEC	273.80
8. GATINEAU	268.88
9. WINNIPEG	267.70
10. LAHR	264.75

SCORING FORMULA (used with club gliders only)

$$R = \frac{F + \frac{M}{6} + 20(A+B+2C)}{10G} + 25(G-1)$$

F = total number of flights

M = total flight time in minutes

A = number of A Badges gained

B = number of B Badges gained

C = number of C Badges gained

G = number of club gliders. A glider obtained after August 1st or an airworthy one sold before August 1st will count as half a glider.

REPORT OF THE S.A.C. METEOROLOGY COMMITTEE

1. The "TWB" - transcribed weather broadcasts for various reasons are of little or no use to the operation of Gliding/Soaring sites and/or pilots.
 - (a) Unless the person concerned is a power pilot himself, or has some other access to an L.F. Receiver, the Glider/Soaring Pilot does not even receive this information meant for pilots and so he cannot use it for any planning purposes.
 - (b) The frequencies carried even in the most sophisticated and instrumented sailplanes are not covering the range of these broadcasts.
 - (c) Most of the sites in use by our clubs are not identical with airfields these broadcasts give Forecasts for, and frequently not even near enough so that, with some minor extrapolation, a useful amendment could be made.
 - (d) The information given in these broadcasts is too general and not at all geared to the specific needs of gliding/soaring.
 - (e) Last but not least, since the "TWB's" are only covering 12 hour periods they would only be of limited use, even if they were covering the proper areas and give more typical information for gliding/soaring, since the preparation of any major operation with a sailplane needs quite some time.
2. We would like however, to mention that S. A. C. would be grateful if means and ways could be found to introduce some kind of service useful for the proper activities and areas. All the more so, as some countries, in particular overseas, are transmitting such information in an agreed form.
3. An internationally agreed form for such transmissions or broadcasts has been worked out during the last couple of years; hence, by a conference of Forecasters from over 16 countries, from 4 continents, under the Chairmanship of a Canadian Forecaster, namely the Chairman of our Met. Committee, Dr. Sepp J. Froeschl from the Montreal Weather Office, under the sponsorship of OSTIV and in co-operation with I.C.A.O.
4. S.A.C. surely would appreciate your co-operation and appreciate steps by M.O.T. in this direction; we ourselves, with the help and advice of the Chairman of the Met. Committee, would only be too happy and able and willing to assist in establishing some kind of help and assistance to our pilots.

Respectfully submitted,

March 23, 1974

Dr. Sepp Froeschl, Chairman

Dr. Sepp Froeschl, Chairman of the Meteorology Committee, has requested that each S.A.C. Member club appoint a "Club Meteorologist" to act as a contact with the nearest Forecast or Briefing Office with regard to establishing a working relationship to improve weather information for glider pilots.

Have your nominee write directly to Dr. Froeschl, c/o Box 1173, Station B, Ottawa, Ontario, K1P 5R2

	<u>PACIFIC</u>	<u>WESTERN</u>	<u>CENTRAL</u>	<u>ONTARIO</u>	<u>QUEBEC</u>	<u>ATLANTIC</u>
Weather Centrals	Vancouver	Edmonton (Arctic)	Winnipeg	Toronto	Montreal	Halifax
W. O. 1	Vancouver	Edmonton Whitehorse	Winnipeg Regina	Toronto	Montreal	Halifax Gander
W. O. 3	Victoria	Calgary Resolute	Churchill Saskatoon	Hamilton London	Quebec Frobisher	Goose Bay
W. O. 4	Kamloops Penticton Port Hardy Prince George Terrace Castlegar Kelowna Abbotsford	Edmonton Int'l Fort Nelson Fort St. John Inuvik Lethbridge Peace River Yellowknife Calgary	Brandon Prince Albert Thunder Bay Thompson	Kingston Kitchener Niagara District North Bay Ottawa Peterborough Sarnia Sault Ste. Marie Sudbury Windsor	Sept. Iles St. Hubert Val D'Or Sherbrooke Chicoutimi Trois Rivières	Fredericton Moncton Saint John St. John's Sydney Charlottetown

W. O. 1 = Forecast Office
W. O. 3 = Briefing Office manned by meteorologist
W. O. 4 = Briefing Office manned by technician

GLIDER ACCIDENTS - 1973

No. of clubs circulated	44
No. of returns	28
No. of accidents reported	12
No. of accidents reported to M. O. T.	10
Fatal accidents (glider)	nil
Tow plane accidents	3
Fatal tow plane accidents	2

There is again a slight improvement in reporting, in addition, some clubs promptly reported their serious accidents in narrative form. As it happens there was nothing involved which made circularizing other clubs a requirement, but the information is appreciated, it is useful and should anything have been apparent then follow up action could have been taken.

Indicative of improved reporting, the increased entries on the coding analysis are apparent. Because of it, assessment is difficult in that increases may be due that factor rather than a real increase in frequency. Despite the handicap, there appears quite prominently our old bogeys of judgment, or lack of it and failure to compensate for wind. An increase in factors 6.7 exceeded ability and 6.8 operated recklessly in the past two years is I feel likely due more to truthful reporting than an actual increase in incidents.

I am encouraged to hope that by the end of the chart in 1976 and ten years of records that reporting will be adequate and the results authentically acceptable as a measure of our worth.

It is hoped the two fatal tow plane accidents do not indicate a worsening in this operation but it does point out there must be more concern in this area. Lack of experience was undoubtedly a factor in both cases and using a towplane without a shoulder harness in this timesphere should not be acceptable when they are becoming mandatory in automobiles only because their worth is proven.

This narrative and three page analysis constitute the report.

Respectfully submitted,

March 23, 1974

A. N. Cheminant,
Safety Committee

SOARING ASSOCIATION OF CANADA

SAFETY COMMITTEE

GLIDER ACCIDENT CODING AND ANALYSIS

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
<u>PERSONNEL</u>										
1. Death	//		//	/	/					
1.1 Serious injury					///	///				
1.2 Minor injury					/	//				
2. AIRCRAFT										
2.1 Destroyed			/	/	//	///	///			
2.2 Substantial damage	/	/	////		////	///	///			
2.3 Minor damage			/			///	///			
3. TYPE OF ACCIDENT										
3.1 Heavy landing	/	/		///	//	///	/			
3.2 Undershoot		/	//	/	//	///	/			
3.3 Overshoot			/		/		/			
3.4 Collision (air)				/						
3.5 Collision (ground)				/	///	///	//			
3.6 Stalled				//		///	/			
3.7 Blown over (ground)	//		///	///		/				
3.8 Spin to ground			/		/					
3.9 Structural Failure (air)			/							
3.10 Gear up (collapsed)				//						
3.11 Ground Loop						///	//			
4. AIRFRAME FAILURE										
4.1 Flight control system										
4.2 Wheel or mount							/			
4.3 Elevator					/	//	/			
4.4 Rudder						/	/			
4.5 Aileron					/					
4.6 Flaps										
4.7 Wings					///		/			
4.8 Fuselage				//	/	///	/			
5. TOWING										
5.1 Release defective - Prem. release	/				//		/			
5.2 Failed to release										
5.3 Rope break	/	/	/		//					
5.4 Winch failure			/							
5.5 Tow rope snagged			/				/			

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
6.										
6.1	/	/	/	/	/	/	/			
6.2	/	/	/	/	/	/	/			
6.3	//		///	//	///	///	///			
6.4			/	/	/	/	/			
6.5			/	/	/	/	/			
6.6			/							
6.7	/					//	///			
6.8					/	///	/			
6.9						//	/			
7.										
7.1										
7.2							/			
7.3										
7.4										
7.5	/					/	//			
7.6										
7.7						/				
7.8						/				
7.9	/									
7.10	/									
7.11	//		///	///		/				
7.12										

PILOT CAUSAL FACTORS

- Misused controls
- Misjudged distance
- Failed to compensate for wind
- Failed to observe objects
- Failed to maintain flying speed
- Exceeded stress limitations
- Exceeded ability/experience
- Operated recklessly/carelessly
- Inadequate training or supervision

WEATHER

- Low ceiling
- Rain
- Hail
- Cross winds
- Turbulence in flight
- Windshift
- Thunderstorm
- Downdraft
- Line squall
- Cyclonic conditions
- Cyclonic conditions (on ground)
- Lightning

INSURANCE PLAN REPORT

Unfortunately, at the Annual General Meeting this year, limited time was available for discussion of our Insurance Plan. I find this discouraging because of all the items on the agenda, this is one item that affects the majority of the members across the country and it is the only time we have to discuss it with representatives from most clubs.

Let us first go over the philosophy of the S.A.C. administered plan; one agent who understands gliding and its unique requirements, a standard policy so that every club does not need to have an expert to deal in insurance plans, more accurate statistics from which to base premiums and a stronger position to negotiate with the insurance company. These are only a few things which should provide better and cheaper insurance for the gliding community.

A list of basic guidelines to follow is included with this report to update members as to how coverage is provided.

It was suggested at the AGM that participation in the plan be carefully controlled as to who is entitled to enroll, and although I think the idea has some merit, I am considering that possibly we initiate some operating standards and requirements as an alternative, and as guidelines to follow when considering limiting participation. I am sure that you agree that the more experienced people can see an accident situation arising - such as a 16 year old, 35 flight licensed pilot attempting 8 point rolls at 30 feet off the deck in his new 22 meter Nimbus. This is possible with the controls which we have today! Or the suggestion that tow pilots should become proficient in outside loops and inverted spins to become better tow pilots somehow doesn't quite sit well with experienced gliding people. What I am trying to say is that basic safety conscious operating practices are desirable in maintaining reasonable insurance rates for the gliding movement and anyone bending the rules and guidelines is not only endangering himself, the S.A.C. Insurance Plan, but also his participation in it. We do not need these types and we do not have to carry them either. At present we are working on minimum safety practices to be followed if participating in the plan, and I would certainly welcome any suggestions, or input, that any member would like to contribute. Examples - rope break tests, instrument covered approaches, spin tests, all officially documented in Log books. I would think that controls such as these could only improve the safety record of gliding as well as improve our insurance rates.

Respectfully submitted,

March 25, 1974

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

INSURANCE STATISTICS

Participation:	740 Members	24 Clubs	
Receipts:	\$17605.00		
Claims:	8	3 Towplanes	1 forced off field landing 1 landing 1 wind damage
		5 Gliders	
		Blanik	1 off field
		Kestrel	1 landing short
		1-23	1 ground loop, cross wind
		2-33	1
Total claims paid:	\$26000.00		

SCHEDULE FOR INSURANCE PREMIUMS - 1974

April 1, 1974 to June 30, 1974 - Extended Coverage

Payable immediately at \$8.00 per pilot.
Based upon 2/3 of the total number of insured pilots during
1973/1974 in the club.

July 1, 1974 to June 30, 1975

Premium is payable in two installments.

PRIOR to July 1, 1974:

Premium - \$34.00 per pilot

Based upon 2/3 of the total number of insured pilots during
1973/1974 in the club.

November 1, 1974:

Premium - \$34.00 per pilot.

A final payment is due based upon the actual number of insured
solo pilots in the club during 1974 flying season.

PLEASE NOTE:

It is still necessary to notify S.A.C. within 10 days that a student pilot
has reached solo status.

THE S.A.C. INSURANCE PLAN

1. To qualify: All solo pilots of the club shall support the S.A.C. Insurance Plan and be members of S.A.C. For new members, or new solo pilots, the club will be allowed ten days from the first solo to mail the membership to S.A.C. The only exceptions allowed will be for foreign visiting pilots or maintenance engineers. It shall be the responsibility of the club to administer this rule without discretion.
2. Wyatt & Taylor will distribute the application forms to all S.A.C. Clubs. The Clubs shall be responsible for re-distribution to private owners.
3. The Clubs shall return the completed forms to Mrs. Terry Tucker with the payment of insurance and S.A.C. membership fees, payable to S.A.C. Only Clubs can enroll a member under the Insurance Plan. S.A.C. will tabulate this information and forward it along with the insurance payment to Wyatt & Taylor. The S.A.C. will then return membership cards stamped "Insured" back to the Clubs.
4. Wyatt & Taylor, on initial enrolment of a Club, will forward a copy of the policy and endorsements to the Club. Each aircraft owner will receive a certificate confirming coverage under the policy.
5. As members enroll throughout the year, S.A.C. will acknowledge, tabulate, and forward the information along with payments to Wyatt & Taylor. To insure a new aircraft, filing an application through S.A.C. is all that is required.
6. The insurance premium is \$34.00 per solo pilot in the Club (including tow pilots).
7. The policy provides coverage (hull & liability) for all club owned tow planes, gliders, privately owned gliders, and field liability for club operated airfields.

March 25, 1974.

H. E. Yary, Chairman,
S.A.C. Insurance Committee.

MINUTES

Twenty-ninth Annual General Meeting

of

SOARING ASSOCIATION OF CANADA

Date: March 23, 1974

Place: Holiday Inn, Toronto, Ontario

Host Club: Pioneer Soaring

1.0 Morning Session

The meeting was called to order at 10:00 a. m. by the President, Mr. Terence Beasley.

1.01 Introductions

The members present identified themselves. The Board of Directors were introduced. Mr. Beasley extended a special welcome to delegates from distant clubs - The Air Cadet League, Cold Lake Soaring Club, Lahr Gliding Club, New Brunswick Soaring Association and the Wide Sky Flying Club.

1.02 Voting Powers

The list of clubs and the voting rights of each were posted.

1.03 Minutes of the 1973 Annual General Meeting

Copies of the minutes and the Financial Statement for the year 1973 had been made available prior to the meeting.

2.00 Committee Reports

Although some Committee Reports had been published in issue #1/74 of Free Flight, not all of the delegates present had received their copies. It was decided to present a brief report on those which had been published. It was mentioned that the service of receiving Free Flight had been most unsatisfactory during the year. The Directors have been asked to review the situation and consider producing the issues commercially.

2.01 F.A.I. AWARDS - Ken J. Round

This report had been published in Free Flight. In his report, Mr. Round had stated that greater care should be taken in completing the application forms for awards. Official Observers have a responsibility to ensure that all the documentation is complete. Mr. Walter Chmela, of York Soaring Association, was presented two F. A. I. Certificates for his recent record accomplishments.

2.02 Fitness and Amateur Sport Directorate - Walter J. Piercy

2.03 Instructor's Committee Report - Walter J. Piercy

2.04 Membership Committee - Terry Tucker

2.05 Self Launching Sailplanes - Terence R. Beasley

Mr. Beasley added that since his report had been published in Free Flight, a counter proposal had been submitted to M. O. T. concerning the status of S. L. S. Mr. E. Balint urged that M. O. T. be pressed for approval.

- 2.05 Negotiations had been under way for three years with little results. He volunteered to serve on the committee if he could be of any value.
- 2.06 Radio Committee Report - Charles F. Patterson
There had been nothing to report. It was suggested that M. O. T. be approached for one channel to be used exclusively for glider operations in the future.
- 2.07 Technical Committee - Terence R. Beasley
Further to his report, Mr. Beasley advised again that no attempt should be made to import a sailplane that does not have a "type approval". He advised that the Technical Committee should be consulted before the event of purchase.
- 2.08 Air Space - Dave Tustin
Mr. B. Hea presented Mr. Tustin's report.
- 2.09 Meteorology Report - Sepp Froeschl
Mr. R. C. Gairns presented Mr. Froeschl's report.
- 2.10 F. A. I. Committee Report - John Firth
- 2.11 Safety Committee - A. N. LeCheminant
A short discussion followed on whether shoulder harness should be made mandatory. No decision was reached. Mr. LeCheminant was asked whether any comparative figures were available to indicate whether towing of gliders was more dangerous than power flying. Mr. LeCheminant stated that he did not have any figures.
- 2.12 Air Cadet Liaison Report - Hank H. Bruhlman
Mr. Bruhlman added to his report that the Air Cadet program teaches the students to glide but it would have to be at the individual clubs that the students would learn the soaring technique. S. A. C. clubs would be canvassed during the year for their interest in absorbing these students who graduate as glider pilots from the ACL program.

The meeting adjourned for lunch at 12:15 p.m.

- 3.00 Afternoon Session
The meeting was called to order at 13:45 p.m.
- 4.00 Minutes of the Twenty-eighth A. G. M.
Moved by D. Wood and seconded by N. Macdougall, that the minutes be adopted.
Carried
- 5.00 Voting Rights
There were no objections to the voting rights as posted.
- 6.00 Business from the Minutes.
- 6.01 Reorganization of S. A. C. (Item 11.0 of 1973 Minutes)
Mr. Beasley reported that this had not been carried out. A questionnaire had been sent out and there had been no response.

6.02 World Contest Funds (Item 15.0 of 1973 Minutes)

The accounts for the 1972 World Contest are still not settled with the Department of National Health & Welfare and therefore nothing had been done on contacting the clubs for approval of contributing \$2000.00 of General S. A. C. Funds to the World Contest Fund.

6.03 Voting Rights (Item 1.2 of 1973 Minutes)

Mr. Trounce questioned as to whether anything had been done to delete the '20 votes per club' allotment. Mr. Beasley stated that nothing had been done.

Moved by Mr. Peter Trounce, seconded by Mr. T. Talevi, that if the Directors have not resolved this issue by the next A. G. M., the members present at the A. G. M. would decide it by vote.

Carried - show of hands.

6.04 Insurance - Harold E. Yardy

Mr. Yardy presented the statistics of the first year of operations of the S. A. C. administered Insurance Plan. Because of the large amount paid in claims, there would be an increase in the premiums for the coming year. Extended coverage from April 1 to June 30 (insurance coverage will co-incide with membership year). \$8.00 per insured pilot would be required. The number to be based at 2/3 of the total number registered last season, per club.

July 1, 1974 to June 30, 1975

\$34.00 per solo pilot. The number to be based at 2/3 of the total number registered last season as insured pilots.

November 1, 1974.

Balance of premiums are due at \$34.00 per solo pilot, based upon the actual number of solo pilots in each club during the 1974 flying season.

Mr. Ron Wyatt of Wyatt & Taylor Insurance Agency, addressed the delegates. He stated that meetings with the Insurance Committee during the year had resulted in a "Soaring" Policy. The strip liability had been extended to cover glider ports. Mr. Peter Trounce, a member of the Insurance Committee recommended the policy to his club, SOSA, and to the other S. A. C. clubs. It is good value for the coverage.

New Business

7.00 S. A. C. General Funds

Mr. P. Trounce noted that the Association has shown a net profit for the past years and suggested that perhaps the time had come to consider the hiring of a General Manager. With a slight increase in the annual membership fees, it would be possible to do so.

Mr. D. Winger suggested that a portion of the accumulating S. A. C. Funds be used to cover the expenses of Directors to hold meetings other than the AGM during the year to discuss S. A. C. affairs.

Moved by Mr. A. N. LeCheminant, seconded by Mr. H. Tilgner, that the Directors appoint a committee to prepare, and present to the next AGM, a report on how best to utilize accumulating S. A. C. Funds.

Amendment - Moved by Mr. D. Clarke, seconded by Mr. L. Cotte, that this committee present a Budget Report for hiring a part-time General Manager. This report should include salary and whatever office expenses would be necessary for hiring a part-time General Manager.

Vote - by show of hands

Amendment - Carried (1 against)

Motion - Carried (unanimous)

Moved by Mr. E. Balint, seconded by Mr. J. Brennan, that \$2000.00 from the General Funds be allocated to support the team for the 1974 World Contest.

Vote by weighted ballot	For	- 1071	
	Against	- 125	Carried

Mr. J. Agnew stated that the Association should start now for soliciting financial support for the 1976 World Contest. Most organizations prepare their budgets well in advance and early contact would improve our chances of obtaining support. Any suggestions for Fund Raising would be welcomed by the Board of Directors.

- 8.00 Mr. Paul Schweizer of Schweizer Aircraft Corporation addressed the meeting. He spoke on the progress of the 1-35 sailplane which their corporation had accomplished, and the assistance which is being given to the Air Cadet League in the way of scholarships for training at the Schweizer School.

- 9.00 Financial Statement - Terry Tucker
Treasurer's Report - Terry Tucker

To questions from the floor, Mrs. Tucker replied that the change of Auditors from Boisjoli, Houghton in Montreal to Orton and Frazer in Ottawa, had been made for the purpose of convenience. Further, that the qualifying clause in the Auditor's Report had been made because with the Auditors in Montreal, it had been impossible for an inventory verification to be made. The firm of Orton and Frazer of Ottawa had verified the amount of supplies by actual check this year and that clause should not be included in next year's report.

Moved by H. Yardy, seconded by Mr. D. Dunn, that the Financial Statement be accepted. Carried.

- 10.00 President's Report - Terence R. Beasley

Further to his report, Mr. Beasley stated that although it was not completely within the powers of the Board of Directors to hire staff members, they had done so in hiring Mrs. Terry Tucker as Executive Secretary.

Moved by Mr. A. Krieger, seconded by Mr. H. Tilgner, that the Board of Directors be authorized to hire Mrs. T. Tucker as Executive Secretary.

Carried, unanimously.

- 11.00 Mr. B. Budachs addressed the meeting with a small account of sharing airspace experiences by amateur sports groups. He stated that the Parachute Jump Zones are being violated by gliders. He asked co-operation.

- 12.00 Regional Meets - 1974

Eastern: Montreal Soaring Council, July 15 - 25.

Western: Alberta Soaring Council, June 30 - July 7.

A "Fun Contest" at the SOSA site at Rockton, Ontario has been announced. The dates are July 29 to August 7.

It was suggested that if the Regional Meets were to be made a qualifying component from the National Competitions, it would meet the requirements for application for Government subsidy for the National Competitions.

13.00 National Competition - 1975

Bids to host the 1975 National Competition were received from York Soaring Association and Alberta Soaring Council.

It was decided that a letter be sent to all the Clubs advising that bids are being received and would be required before the end of May for consideration. The F. A. I. Committee, Mr. J. Firth Chairman, would be asked to make the recommendation.

Carried - show of hands.

14.00 Election of Directors

Nominated by mail vote:

Mr. R. C. Gairns	-	Quebec & Maritime Zone
Mr. H. Bruhlman	-	Ontario Zone
Dr. G. Anthony	-	Prairie Zone
Mr. B. Hea	-	Alberta Zone
Mr. F. Hinterregger	-	Pacific Zone

Moved by Mr. A. Sunley, seconded by Mr. B. Budachs, that because of the arrangement between the clubs in the Prairie Zone in electing their representative, Dr. G. Anthony be accepted in the place of Mr. R. Baptie who had accepted the nomination and then had had to decline.

Carried.

14.01 Election of Directors-at-Large

Mr. R. Mamini nominated by L. Riegert, seconded by K Walker.
 Mr. W. J. Piercy nominated by T. Beasley, seconded by J. Agnew.
 Mr. J. Brennan nominated by J. Chamberlin, seconder not required.

Moved by Mr. D. Clarke that nominations cease, seconded by Mr. P. Trounce.
 Carried.

The elected Directors: Mr. R. Mamini and Mr. W. J. Piercy.

15.00 Board of Directors 1974

Dr. G. Anthony, Mr. T. R. Beasley, Mr. H. H. Bruhlman, Mr. R. C. Gairns, Mr. B. Hea, Mr. F. Hinteregger, Mr. R. F. Mamini and Mr. W. J. Piercy.

At the Director's Meeting held on March 24, 1974, Mr. T. R. Beasley was elected as President and Mr. W. J. Piercy as Vice-President.

16.00 Mr. Beasley extended a vote of thanks to Mr. D. Brown and the members of Pioneer Soaring who assisted him, for their fine effort of organization of facilities for the Annual General Meeting.

17.00 The meeting was adjourned at 18:00 p. m.

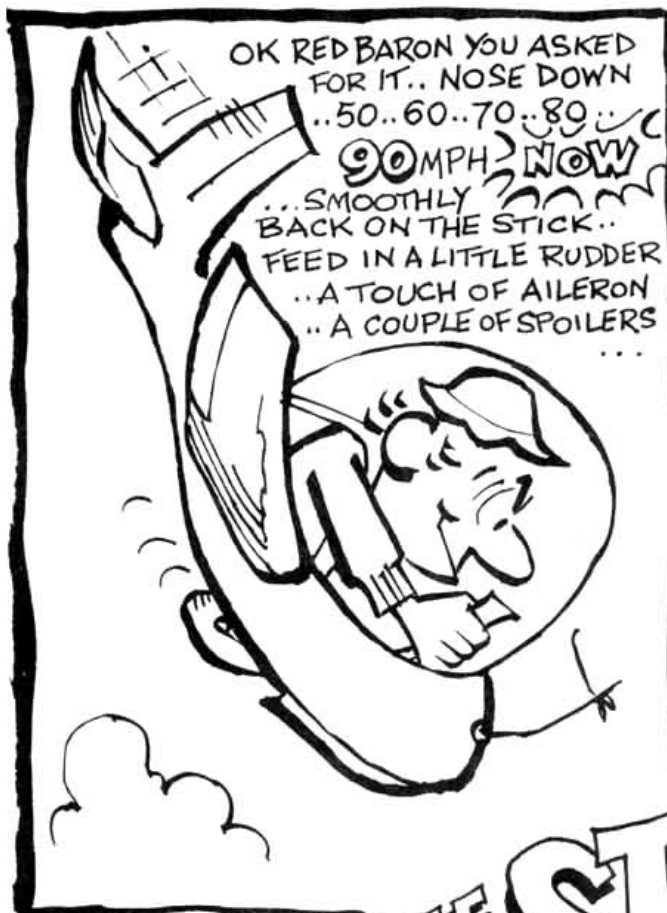
Recorded by Terry Tucker.

TROPHY AWARDSPRESENTED AT THE ANNUAL GENERAL MEETING DINNER, MARCH 23, 1974.

CANADAIR TROPHY	Five best flights of the year	R. Mamini
"200" TROPHY	Five best flights of the year by a pilot who did not have more than 200 hours logged at the beginning of the season.	I. Oldaker
B. A. I. C. TROPHY	Best flight of the year	Dr. D. Marsden & Mr. R. Mamini
BALL & CHAIN TROPHY		J. Carpenter
SHELL TROPHY		R. Mamini
DOW TROPHIES	Best Speed to Goal	J. Carpenter
	Triangle Speed	H. Wernerburg
	Triangle Speed - Nationals	R. Mamini
Instructor's Award		W. Chmela
Hawkesbury Chamber of Commerce		J. Carpenter
WOLF MIX TROPHY		H. Wernerburg
RODEN TROPHY	Club with best utilization of aircraft.	SOSA Gliding Club

A plaque was presented to Mrs. Terry Tucker by the Cold Lake Soaring Club in appreciation for all the work she has contributed to the Association during the year 1973.

SOSA TROPHY	Novice	Mr. B. Brayshaw
CARLING TROPHY	Team Entry	not presented



THE STUNTER



Schweizer 1-35 High Performance Sailplane

A completely new Standard Class Sailplane designed and developed for the competition pilot. All-round performance second to none. Built to the exacting standards that for more than 40 years have made the Schweizer name synonymous with quality, durability and integrity. Proven by more than 1,500 FAA approved Schweizer Sailplanes flying throughout the world.

Flaps

The 1-35 has one of the latest Wortmann flapped airfoils. Long span camber changing flaps optimize performance over the entire speed range. Fully deflected the flaps provide slow, safe approaches and landings.

Worthy of the Best

Combining the experience of many years of producing FAA approved sailplanes with the latest proven techniques and materials has resulted in an outstanding sailplane. The 1-35 — modern, sleek and capable — is worthy of the top American soaring competition pilots.

Design Features

A number of important features are included in the basic design of the 1-35 which provides a top competition performance combined with good flight and handling characteristics.

Metal Construction

High strength, aluminum alloy construction of the 1-35 assures long life with minimum maintenance. No special care required. Components retain their structural strength under all conditions. Provides greater pilot confidence and safety. New wing design and construction provides maximum strength and minimum weight.

The empty weight of the 1-35 (400 #) is well below that of any glass ship. With a gross weight of 660 # (with water ballast 930 #), the 1-35 can be equipped with the most sophisticated instrument, radio and oxygen installations.

Cockpit & Control Design

Important design features of the 1-35 insure pilot comfort and efficiency. In-flight adjustable seat, unique quadrant type flap lever and quick action gear retraction minimizes pilot effort for greater enjoyment and capability. Other features include excellent visibility, retracting, flush tow hook and easy, minimum effort, quick assembly.

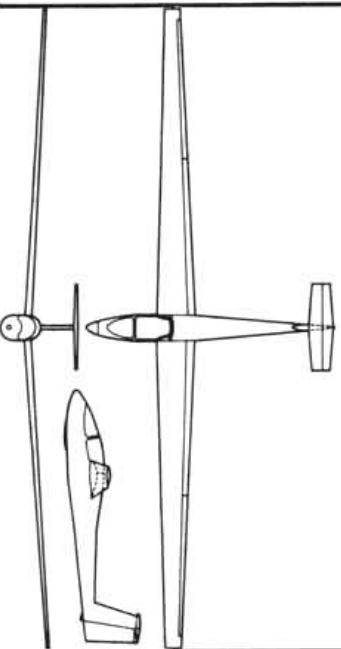
Water Ballast

Integral leading edge wing tanks with 320 # capacity, give widest wing loading range of any current production standard class sailplane (5.5 to 8.96). Permits optimum performance under all soaring conditions.

Technical Data

The 1-35 has completed the very thorough and extensive FAA design, static and flight test program. The production tooling has been developed to provide a very efficient production rate as well as to insure the highest aerodynamic standards and quality of workmanship. With initial orders totaling more than 80 units, the 1-35 will prove to be a vital factor in American soaring for years to come.

Wing Span	49 ft. 2 in. (15 meters)
Wing Area	103.80 sq. ft.
Aspect Ratio	23.29
Length	19 ft. 2 in.
Width (Fuselage)	23 in.
Height	75 in.
Empty Weight	400 lbs. (391 lbs. Prototype)
Gross Weight	660 lbs.
Wing Loading	5.78 lbs./sq. ft. (170 lb. pilot and chute)
Water Ballast	320 lbs.
Gross Weight	930 lbs.
Wing Loading (Ballast)	8.96 lbs./sq. ft.
V.T.S. Area	8.44 sq. ft.
Aileron Area	5.11 sq. ft.
Flap Area	11.20 sq. ft.
H.T.S. Area	10.83 sq. ft.



BRITAM AVIATION

CANADIAN SCHWEIZER DEALER
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1-35

A new high performance standard class competition sailplane. Production began in the spring of 1974. Positions available for 1975 delivery. Prices - from \$11,675.

LETTERS TO THE EDITOR

Dear Sir:

This letter will explain the gliding situation at Iroquois Falls. I am President of the Iroquois Falls Rotary Club, sponsors of 792 Air Cadet Sqd.

Two years ago the Rotary Club decided to have 792 Squadron become involved with gliding or to put the "Air" back in Air Cadets. We built a winch and this spring have purchased a new 2-33 which we expect about June 1st.

The Rotary Club of Iroquois Falls are buying the glider and supplying the winch with the following conditions. They are to be based at the Iroquois Falls Airport for use by the Air Cadets of Northern Ontario and North Eastern Quebec; namely Rouyn, Kirkland Lake, Timmins, Kapuskasing and Iroquois Falls. Also New Liskeard and Wawa will probably make use of the facilities.

This is a large undertaking for a small club, we have 22 members; but we are confident that this is the way to keep our squadron active and growing and it should be of tremendous assistance to all the northern squadrons.

Ed Pedskalny,
Box 580,
Iroquois Falls,
Ontario P0K 1G6

Best of luck with this new venture;
let us know how you make out in your
first season.

Ed.

Dear Sir:

Although we usually think of Cowley as the number one wave site, we felt that it would be a beautiful location for a camp where we could get away from it all and just enjoy the country. Married pilots seem to find it easier to justify a "soaring-camping" vacation

when they emphasize the beauty of the surrounding area in the foothills of the Rockies.

Cowley Airport is controlled by the Alberta Department of Lands & Forests. We have used the site for many years unofficially for wave flights; as far as I know, all the flights made in Canada above 25000' were made in that area. We now have arrangements that we can legally fly as high as 45000' by getting clearance from Calgary Terminal Control, and they will if necessary divert flights south of their usual route to be clear of the area where we are flying.

Our plans for this summer include having tow planes there from July 27th to August 5th. It is probable that there will be several two seaters there, but first chance for them will probably be for members of the clubs owning them. Unfortunately there are no commercial operators near here who could supply machines for rent; so visitors should make their own arrangements for gliders. I would be happy to answer any specific questions from SAC members or provide details about Hotel/motel facilities, camping sites, costs, etc.

George Dunbar,
1419 Chardie Place SW,
Calgary, Alberta,
T2V 2T7

Dear Sir:

Pioneer Soaring had an active 1973 with four new members solo and a number of students well along the way. Cross country activity started with the longest flight by Tim Wood and a flight by Wally Norris to complete his Silver C.

The year ended on a high note with the arrival of a new Blanik and there were a number of flights in the last few days before (and even after) the

snow came. We finished the year with 1274 flights, the best in several years.

Over the winter a number of members were busy with repairs to equipment and we were also busy as host club, preparing for the AGM held in Toronto in March.

The Ontario Soaring Society held their AGM also in March and our CFI Deryck Brown was elected President for 1974.

Pioneer Soaring

Dear Sir:

The 1973 season started on April 8. Both the 2-33's and the Ka-7's were kept fully utilized throughout the early part of the season. One of our single seaters was sold in preparation for a new one. Seven new solo pilots joined the ranks during the course of the summer. Several silver badge legs were flown and new club vehicles for a mobile flight office and tow car were purchased. Tiles were buried in several areas of the runway to improve early spring drainage.

During the winter the hugely successful York Soaring Wave Camp brought back not only two Canadian altitude records but seven Gold altitude legs and three Diamond gains, along with about nine one Lennie pins.

The annual Sportsmen's Show was attended by several members of the club who manned a booth on the second floor dispensing information on soaring in general and York in particular.

The advent of a used 1-23 and a new 1-26 in the spring is expected to liven up the cross country potential this summer. Private aircraft are on the increase including one and a half Libelle shares and a new 1-34. As well, a new expanded club newsletter is receiving popular support from the membership.

Don Band,
York Soaring.

Letters to the editor with club news, comments, complaints, suggestions or questions should be sent to:

Bob Nancarrow,
43 Sealcove Drive,
Etobicoke, Ontario, M9C 2C7

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WATCH FOR 'CHUTISTS

The following is a portion of a presentation made by BILL BUDACHS at the AGM in Toronto on March 23rd.

"Last year I read of someone doing a part of his silver five hour attempt sitting on top of a parachute club drop zone. Also last summer, a local contest organized by an Ontario club coincided with the Ontario Provincial Parachuting Championships and apparently several tasks were set with legs very close of right across the parachute drop zone.

Parachute drop zones are legitimately restricted airspace, and are listed in the Restricted Airspace booklet. Maps with parachute drop zones marked on them have been prepared and these are available from the Canadian Sport Parachuting Association, P. O. Box 848, Burlington, Ontario.

Generally it may be assumed that drop zones will be active during weekends and holidays. Weather cannot be used as an assumption that no jumping will take place; with modern ram-air canopies having forward speeds as high as 30 MPH, it can be assumed that if it is good enough for gliding, then jumping may be in progress.

I would strongly suggest that all clubs post these maps on their notice boards with requests that cross-country pilots avoid drop zones and that contest organizers plan their tasks so as to avoid getting too close to them."

ADVERTISING

Advertising is available in FREE FLIGHT at no charge for members of SAC who have personal equipment for sale or for members who wish to place a Want Ad for a particular item.

Commercial advertising is also available at rates of \$8. per page, \$4. per $\frac{1}{2}$ page and \$2. per $\frac{1}{4}$ page.

WAVE FLIGHT

by D.W. Clarke

"My boot's caught! What's holding it up?"

"Just a lace looped about a switch handle. All O.K. now."

"Hey! You're squeezing my leg, careful."

"Don't worry. I just had to get the inflator bulbs from under your flight suit."

"Where's the tow release? I can't find it." "Mitts. Where are the mitts?" "Hod, will you run my wing?"

Brusque questions, replies, requests, questions, requests. Such was the inauspicious beginning, on a day that looked better for skiing than for soaring; of a flight that was to end nearly four hours later in the establishment of a new Canadian altitude record by Walter Chmela of Toronto. Disappointment and discomfort of the morning were transformed into laughter and congratulations and celebration in the evening, with this flight and others on a remarkable soaring day, January 9, 1974 at the Black Forest Gliderport in Colorado. Here is the story of that flight and that day.

For several years, Walter Chmela and the York Soaring Association have organized January wave camps at the Black Forest location. Some have been successful, with Gold and Diamond altitude gains, and in others the success has been modest - last year I was one of the few to get any badge legs - with a Silver altitude gain. This year sixteen pilots came down to try their luck and skill. Walter had brought his new Kestrel 19, but after an initial flight at this location he was very disappointed. The chief difficulty lay in the size of the cockpit. Walter is a big man, and after getting into the bulky clothes necessary for wave flying, he found the Kestrel just too confining for comfortable flying, and worst of all, he found it almost impossible to find the tow release tucked somewhere underneath the legs of his heavy flying suit.

One could sense his disappointment - all that money, and he couldn't even release the tow line! To add to his concern, he was worried about the weather. Since the arrival of most of the members of the camp there had been only one day with wave conditions, and it was a weak wave at that. A few pilots had required orientation flights, others had tried for a wave flight, but had fled home in heavy sink, none had gotten any good flights. He felt somehow responsible, though knowing that he couldn't help the weather.

So Wednesday dawned with a cap cloud on top of Pike's Peak and something that looked a bit like a Lennie, but a forecast for poor wave conditions. After breakfast many of the pilots left to go skiing nearby, and thus to get something from their trip. These early birds even ate nearly all of the breakfast pancakes, so by the time Walter arrived he was faced with two large, soggy, warmed over pancakes as part of his breakfast. So he sat at the table, head bowed, wondering..... Those who hadn't gone skiing waited to see who would go for a trial flight. Finally Pete Rawes went off, and soon the tow pilot radioed back that there was a weak wave. Walter debated about going or giving a tow to those who wanted to fly. Finally he decided to go, the Kestrel was moved out of the hangar, and Walter was squeezed, prodded, shoved and wedged in. Controls and instruments O.K. Straps O.K. Oxygen O.K. Barograph on and ticking. Put on the canopy and run the wing. His feet were cramped and his back hurt.

Shortly after noon the skiers looked up towards Pike's Peak and counted four sailplanes in the air. Obviously something was going on, and they hurried back. A wave was working indeed! It was not strong or dramatic, with vicious rotor but only required an easy tow and then a launch into a steady 100 to 200 feet per minute lift. In fact, seven aircraft were in the air at one o'clock.

Shortly after two, I came down with a Gold altitude gain. This was the first for the camp, so some degree of elation was felt. At least somebody got something! By now the skiers had returned and were being launched. Walter radiod that he was in good lift and wanted clearance above 31000' which was the usual ceiling. A trace of excitement was in his voice. Clearance was granted to 35000' and this was later raised to 41000' for one hour only. For half an hour the office was quiet, and then there was a call from Walter claiming a new Canadian altitude record, at 35000'! We cheered, and waited, and waited, and waited. No further word, and we began to get a bit concerned, till somebody looked out the flight office window and shouted, "Here's the Kestrel!" as the big ship rolled to a stop at the end of the runway. A minor stampede erupted as the Canadian contingent who were on the ground rushed out to congratulate Walter and find his height. Forty-one thousand feet and still in 700 fpm lift when he had to break off!

Cold, stiff and cramped, but smiling; not quite believing it yet, Walter was helped out of his (by now) wonderful Kestrel. An atmosphere of excitement pervaded the flight office, and Dick Sayers, CFI at Black Forest was cautioning everyone, "Don't touch that barograph!" Walter was slowly thawing out, holding a cup of coffee that was never quite consumed, accepting congratulations, and then after warmth and circulation had returned, and the tension of the flight had worn off, becoming ebullient, exuberant, literally dancing. A few minutes later Ted Beyke landed, claiming a Gold altitude. Wow! But in the next few minutes Graham Ball landed with a Diamond gain, and Nils Paulsen and Hans Lohr came down with two more Gold gains. The flight office was filled with pilots telling their story, hearing of Walter's record, checking barograph traces.

About 5:30 P. M. Manfred Radius landed after a flight to 35400'. Frost covered instruments, canopy and eyebrows; with a frozen thumb and knuckles where he had been scraping a clear spot on the canopy, told of the cold at this altitude. Obviously, a Diamond gain. Just as darkness was about to fall, Bob Patterson slid in after nearly six hours in the air with a Gold claim. And while all this was occurring, Walter had taken off again in a 2-32 with Lena Holm, our sole feminine member. They climbed over 25000'; so Lena earned her Lennie pin. Now all were present and accounted for, with the end of the day showing five Gold altitude gains, three Diamond gains, one Canadian record and a flock of Lennie pins. More productive days have been seen at Black Forest, but not for several years. The joys of the successes, celebrated that night with steak and champagne, were heightened by the contrast with the morning which seemed to start so slowly, so inauspiciously, so gloomily.

As a sort of post script, and just to complete the story, it should be noted that this was not the end; for the next day in another weak wave Frank Markut hoisted his Cirrus to a Diamond altitude, and Don Band and Pete Rawes each got a Gold altitude gain. And on the final day of the camp, Sig Walscher got his Gold gain.

It was quite a week!

Don Clarke is a former power pilot who took up gliding in 1969. He is a member of Pioneer Soaring and has attended three wave camps at Black Forest. Originally from Alberta, Don has lived in Toronto since 1951 and is Professor of Physiology at the University of Toronto. He is married and has two sons and a daughter.

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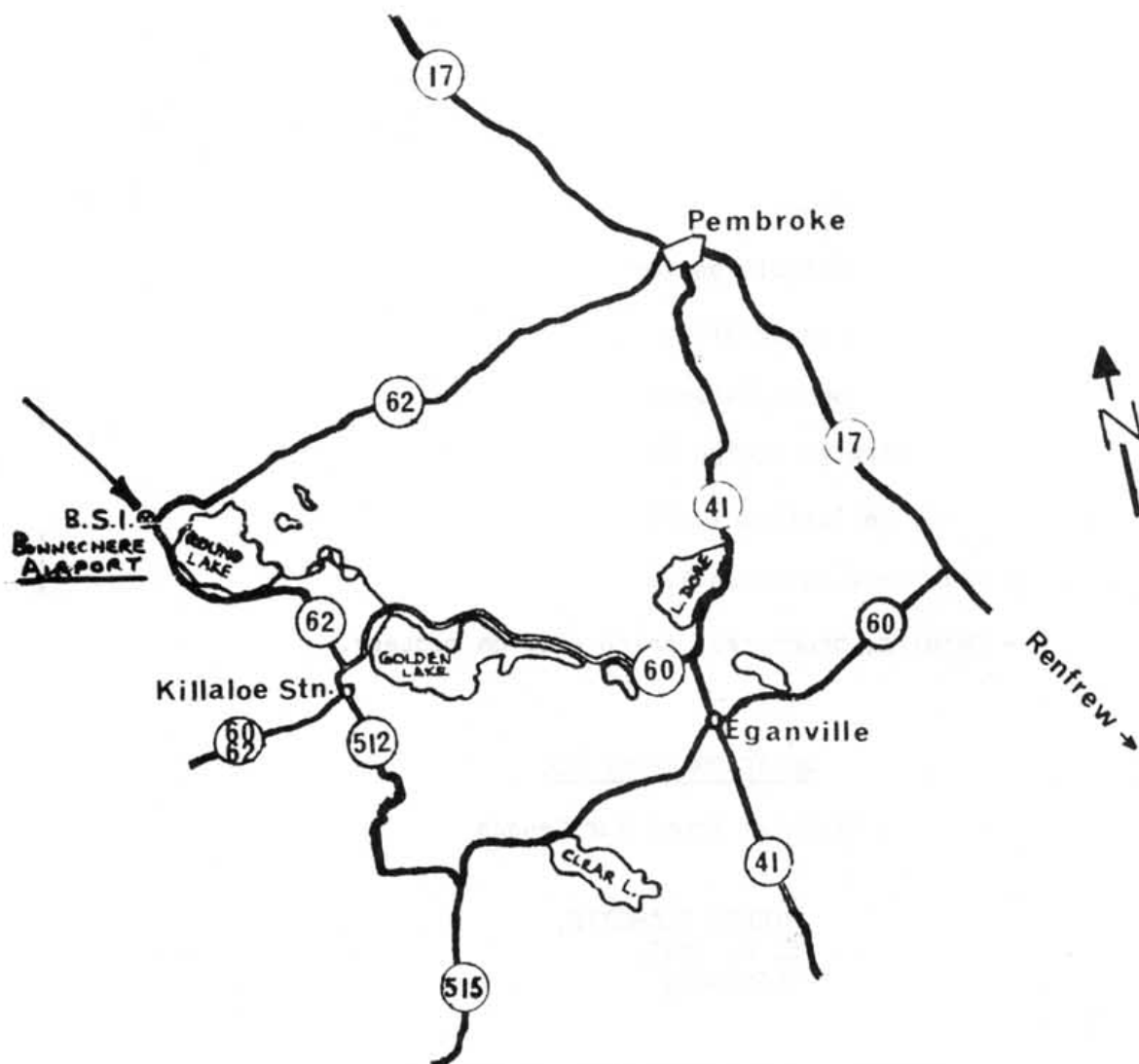
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B O N N E C H E R E S O A R I N G I N C .

LIFTED

FROM CLUB NEWSLETTERS

FROM BONNECHERE SOARING.....

Modern technology caught up with the club late in the season, in the form of three low-power radio transceivers, one for each aircraft, and one for the tow car. The improvement in launches was immediately apparent, and many club members were seen kicking themselves for not having purchased them sooner. To illustrate the effect of the radios, consider that the year's highest launch was recorded by DAVE BEECHING on his first solo flight. He rode the 2500 foot long wire to an altitude of 2200 feet, a very impressive achievement, since the average launch height for the year was only 1263 feet.

In addition to registering the highest and longest flights of the year, WARREN THURSTON received his Instructor's Endorsement and joined BOB MAXWELL, JIM WOODALL and BRUCE BIGHAM on the club instructional staff.

The flying highlight of the year was the visit to Bonnechere Airport by members of the Gatineau Gliding Club. They brought with them their club tow plane and several sleek gliders including a K-13 trainer. The tow plane provided many BSI members with their first taste of Aero-tow, and the K-13 gave us a little taste of high performance soaring. The RSI appetite was further whetted during the weekend visit of John Firth in his HP-11.

As good as 1973 was, 1974 promises to be even better. Confidence is so high that the membership has approved the purchase of a new Schweizer 1-26

Dorothy Funk,
Bonnechere

FROM THE EDMONTON TOWLINE.....

Three members each received notice of successful badge leg claims recently. MALCOLM MCPHEE, his Diamond altitude; JIM STRONG; his Gold altitude and DAVE SMITH also Gold altitude. All were gained at Cowley last fall.

FROM THE VANCOUVER SOARING SCENE....

The Directors are pleased to confirm that a firm order for a Pilatus B4 has been placed. Anticipated delivery date in May.

FROM PROVINCIAL MOTORGLIDING & SOARING

Data contained in a report from British Gliding Association offers rather conclusive proof of the usefulness of motorgliders for club operations. Figures of ten motorgliders operating in British glider clubs indicate a five to one ratio of utilization in favour of motorgliders. If we consider the added expense required for keeping a towplane for pure glider operations, the data becomes even more convincing. The Yorkshire Glider Club logged 1700 flights and 900 hours on a single motorglider with an estimated operating cost of \$2.96 per hour. Based on our experience with the RF-5B Sperber and calculating 500 hours of yearly utilization, the total operating cost including depreciation and insurance would be \$4.80 per hour.

E. Balint

Membership Dues Due

SAC Membership dues for July 1, 1974 to June 30, 1975 should be mailed in June to allow time for processing.

All clubs are requested to complete their membership submissions on the forms provided and if possible forward membership fees through the club secretary rather than on an individual basis.

Free Flight Late

The mail strike held up arrival of material for this issue of Free Flight. We are all aware of the printing problems that have plagued us last year and we are assured that we will have satisfactory service this year. Closing date for the July/August issue will be June 20, 1974.

Ontario Contest

At the Ontario Soaring Society AGM held March 24th, it was determined that the winner of the Ontario Soaring Contest will be declared Ontario Champion. This contest is scheduled at Rockton, July 27th to August 5th. Entry fee is \$10.00. Tow fee will be \$4.00 per tow. For details and entry contact:

Hal Wernerburg,
R. R. 1,
Beamsville, Ontario.

Lilienthal

"To conceive a flying machine is nothing; to construct one is little; to fly is everything." This comment by Otto Lilienthal in the early 1890s may not be shared by aircraft designers or homebuilders, but pilots everywhere will agree that to fly is "everything".

In spite of this feeling toward flying, Lilienthal was a slow starter. He spent thirty years studying the flights of storks before building his first glider in 1891. In the following

five years he made over 2000 flights; a few with a duration of over a minute and distances approaching 300 meters. His total time in those five years was only about five hours but many of those flights were publicized widely and served as inspiration to Plicher in England, Montgomery in California and of course, the Wright Brothers.

The Lilienthal Medal named in his honour is awarded "to reward a particularly remarkable sporting performance in gliding or eminent services over a long period of time on behalf of gliding". Thus Lilienthal is remembered by those who feel that "to fly is everything".

Ann Welch of England is to receive the Lilienthal Medal for 1973. She is a noted author of books for glider pilots and was the only woman to fly for the British team in a World Championships.

Electric Glider

Believed to be the first of its kind in the world, a motor glider propelled by electricity has been produced in Austria by the firm Brditschka Flugzeugbau, according to Aviasport. It is developed from the HB-3 motor glider, the two cylinder engine being replaced by a Bosch electric motor with an ensemble of four batteries in series, giving 24 volts, weighing 4 kg. and producing 13 hp. for eight minutes.

(Sailplane & Gliding 5/74)

Molson Brewery has recently donated \$10000. towards the National Aviation Hall of Fame currently being organized in Edmonton. The design plans call for it to be modular so that it will be possible to take the show on a two year road tour of Canada commencing in 1974, before it is placed in the Exhibition Grounds in Edmonton on a permanent basis.

(Vancouver Soaring Scene 2/74)

Have you seen the NEW "SAILPLANE & GLIDING"? It is now in the full 8½" x 11" size and much easier reading than the old pocket size. \$7. per year or \$1.25 for a sample copy.

SOARING PILOT is a new magazine published quarterly in England. It is an independent journal publishing international news; \$5. per year.

FREE AS A BIRD is Philip Wills' latest book. Excellent reading for anyone interested in how dedicated people can fight government bureaucracy. \$10.

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P. O. BOX 621
ST. LAURENT, P. Q.
H4L 4V9

RECORD RECOGNIZED

WALTER CHMELA of YORK SOARING set a new Canadian record during a flight on January 9th, 1974. At the AGM on March 23rd, SAC President TERRY BEASLEY made a presentation to Walter recognizing the official record of an absolute height of 40843' and a gain of height of 27300'. The new record was set at Colorado Springs in a Kestrel 19 and in addition Walter is the first Canadian to receive a triple Lennie.

Lennie pins originated with Robert Symons who was a pioneer of wave soaring in the USA. The pin is about the size of a C badge with a white Lenticular cloud on a blue field. A single Lennie; (one cloud) is for a flight exceeding 25,000'. A double Lennie (two clouds) is for a flight exceeding 35,000' and the triple Lennie is for a flight of over 40,000'.

Strip Maps

The Ontario Flying Farmers have a Directory of Airstrips which could be of interest to glider pilots on cross country flights. These strip maps indicate the location of landing strips but of course do not provide any guarantee of the serviceability of the field.

Amendment #2 lists 60 Fields \$2.00

Amendment #3 lists 160 Fields \$3.00

These are standard 5½" x 8½" loose leaf forms which can be contained in binders available in stationery stores.

These strip maps are available from:

Mr. Eric Teetzel,
R. R. #2,
HIGHGATE, ONTARIO.

Directors' Meeting Notes

S. A. C. LIAISON OFFICERS

in order to improve liaison between S. A. C. and clubs, we would like all clubs to name a liaison officer. The intent is that communications from S. A. C. will go to clubs in two copies, one to the President at that club's official address and the other to the liaison officer at his home address. The liaison officer will then be able to help us by reminding his busy club executive of any outstanding S. A. C. business.

M. O. T. LETTER

Clubs are reminded to send in their comments on the M. O. T. letter dated 25 February, distributed to clubs 21 March.

TISSANDIER AWARD

The Royal Canadian Flying Clubs Assn. has requested names of nominees for FAI Paul Tissandier Diplomas. The award is given for the most outstanding contribution to the cause of aviation and it is specifically directed towards those who have contributed to national and international understanding through the medium of flying.

Gil Parcell

We are indebted to Gil Parcell for the cartoon on Page 29 of "THE STUNTER". This is the first of a series of Gil's cartoons depicting the characters we all see around the glider field. Let us know your favourite subject for a future cartoon by Gil Parcell.



SOARING ASSOCIATION OF CANADA
List of Member Clubs

QUEBEC & MARITIMES ZONE:

Air Cadet League (Quebec), 5726 Sherbrooke St. W., Box 340, NDG, Montreal, P. Q., H4A 3P6
Appalachian Soaring Club, Box 271, Sherbrooke, P. Q.
Buckingham Gliding Club, c/o P. Bisson, 150 Blvd. Greber, #305D, Pte. Gatineau, P. Q.
Champlain Soaring Association, 11655 Laforest, Montreal, P. Q., H3M 2W5
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., Riverview, N. B.
Quebec Soaring Club, Box 9276, Quebec, P. Q., G1V 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.

ONTARIO ZONE:

Air Cadet League (Ontario), c/o J. Montle, 1107 Avenue Road, Toronto, Ontario.
Air Sailing Club, P. O. Box 2, Etobicoke, Ontario, M9C 4V2
Belleville Flying Club (1960), c/o J. E. Marker, Box 322, Belleville, Ontario.
Bonnechere Soaring Inc., Box 1030, Deep River, Ontario, K0J 1P0
Caledon Gliding Club, R. R. No. 1, Erin, Ontario.
Central Ontario Soaring Association, Box 762, Peterborough, Ontario.
Chatham Air Cadet Gliding Club, 561 Lacroix Street, Chatham, Ontario, N7M 2X1
Erin Soaring Society, Box 523, Erin, Ontario.
Gatineau Gliding Club, Box 883, Station B, Ottawa, Ontario, K1P 5P9
Huronian Soaring Association, c/o M. Badior, 435 Hugel Ave., Midland, Ontario L4R 1V4
Lakehead Gliding Club, Box 161, Station F, Thunder Bay, Ontario.
London Soaring Society, Box 773, Station B, London, Ontario.
North Bay Gliding Association, Box 1612, Hornell Heights, Ontario.
Pioneer Soaring, c/o F. Simpkin, 29 Unicorn Avenue, Willowdale, Ontario, M2K 2L3
Provincial Motorgliding & Soaring Association, R. R. No. 2, Blackstock, Ontario.
Rideau Gliding Club, c/o H. Janzen, 172 College St., Kingston, Ontario.
SOSA Gliding Club, Box 654, Station Q, Toronto, Ontario, M4T 2N5
Toronto Soaring Club, Box 856, Station F, Toronto, Ontario, M4Y 2N7
Windsor Gliding Club, c/o H. Preiss, 2058 St. Anne, Windsor, 35, Ontario.
York Soaring Association, Box 660, Station Q, Toronto, Ontario, M4T 2N5

PRAIRIE ZONE:

Air Cadet League (Manitoba), c/o Capt. G. Evans, 364 Duffield St., Winnipeg, Man. R3J 2K2
Air Cadet League (Saskatchewan), c/o P. Jmaeff, 20 Acadia Bay, Regina, Sask., S4S 4T6
Red River Soaring Association, Box 1074, Winnipeg, Manitoba.
Regina Gliding & Soaring Club, c/o Miss Audette, 10 Bole Place, Regina, Sask., S4S 3W7
Winnipeg Gliding Club, Box 1255, Winnipeg, Manitoba, R3C 2Y4

ALBERTA ZONE:

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

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, Box 238, Lazo, B. C., V0R 2K0
Kamloops Gliding Club, c/o D. Lurkins, 627 Alberni Street, Kamloops, B. C.
Vancouver Soaring Association, Box 3651, Vancouver, B. C., V6B 3Y8
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., V0C 2P0