

# Free Flight

official publication of  
THE SOARING ASSOCIATION OF CANADA

MAR APR 75

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PRESIDENT	Mr. Walter J. Piercy, 184 Churchill Crescent, Kingston, Ontario, K7L 4N2	(613) 546-9937 (613) 544-6000	H B
PAST PRESIDENT	Mr. Terence R. Beasley, 173 Leslie Street, Dollard des Ormeaux, P. O., H9A 1X2	(514) 684-7145 (514) 744-1511 10. 754	H B
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F. A. I. AWARDS	Mr. Peter Coleridge, 80 Waverley Street, Ottawa, Ontario, K2P 0V2	(613) 237-2068	H
FREE FLIGHT EDITOR	Mr. Robert F. Nancarrow, 43 Sealcove Drive, Etobicoke, Ontario, M9C 2C7	(416) 621-2276 (416) 252-4656	H B



# *Free Flight*

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

ISSUE 3/75

MARCH / APRIL 1975

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# A 1-35 SURPRISE

by J. J. SOUTHWORTH

Vancouver Soaring Scene - January 1975

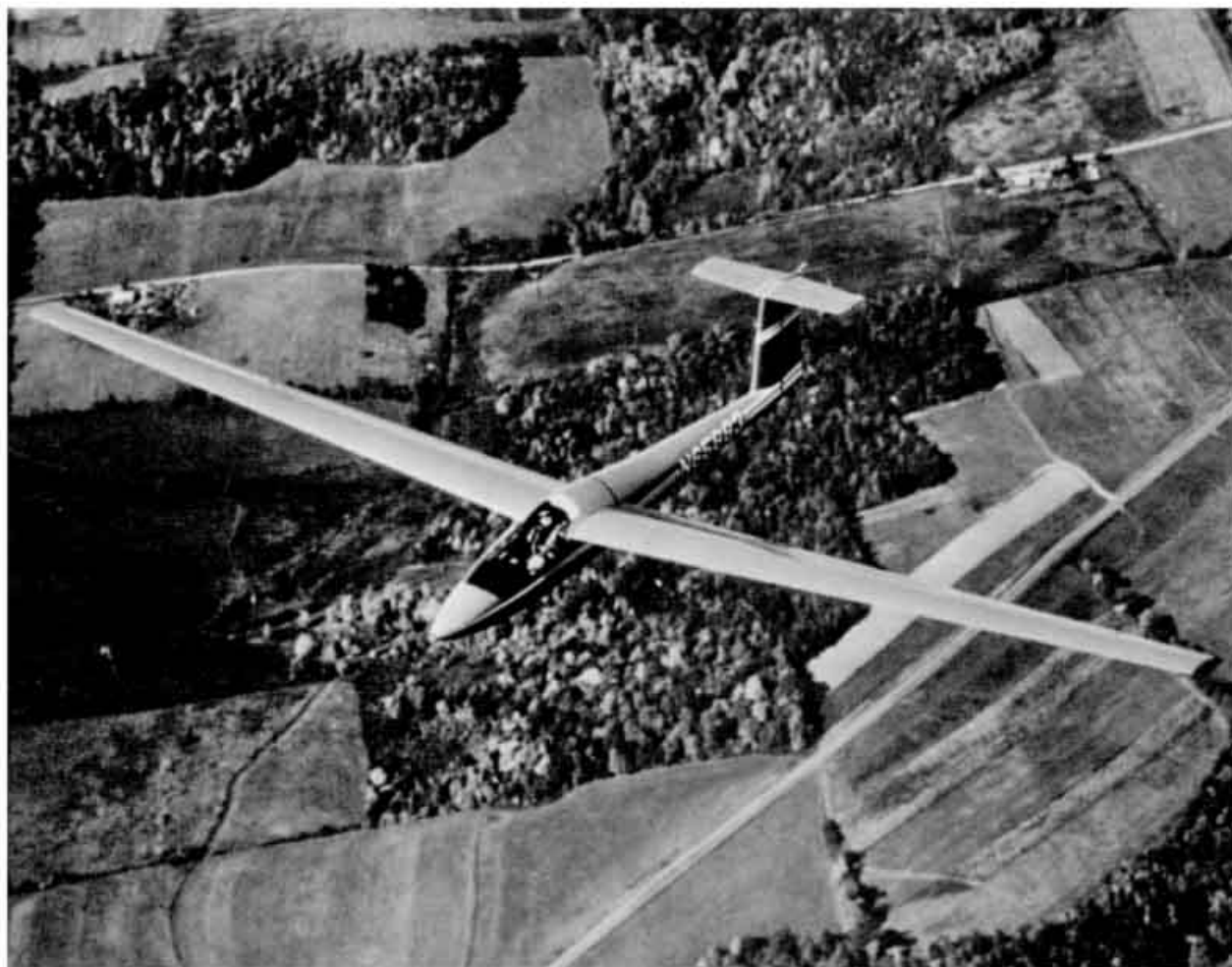
It looked so much better in the 3 D of real life than in photographs that it became necessary to check with a second glance to be sure it was actually a 1-35 parked there on the ground.

Fred Robinson had it sitting in a little corral of sorts next to the trailer which serves as the permanent flight office for Pearblossom. White with racy green trim, it bore the non-registered show markings of N 135 SA put on for a conference display in San Francisco.

Schweizer supply their 1-35's like the end result of a super strip show - nothing but the barest structure. The

purchaser who has been given a list price of \$12,995. for the unpainted model, a price of \$13,995. for the standard model and a figure of \$14,750. for the so called Deluxe edition, seems lucky to find a control stick in the cockpit and knobs on the handles. The instrument panel comes complete with holes only.

The particular exhibition ship in Fred's corral had been considerably jazzed up for its show however, and could be described as "loaded". The metal structure of the wings had been filled with epoxy primer and polyurethane. For this particular ship the final finish was acrylic lacquer,







chosen for ease of touch-up and maintenance. Although the wing rib structure can still be discerned under certain angles of viewing, the difference between a pure glass ship and the metal one appear minute. Considering the ability of the wing structure to resist airfoil and wrinkle distortions up to a 4G load, the achievable weight saving by the use of metal seems distinctly advantageous, and loses nothing over the silky appearance of glass.

Like the Libelle, the over-all appearance of the 1-35 is comparable to that of a very compact go-go dancer - a lot of hot action packed into a small space. The higher aspect ratio of the 1-35 actually gives it the appearance of being smaller than the Libelle, despite its more commodious cockpit and higher canopy. The T tail is very pert - the span of the horizontal surface being sufficiently short to fit within the trailer without the need for disassembly. Considering Schweizer's usual lack of convenience in designing for speed and ease in the assembly or disassembly of flying surfaces and controls, and the particular inconvenience of the 1-35 stabilizer and elevator assembly, this is an advantage worthy of note.

*(The stabilizer is now removeable. Ed.)*

A tiny antenna, almost missed during the first walk around, protrudes horizontally and after from the

topmost portion of the fixed rudder section. This is one of the many options which help to add to the thousands of dollars to be stuck on the basic Schweizer price before the buyer actually has a useable airplane. Cost installed for this bit of wire and insulated coupling is \$48.00. Take heart, according to the vendor, this antenna does not add anything measureable to fuselage drag.

From any angle, the fuselage line from the first curve of the nose,

over the length of the canopy, aft to the trailing edge, is superb. Unlike the Diamant or Libelle, there is a feeling of human-size spaciousness without sacrifice of shape or contour. To achieve this effect however, two other sacrifices had to be made. First the canopy itself has to be long and large and can only be lifted on or taken off by the occupant of the cockpit in an emergency, unless born with four long arms. The canopy undoubtedly an awkward beast on the ground and not of convenient design for removal or installation without the aid of a two person ground crew. Second, the joining of the 1-35 tail boom to the foresection is made without the ultra smooth line flow achieved by Caproni in joining its wider two passenger tadpole cockpit to an even thinner boom. This is the one and only aspect of the appearance of the 1-35 which may not please everybody although it is supposed to be aerodynamically sound.

A nice warm feeling of safety in landing the 1-35 should flow through all pilots who have experienced ground loops caused by low-slung tips. A combination of dihedral angle and non-drooping wing structure, plus a well extended landing wheel, lifts the tips quite high enough to give pure joy to anyone who has brushed the dust off the tops of a long row

of runway lights at 70 mph with the tip wheels of a Caproni. The wing tips are indeed high when the 1-35 is level on its longitudinal axis.

Parked without outside support, the 1-35 assumes the usual nose-to-the-ground posture of ships with aft C of G landing gear. It is not a particularly graceful position and hides two items of note. First, the nose tow hook which completely disappears inside following release. A panel automatically slides into position to smoothly fill in the hook hole in the fuselage to maintain its contoured airflow.



Second, there is no C of G hook for winch tow - another option? - if not forbidden? The nose skid is small and well shaped and to me seems immensely practical without destroying to too much extent, the over-all fuselage airflow and hull appearance. Despite the engineering and design thought put into the nose hook and its automatic cover, a C of G hook alongside the skid will probably be no better an installation than one protruding from a plebeian 2-33, and will accordingly slightly reduce performance.

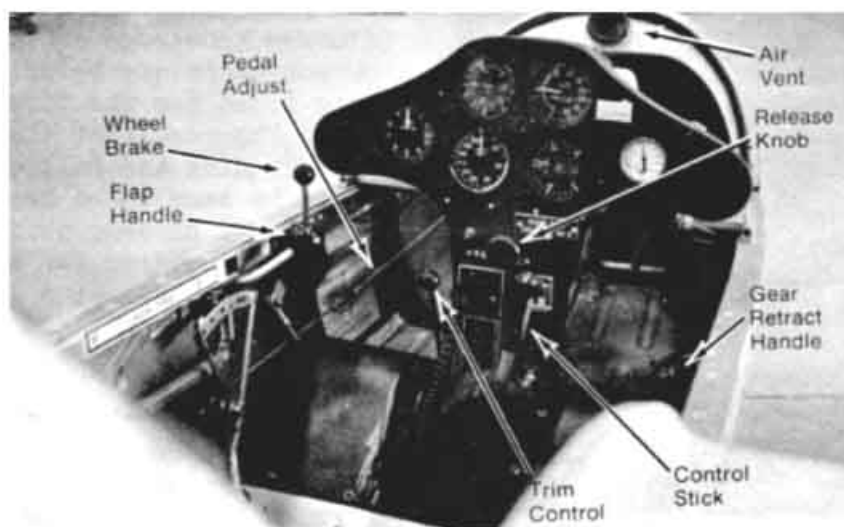
Now came the time to inspect the cockpit, the several knobs lining both sides of its interior, the feel of the stick and pedals and to examine those

holes filled with instruments by Fred. Despite a good array, some holes still remained unfilled and were covered by blanks. It was with the removal of the canopy that I first became aware of its size, the need for two persons to handle it and the need of a wooden rack Fred had built on the ground to protect it once off the ship. The rack is not essential but it is nice to have.

While becoming aware of the disadvantages of the canopy I also became aware of its very distinct advantages. Its removal made the entire cockpit area

from seat back to toe pedals fully accessible. The instrument panel stood up like a black Christmas tree almost in the centre of the exposed area, revealing all its mysterious wires, pipes, drain valves, electrical connections and various doohinguses for anyone to see and touch. The short stretch of deck between the panel back and foot pedals lays equally open - giving full access to all forward control cables and linkages, and is able to serve in addition as a handy-dandy platform for tools, drinks and diagrams during work sessions on the rear of the panel.

Included in the canopy structure is a short metal forward deck which has at least three functions. The first is



The instrument panel is a true T shape with the vertical stem of the T protruding with graceful curves above the top of the horizontal bar. There is easy room on the upper face for about six full sized instruments and four or so half sized ones. The lower stem is reserved for release knob, switches and radio. This area is slightly more cramped in appearance, but fully accessible to the pilot even with tightened shoulder straps. Equipment installed by Fred as "options" is as follows:

to enclose the area above the pilot's lower legs ( the metal deck stretches between the bottom edges of the plexiglass for about 20" of the canopy's front length ). The second is to allow the air vent connection and the control for same to be securely mounted on the canopy, yet kept out of sight. All fixtures are attached to the underside of the metal deck. The third is to provide a fully visible, yet remote mounting for the compass. The compass can be bolted to the top of the metal deck where it is sufficiently far away from electrical and other panel disturbances to be free from induced errors, yet still in full view.

Altimeter	\$124.00	Cambr. Vario	\$195.00
A.S.I.	80.00	Cambr. Audio	65.00
Compass	29.00	Winter Vario	128.50
Alpha 100		Outside Temp.	
radio	649.00	gauge*	13.50
L.G.Warning	72.00		

\*Necessary for control of water ballast freezing. (Dumping is required at 34° F.)

"Options" behind, on or near the seat:

Accessory tray for barograph	
and battery	\$ 36.00
Oxygen bottle bracket	85.45
Oxygen system complete	240.00
Cushions	59.95

The entire freedom of the plexiglass from any metal supporting structure above its lowermost edges, combined with its size, make it one of the most superior canopies in existence for visibility forward, sideways, groundwards and upwards and to some extent, aft-upwards. Once enclosed in its roominess a pilot can forgive its awkwardness. Getting out alone from the sailplane can be accomplished (I hope), but not with ease, and possibly with risk of damage during ground gusts in excess of 10 knots or so; so the canopy is a compromise of the kind which faces designers at one point or another when the best of all worlds is sought for the pilot.

I was happy to discover the last of the "options" list with the uncovering of one additional set of necessary items - wing tip and tail skids plus a set of detachable wingtip wheels, \$41.70. I have not yet had the nerve to add everything up and will leave this task to any reader interested in shocking himself - especially as a price increase of more than 10% is expected to be announced in the near future.

Options notwithstanding, I lost my heart to the 1-35 while sitting in its cockpit for the first time. I have never before felt a fit so comfortable, manageable and yet business-like. It has the Caproni beat by a country mile and should make instant friends for the



1-35 everywhere. I soon discovered everything forward and aft of the seat (dump valves, mike connections etc.) to be conveniently located, except for the trim control lever. This unnecessary item, required for FAA certification, sticks out of the deck beside the inner left knee, where it is much in the way while putting the left leg under the instrument panel and afterwards in flight also. It could be dangerous in case of a mid-air rapid exit.

Side fits in the cockpit are cosy - perhaps a little too much so. However, all knobs can be reached and actuated with the aid of some slight squirm. It is the flap control which deserves the most attention. The flap control rides through a 'flying quadrant' from minus  $8^{\circ}$  plus  $12^{\circ}$  for either speed or slowness while thermalling or seeking lift. For landing, an outward pull of the knob releases the entire quadrant so it can be slipped back to a  $30^{\circ}$  notch. From there the control lever is freed from the quadrant to move from  $30^{\circ}$  through  $80^{\circ}$  to make the flaps act as speed controlling air brakes.

Unlike the Pilatus, this type of speed control does not affect the pitch of the aircraft as it is moved throughout its active range. However, the angle

of approach to the runway must be steepened to maintain minimum airspeed and requires knowledge of the correct technique before being tried for the first time. The resultant short field landing and roll out has to be seen to be believed. It closely matches the space required for a 1-26 landing against a 10 knot headwind short and on the point.

Unfortunately a too enthusiastic grip on the flap knob will result in bloody knuckles from canopy rail scrapes. Like all aristocratic ladies, the 1-35 will getcha if you don't watch out. This is one of the minor features Schweizer should correct.

Fred told me that on arrival he was a trifle dismayed to find that the wheel rubbed on its mounting blocks until an adjustment was made; and that the tube guiding the seat adjustment cable behind the seat was not correctly bent for full clearance of the fuselage sides in all positions. While both problems were fixable in a short time, he said Schweitzer is not yet a car factory and should take better care before releasing such an expensive item to trusting buyers. Perhaps he was just testing me, I was so delighted with the ship as a whole and the great promise for future action it seems to offer.





## FROM THE SAFETY COMMITTEE FILES:

The No. 1 Rule for Safe flying is:-

I AM PHYSICALLY, MENTALLY AND AERONAUTICALLY PREPARED TO MAKE THE INTENDED FLIGHT.

Only you can finally assess and make that decision. There are a lot of factors in that assessment. One of them; attitude, is written about well enough on page 36 of the December 74 issue of SOARING. One's keenness or desire to accomplish some particular purpose should not be permitted to excuse or allow acceptance of a condition which could contribute to the making of an accident sequence.

Most accidents are the end sequence of something or sometimes many things, which by themselves can be coped with quite easily, but are disastrous piled one on another. A minor headache diffused by aspirin may in some cases affect response, and slowed response coupled with another unusual circumstance may be all that is needed to make a statistic.

1974 like '73 was not a good year, all the details have yet to come in but two fatalities, the first in two years, make a sad end to what could have been three fatality free years running.

A final note with a bearing on the beginning, injury patterns suffered by glider pilots indicate a preponderance of back damage. Even relatively minor accidents may cause back injury and any exposure to even a heavy landing should be followed by medical examination if any back pain occurs. Energy absorbing cushions are by no means a rule around the average glider club.

## Soaring Personalities

Many members of SAC are relatively new to the gliding scene, have never attended an AGM or don't have the opportunity to meet other people associated with SAC beyond their own club's activities.

For most of us, the names we read in FREE FLIGHT are only names -- we would like to put those names and faces together along with some background of who these people are.

There are a lot of "soaring personalities"; SAC executives, directors, club presidents, CFI's, contest pilots, committee chairmen, record holders -- but we really don't know them!

Will you write a biographical sketch of someone you know -- who is he (or she)? what is his background in soaring? where does he live and work? what other interests does he have? what does his future hold in soaring?

Send this along with a suitable photo to "SOARING PERSONALITIES", c/o The Editor, Free Flight, 43 Sealcove Dr., Etobicoke, Ontario, M9C 2C7.

## TWO PLACE FOR SALE

BERGFALKE 11/55, manufacturer's serial #362; total hours 1345; basic instruments; good condition. Open to offers.

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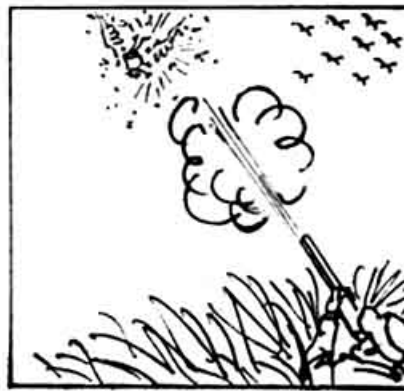
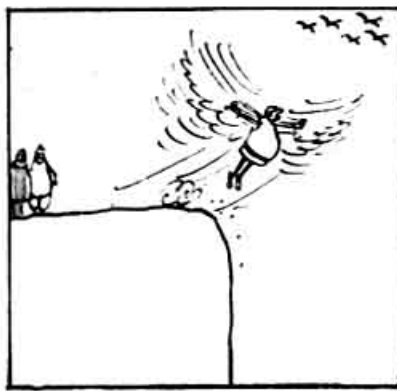
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We have had reports that FREE FLIGHT has not been received in the Montreal area until two or three weeks after deliveries to other parts of the country.

The January/February issue of FREE FLIGHT was mailed in Toronto on January 17th and should have been delivered before the end of January. This was well in advance of the postal delays of late February and early March which unfortunately delayed delivery of the Special Issue of FREE FLIGHT with the 1974 Committee Reports.

William Dick of Buckingham raised the question of who has been the youngest pilot to solo in Canada. (See Letters, Jan/Feb. 75)

Michael Mayer soloed at York Soaring on February 15th, 1975 - his 15th birthday was January 30th. His father took a snowblower to help clear the snow around the hanger and the tow plane had to run up and down the runway a couple of times to clear the way!

How come they're flying at York in mid winter? They finished flying for 1974 on December 14th when they flew their 3764th flight of the year. Their first flight of 1975 was Feb. 2nd (16 flights that day). No flying in January, as most of them were in Colorado flying the wave.

## WANTED

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Any member who wishes to attend the Canadian Aeronautics and Space Institute "First Canadian Symposium on Recreational Aircraft" 23rd - 25th June 1975 may be able to receive financial assistance from Sports Canada.

Please write to S. A. C. stating why you wish to attend and what use you hope to make out of your attendance. S. A. C. will need this information to justify a claim for a grant.

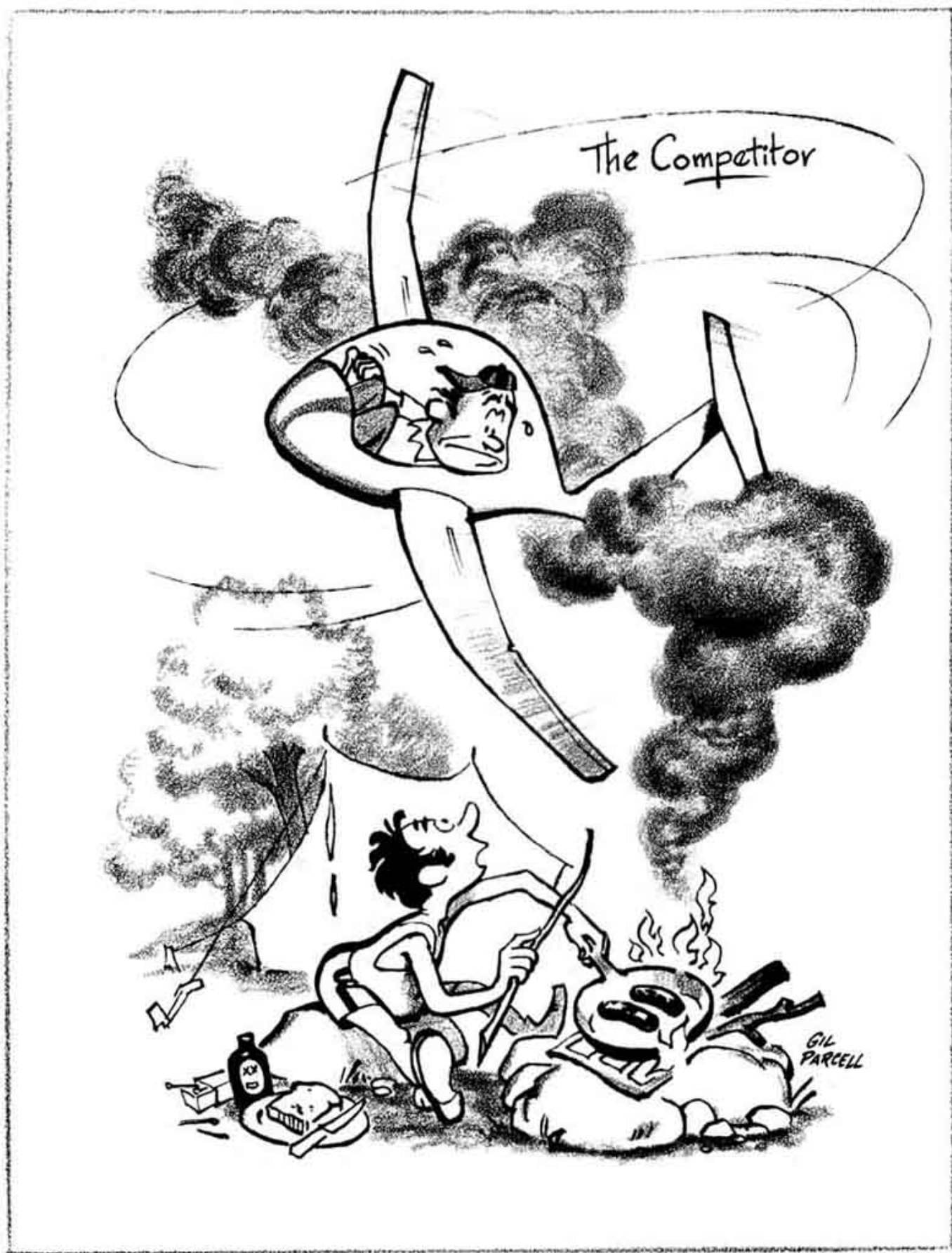
T. R. Beasley, President.

## INSURANCE

Clubs and private owners should be aware of substantially higher replacement costs when establishing hull valuations for insurance. Be careful not to under insure your aircraft by using hull valuations now several years out of date.

## FOR SALE

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## Flying the "SPERBER" in the high waves.....

by **Helmut Lehmann**

Just like a long cross-country flight, the "foehn" flight is a culminating point for every soaring fiend.

Unfortunately, this "chinook" flight is not within reach of the general soaring pilot due to financial and organization problems.

Weather map must be attentively studied, meteorological forecasting (in this case Innsbruck) must be consulted, and after examination of the factors for success, the decision of departure is taken.

It is to be hoped that no problems with the holidays will occur. What about the crew? Have they time to spend now? And so on....aircraft transport, looking for accommodation and finally, the "foehn". During the preparation of the foehn flight with my powered glider RF 5 B - Sperber, the agitation was equalizing my state of nerves. For weeks, I phoned the meteorologists in Innsbruck. For weeks, my barograph, parachute and oxygen equipment remained in my trunk.

Finally, a "low" in England and at the same time a "high" in Yugoslavia; a last phone call with Innsbruck and the go ahead was given. On Friday, 15th of November 1974, I started for my first attempt. I filed a flight plan from Ampfing to Innsbruck and return.

The flight route was planned from Ampfing via Rosenheim to Kufstein and then along the Inn valley towards Innsbruck. The air traffic controller Mr. Hadl of Ampfing, affixed leads to my barograph and I took off. At the beginning, the cruising with engine was relatively calm; but between Rosenheim and Kufstein, hell was loose. I had to fight against a head wind of 100 km/h and strong gusts.

From Kufstein, I used the ridge lift on the northern side of the Inn valley

up to Innsbruck. I moved the throttle into idling position and drove my Sperber to 170 - 190 km/h. Innsbruck was rapidly reached. During the flight, I could hear on the radio - 123.4 - the conversations of about 100 sailplanes in the foehn area. After that, the foehn was not particularly strong but I tried.

Three hundred meters above ground level, I cut the engine off. With 2 to 5 m/s rate of climb, it was very easy to reach 1800 m. Unfortunately, the orographic clouds at Hafele-Kar were very low, so that a greater gain in altitude by slope was not possible. Then I tried in the rotor which was exactly above the middle of the valley, but it was also too low to get a connection with the wave.

After three tries I gave up and flew back in gliding. From Kufstein I switched the engine on and landed just before sunset in Ampfing. I called Innsbruck and they promised for next day high wind speed. At night I prepared everything for the second attempt. I tried to sleep but I couldn't.

On Saturday I was ready at 8 o'clock on the airfield. Innsbruck reported on the phone a wind speed of 105 kts at Patscher koff. Air traffic controller, Mr. Hadl, checked my barograph again. The power flight to Rosenheim was again very calm; but in the Inn valley up to Kufstein the turbulence was so terrible that no comparison could be made with my first attempt. At full throttle and about 190 km/h I was trying to fight against a 170 km/h headwind. I saw on the ground a freight train overtaking me. After a 45 minute engagement I reached Kufstein.

From that point to Innsbruck it was rather easier. En route, I heard

on the radio, a sailplane who was in difficulty with a strong headwind above the Zillertal. I told him some possible landing fields in the Inn valley in case of an off field landing. Later I sent him - his name was Rudy - some suggestions concerning up-current slope. Having reached Innsbruck, I stopped the engine at 500 m above ground level, that is 1160 m ASL. Then I flew one minute with extended brake flap along the slope to render possible a clear barograph writing. After flap retraction the pointer of my vario showed 5 m/s climb. Today the orographic clouds were higher on Karwendel. I reached 3000 m ASL on ridge.

Suddenly, I heard on the radio my sailplane pilot friend, Rudi, again at 6000 m in the wave. He asked me about my position and explained to me the rotor situation.

On this basis I risked a high-speed flight over the valley. The rotor was rather stronger now; I flew my Sperber in a left hand circle and climbed into the rotor with 8 - 10 m/s to 4000 m ASL. But then the lift slowly decelerated. I tried a fast straight flight to the south direction in order to get the connection with the wave. And just like a lift from demon's hands, my Sperber soared with 3 - 4 m/s in the high wave. The excitement I felt in this moment is beyond description. The last 30 minutes' nervous tension gave way to an exalted impression. Rudi was glad to hear about my progress. He was, in the meantime, at 8000 m ASL. At 5000 m ASL, I set up my oxygen apparatus and climbed along the lenticularis in complete calm ascending current wave. At 5500 m ASL, I was flying too slowly and came in terrible downwash field. I asked Rudi what had happened and he answered I was to fly faster because I was standing in the rotor again. I accelerated to 140 km/h and I found again a 4 m/s rate of climb. Up to now I could really concentrate on the beautiful landscape of this foehn flight. The mountains became lower and lower. My course was S-W, the lenticularis on my right



RF 5 B - SPERBER

hand. At this point some other high performance sailplanes appeared. I exchanged with Rudi my comments concerning this experience. He was in the meantime at 9000 m with his Libelle. The pilots in their fibreglass ships couldn't believe it when I reported by radio that I was gliding at 8000 m with my Sperber. They all complimented me on having reached this altitude. I must admit it was a real pleasure to hear them. It makes it as clear as daylight that the motor-glider is recognized and accepted as a high performance sailplane.

A look at my manometer recalled me to reality. Only three minutes of oxygen. I announced to Rudi my flight back and extended my spoilers. My rate of sinking was too low, I put my machine into a spin and made a dive for 3000 m lower. At 5000 m ASL I set up my Sperber and prepared my flight back in gliding. I asked Rudi his telephone number and said good-bye to my most beautiful flying adventure. I reached Ampfling almost without engine and landed.

Two days later I called the Deutschen Aero Club who told me that I established two new German motorglider records with a height gain of 6620 m and absolute height of 7780 m ASL.

## MOVING ?

Send your change of address to:

MRS. TERRY TUCKER,  
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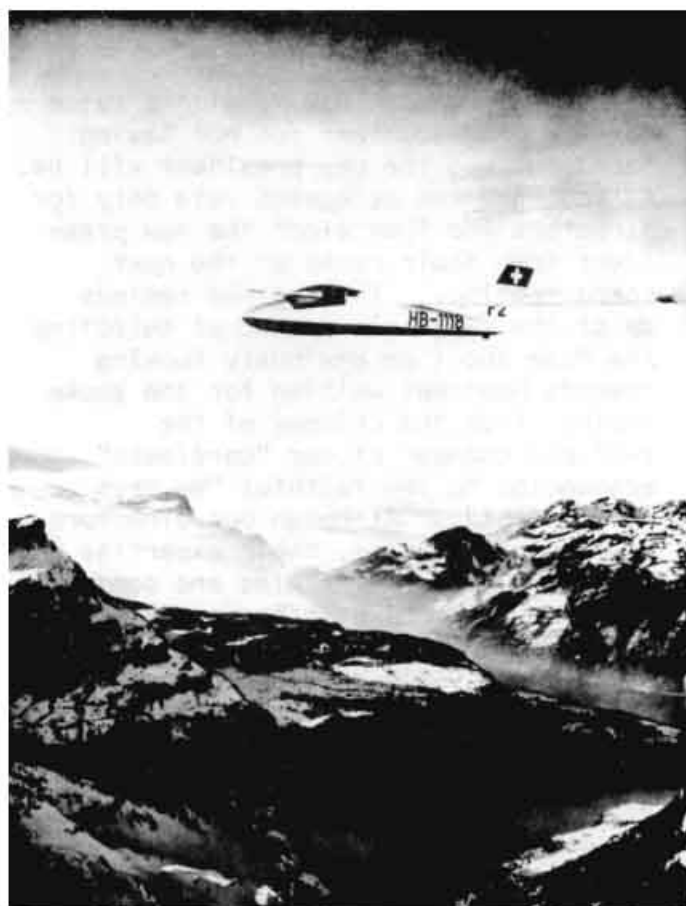
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OFFICIAL AGENT FOR CANADA

# AGM 1975

## ELEMER'S BRIEFS

I left the S.A.C. A.G.M. with a vague feeling of discontent for not having found out who the new president will be. As you know the delegates vote only for directors who then elect the new president from their ranks at the next board meeting. This method reminds me of the Vatican's method of selecting the Pope and I am anxiously looking towards Montreal waiting for the smoke rising from the chimney of the secluded chamber of our "cardinals" announcing to the faithful "We have a President". Although our directors are competent chaps, their expertise may be in different fields and some could be more suitable for a specific job than others. Since the president is the most visible member of our organization, projecting our image to the public and other agencies, I always felt that he should be elected openly by the delegates rather than by the Board of Directors.

It was a pleasure to meet old and new members and swap stories. I have heard many interesting and amusing accounts which you all should hear. Rise up all old timers, grab your pen and send your stories to FREE FLIGHT.

I talked to a chap who should be a shining example to us all. A student pilot in 1973, he started to build his Duster, got his licence, finished and test flew the machine himself by the fall of 1974. Beautiful job too although he never built an airplane before. Flew hands off the first time up and its handling is first rate.

By error I was introduced to someone as Walter Chmela and for a short time I basked in the glory of his achievements. (I must have gained a lot of weight since the last A.G.M.)

I enjoyed dinner in the company of members of the Quebec Soaring Club. If you have not visited their club at St. Raymond or the wave site at Baie St. Paul, you ain't seen nothing yet! Simply fantastic and the

hospitality is unbelievable.

While out of the meeting for a few moments to take care of some of life's necessities (scotch), the question of motorgliders was quickly dispatched; effectively preventing me from retaining my hard won John Agnew Trophy last year. (For the benefit of the uninformed this trophy is awarded yearly to the delegate who talks more than John himself.)

The Alberta Soaring Council presented a professional looking poster for the 1975 Nationals and for your information I can categorically state that at the Claresholm airport you will find the best restaurant this side of the Rocky Mountains.

Due to the financial loss of his underwriters, the agent of the S.A.C. Insurance scheme had to pawn his splendid tupee of yesteryear in order to afford the trip to Montreal and appeared in full splendor of his impressive cranium. The S.A.C. Insurance Committee chairman did not show at all.

The food was good, if expensive, the President's cocktail party lively and the hot air produced by some discussions generated thermals of impressive strength.

The Canadian National Team was offered two PIK Standard Class sailplanes for the next world championships in Finland. Offers for Open Class sailplanes preferably Nimbus II or ASW 17 should be directed to Dave Webb, Chairman of the World Championships Committee.

After dinner a film was shown, actively encouraging all present to drive decrepit Volkswagens, live in shacks and fly biplanes while wearing moth eaten racoon coats.

The money in S.A.C.'s bank account is not enough to do anything sensible but too much to leave it alone. The dilemma remained unsolved as before. I would like to see S.A.C. buy a



motorglider, select a qualified instructor and send him touring around the country until every gliding club C.F.I. is endorsed for motorgliding instruction. Guess who is the first volunteer for the job? After this tour is completed each club should have the machine for a specified period of time for training more instructors. Delivery to the next site always being the responsibility of the C.F.I. of the previous club.

### BOB'S BRIEFS

Small clubs vs big clubs in a vote to delete the 20 vote base for each member club. The vote was declared "carried" until Julian Audette from Regina reminded that a 2/3 majority is required and so the proposal was defeated.

The Buckingham Gliding Club have established a program for recognizing their tow pilots and instructors. We are looking forward to receiving an outline of their program with a view to having this type of program used by all member clubs under the direction of the S.A.C. Awards Committee.

Peter Trounce presented a cheque from Shell Oil to Dave Webb for the 1976 World Championships in Finland. Any other generous companies or individuals out there?

Peter also invited anyone who is interested in fun contests to go to SOSA July 26 to August 4 for their Annual Mud Bowl. What if it doesn't rain?

Just prior to that, Walter Chmela at York Soaring will be holding the 1st 1-26 Championships. Apparently other types are also welcome.

Montreal Soaring Council announced their intention to make a bid for the 1977 Canadian Nationals. Anyone else

interested in hosting this contest two years hence will have to make an offer at least as attractive as the Montreal club's facilities.

Proposed By-Law changes took up considerable time in the afternoon and some of the delegates were getting a little punchy towards 5 o'clock as they were asked to accept some proposals from the directors and reject others. "A vote yes for this proposal means that it will be rejected!" In spite of several impassioned speeches (in both languages) there weren't any earth shattering changes to S.A.C.'s constitution.

The new slate of directors and officers for 1975 are listed in the inside front cover of this issue - I'm sorry I don't have complete information on all directors - if you will send a note of errors or omissions we will make corrections for the next FREE FLIGHT.

John Agnew presented the awards after the dinner with assistance from Shorty Boudreault; Walter thought they were never going to give him the Roden.

And the winners were:

BAIC TROPHY	Steve Simon - Erin
"200" TROPHY	Steve Simon - Erin
CANADAIR TROPHY	John Firth - Gatineau
RODEN TROPHY	York Soaring Association
INSTRUCTOR'S AWARD	Dan Lewis - M.S.C.
PAUL SCHWEIZER ACL AWARD	Bill Weston ACL 150 Sqd.
JOHN AGNEW TROPHY	Terry Beasley
BALL & CHAIN TROPHY	Walter Chmela - York

# Wave Soaring, Lake Placid, New York

by JIM & MICHAEL HENRY

Since 1969 the Montreal Soaring Council have held a wave camp in Lake Placid starting at Thanksgiving and extending until the last ship leaves in early December with the first snow-fall.

Lake Placid is a delightful place to soar; good thermals and ridge lift, with just enough taste of wave to whet the appetite. In the five years of weekend flying, numerous gold climbs and a few diamonds have been gained - no diamond mine for sure, but wonderful flying.

The camp normally attracts about ten private ships from the MSC together with the club Blanik, 1-26 and one of the three tow planes. Most tows are to 4000' to the south with release over Algonquin Peak. The Hart Lake region is the home of the Adirondack Mountain Club and the starting point for numerous trails through the High Peaks region.

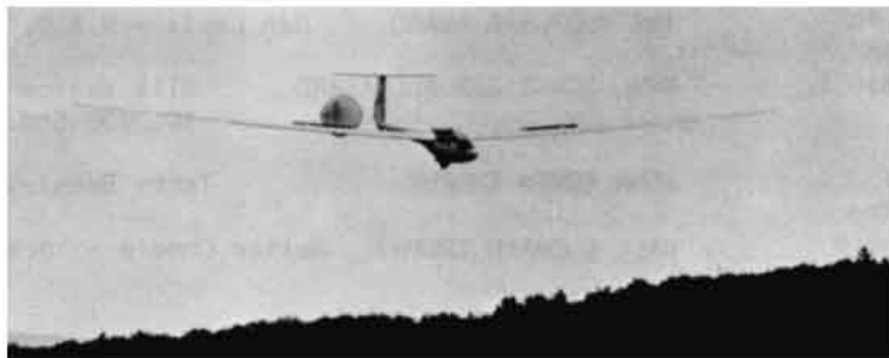
Soaring several hundred feet over the peak of Algonquin or Marcy, the sailplane pilot frequently encounters a group of climbers resting after their ascent.

The Hart Lake area is a frequent source of light wave, usually  $1\frac{1}{2}$  knots climb to 12000' is achievable. Because of the random nature of the surrounding peaks wave tends to come in irregular patches; however in strong NW winds a long band of lift forms over the Keene Valley and has taken a number of pilots to 18000'. The New York State single place altitude record of 21600' is held by a Canadian, John Bisscheroux of the MSC for a flight at Lake Placid in October 1969.

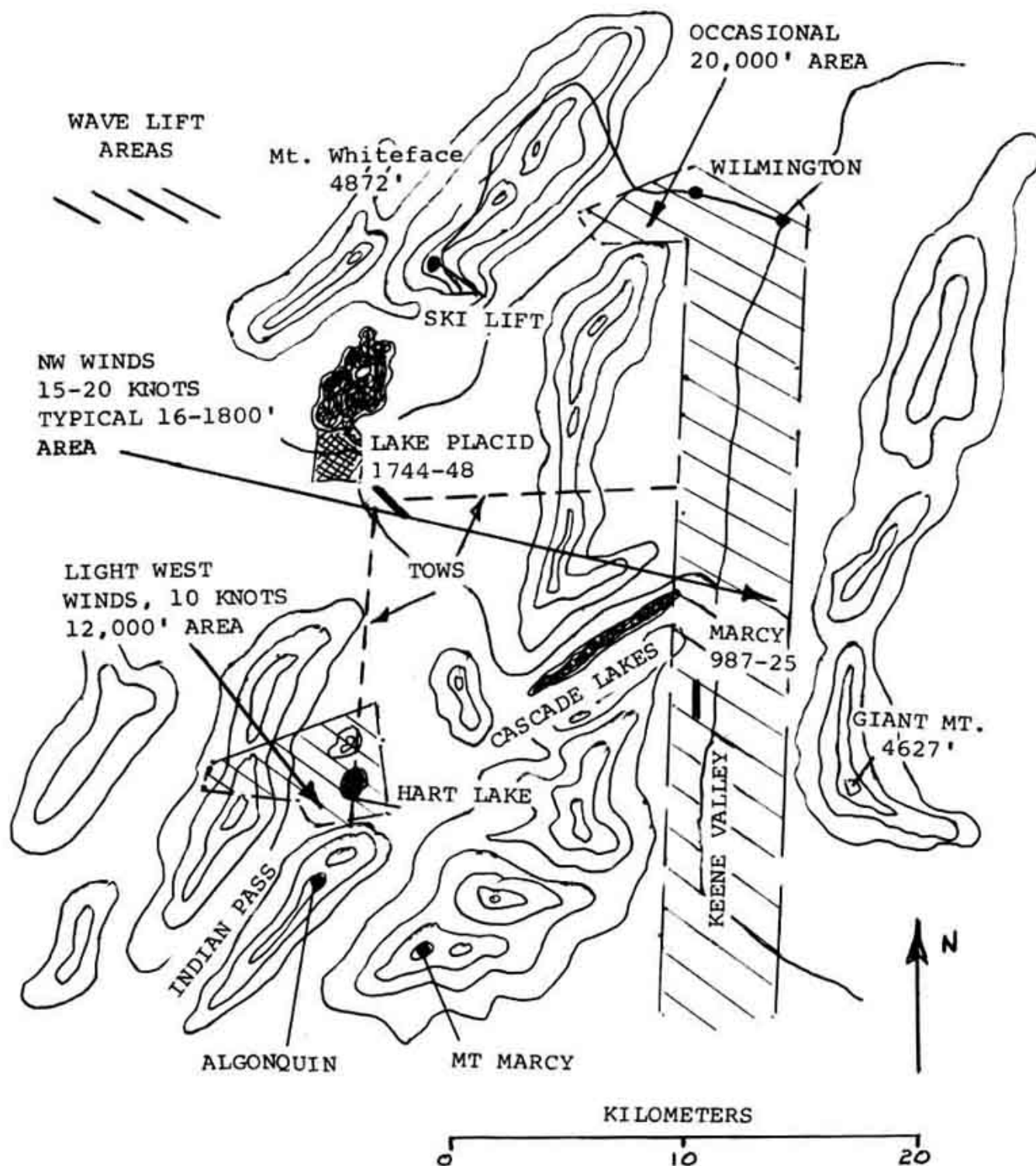
Strong winds frequently bring bad weather to the Placid area, the mountains tending to retain cloud several days after the sky has cleared on a twenty mile radius around the region.

Glider operation at Placid is normally conducted on a 200' wide grass strip which slightly angles the 4800' paved runway, power traffic is light and no problems have been encountered over the years.

Lake Placid is 160 km from Hawkesbury, home of the MSC. In 1970 three MSC pilots; Gunter Geyer-Doersch, Hans Baeggli and Jacob Eich did the trip in their ships. While the distance is not overly long, the flight is difficult and exciting due to the 30 km of very bad country consisting of woods and hills when approaching from the west.



Kestrel 19 CF-FGR on approach for runway 33, Lake Placid



With strong south and SE winds flying can be exciting. A powerful rotor forms about 500 feet over the airport and is encountered after takeoff. In these conditions a primary wave exists over Hart Lake and will provide 1200 feet per minute on up. This wave has resulted on several occasions in a circular lenticular sitting at 16000' over the centre of the airport. The wave over Keene Valley is more conventional. The north end sits to the east of the Whiteface ski area and has resulted in several flights in excess of 20000'.

# CLUB NEWS

## CLUB VOL a VOILE APPALACHIAN

Under the vigorous leadership of A. Scherbaum, CVVA, one of the few clubs in Canada using a winch only, swung its Bergfalke III into last season's disappointing skies often enough to solo four young people. Our annual flying camp was held the first two weeks in July and two of our new solo pilots, Douglas Clement and Chris Ward made several outstanding flights. Randal Taylor soloed and our only woman member, Gaby Jette, made her first solo flight in early autumn.

Champlain Soaring Association invited us to fly with them at Mansonville on Labour Day weekend. No useable waves appeared but in spite of a powerful crosswind on Saturday and heavy traffic on Sunday, we are looking forward to another attempt next season. Lift on Monday was good, two pilots almost caused and international complication by landing unexpectedly only 500 feet from the border.

We made a new friend in Tom Gailitis who lives near Mansonville and flies an M100S. He drove over to Sherbrooke Municipal Airport to try winching. Inadvertant early releases cut his altitude but he was able to get away on several occassions. We found it thrilling flying with another glider in the air near us.

J. K. WARD,  
Appalachian Soaring Club.

## LONDON SOARING SOCIETY

Statistician, Mike Frijters reports a grand total of 1119 flights in 1974 up by 5 flights over the previous year. It took a good weekend in November to continue our history of increasing our number of flights each year. An even more important statistic; we did not have one accident or even incident again this past season.

TOM GRAYSON,  
London Soaring Society.

## WINDSOR GLIDING CLUB

Six members of the Windsor Gliding Club visited Cumberland, Maryland for introduction to ridge and wave soaring on the weekend of November 23 - 24th. Although wave existed early on the 23rd, it disappeared in 1½ hours. Our instructor, Hans Berg was able to contact a wave to gain 6000' for a two hour flight. The rest of us spent time on orientation flights. On Sunday temperatures increased sharply and we had to be content to ridge soar. All of us reached solo stage, no badges were earned but we had a lot of fun.

We should mention that our regular flying activities are located on a graded runway 3100' x 100', 4 miles northeast of Dresden, Ontario. We fly on weekends only and everyone is welcome.

ALFRED W. SCOTT,  
Windsor Gliding Club.

## EDMONTON SOARING CLUB

In 1974 five members soloed, Bill Pidruchney, John Bachynski, Rick Haley, Jerry Woodhead and Paul Hagler. Four members qualified for "C" badges; Chuck Newhouse, Henry Schroeder, John Bachynski and Bill Pedruchney. Jim Strong qualified for a Silver "C", Chris Falconer flew his Gold altitude leg and Jim Strong and Henry Schroeder flew the altitude required for a Diamond. Three members got their Instructor's Ratings; Jim Strong, Jim Howse and Jim Klute.

The three club gliders did a total of 772 flights for 232 hours. Private gliders had 146 flights for 166 hours and 841 cross country miles.

VICTOR BERG,  
Edmonton Soaring Club.



## WIDE SKY FLYING CLUB

We had a total of 32 glider pilots (students, licenced pilots and instructors included). Six soloed during the year; two earned "B" badges and two earned their "C" badges. We did 804 flights in the gliders plus about 20 flights during the Christmas week! Total time flown on the gliders, 300 hours and time on the towplane 315 hours. In all of the flights not the slightest accident occurred.

Barry Holland, Harvey Ruddell, Lloyd Haffey, Frank & Lotte Hinteregger attended the Western Region Instructor's Course at Penhold last June. Barry Harvey and Frank flew the Scout and Blanik to Penhold for use for the course.

Eckert Ziedler, Frank & Lotte Hinteregger flew to the Cowley Wave Camp again towing the Blanik. Lotte was towing and was cleared through the Control Zone at Calgary International. Radar must have had a fit seeing two aircraft so close together (we use a 400' tow rope for long tows) because they called, "C-GWAY are you towing the glider?" When Lotte's reply was "affirmative", there was a silence for a while and then, "...you are cleared through the Calgary Control Zone at 7000', report over the OMNI". We are sure there was some "neck stretching" going on in the tower.

Frank Hinteregger and Cec Sorensen qualified for Gold Altitude while at Cowley and there were five diamond altitude flights flown at that camp.

Wide Sky Flying Club.

## YORK SOARING ASSOCIATION

Late in 1974, Walter Chmela, president of York Soaring acquired the farm adjacent to the Arthur Gliderport. Plans are underway to extend the runway to 3500' with a possible third runway to follow. A garage and barn on the

## YORK SOARING ASSOCIATION

new property will help in storing the growing glider fleet at YORK.

Walter has also announced a 1-35 club ship will be coming off the Schweizer production line within the next few weeks. This will be the first 1-35 for delivery in Canada, there are three more of these new beauties on the 1975 schedule for Canadian delivery.

YORK will host the 1st Canadian 1-26 Contest to be held at the Arthur Gliderport July 21 - 25. The meet is scheduled through the week to allow as many club ships to participate as possible without the club losing the use of the aircraft for weekends. There will be practice on July 19 - 20 and if the weather is not co-operative, the meet may extend to July 26 & 27.

For details, write or phone, Walter Chmela, care of Indesco Limited, 46 St. Clair Avenue East, Toronto. Area 416, 925-5571.

## CENTRAL ONTARIO SOARING ASSOCIATION

The COSA had a fairly successful 1974 season in spite of deplorable weekend weather. The number of flights was down from the 1973 total but a total of 900 flights was achieved.

Membership reached a new high, 70 members (full flying, juniors and associate members); so it is hoped to improve on this total for 1975.

The Grunau has been sold and it is hoped to purchase a single seater before the season's flying commences in April. Club ships: 2-22, Blanik. Towplane: Super Cub. Private ships: Ka-6BR, LK-10, Bergfalke, Cherokee and Blanik.

Field improvements, club house and more T hangers are being planned.

Arthur H. Martin,  
C. O. S. A.

# NOTES ON A WAVE CAMP

BY DON CLARKE

Ten Gold Altitude flights on one day, and two days later thirteen Diamond altitude gains (some of these by previous Diamond Altitude holders) and a multi-place altitude record --- a wave camp that supplies all of these must have something going for it. Here are some notes and comments on the most recent expedition to Black Forest, Colorado undertaken by about two dozen pilots from the Toronto area.

Sponsored by York Soaring and led by Walter Chmela, the rather large group representing several clubs began arriving at the Black Forest wave flight location over the New Year period. Most came by car on a 25 hour drive, a few flew. Walter Chmela trailered a 2-32 and Peter Rawes took his Ka-6 for the 1600 mile trip.

There had been but little wave to greet the early arrivals, but by January 4th the forecasts looked promising for some wave activity. Early flights confirmed the forecast, and though the wave topped out at less than hoped for altitude, nevertheless several Gold legs were recorded that day. Bruce Buttimore, Ron Brent, Peter Gaettens, Dave Harper, Peter Masak, Fred Mueller and Neal Poole all posted such gains, while Gord Ballantyne, Peter May and Dennis Mooney won Silver Altitudes.

The best flight of the day went to Peter Gaettens, who reached 29000' closely followed by Peter Masak at 28800'. My own attempt was marked by an altitude gain of 3300' after a most undistinguished flight.

The following day promised only slight wave activity and that's the way it turned out....nobody got anything. After an altitude gain of 1800' I proceeded to fall out of the wave while taking pictures. This effort on top of the previous day's attempt persuaded me that I should (a) never try to stay in the wave and take pictures at the same time and (b) take up another hobby - any other hobby!

And so we come to January 6th. There was a good wave forecast but strong and gusty winds on the ground meant that only the more experienced pilots could go in a 1-34 or 2-32. This did not seem to be a 1-26 day. Bob Kurzwernhart of SOSA volunteered to be the wave sniffer, and for a while it looked to those of us on the ground as if he wasn't going to get towed past the western edge of the field in the strong west wind. However, he eventually did make it to the wave and soon the ground radio reported, "17000 in 500 feet per minute..." "18000 in 500 feet per minute..." "19000 in 500 feet per minute lift", and so on. Bob was methodically reporting in and it looked like conditions were good. Peter Gaettens took off and was back in such a short time that we thought he had missed the wave. Instead, he had notched at 12000', flew to 31000' and was back on the ground in 58 minutes. His barograph trace looked like a pyramid, with a steady climb and a steady descent. Ted Beyke almost equalled Peter's time with a 17000' gain and return to the field in 61 minutes.

By now it was clear that there was a good wave, not too much rotor, and once aloft, a reasonable chance for a 1-26 to stay in the wave. Gusty ground conditions had modified a bit, and Dick Sayers of Waveflights suggested that the 1-26 pilots might go, but under no circumstances to get downwind of the field on the return flight.

When it was my turn to go, there were no reports in yet from other 1-26 pilots on how the lighter craft were making out, so I was uncertain about going aloft. I was under no illusions as to my flying ability, yet here was an opportunity.....O.K.....FLY. A tow with but little rotor, and a release into a wave that gave a pegged vario-meter confirmed a lucky decision. A fast downwind return from the wave produced a slight overshoot of the field, by about five miles, and with

Dick's caution ringing in my ears, and knowledge of the penetrating qualities of the 1-26, there seemed to be a possibility of instant cardiac arrest. However, some extra altitude saved the day.

As it turned out, it was a great day for the 1-26's and Diamond legs were claimed by Ted Beyke, Ron Brent, Don Clarke, Peter Gaettens, Bob Kurzwernhart, Dennis Mooney, Fred Mueller, Peter Masak (at 17 years of age, Peter is probably the youngest Canadian pilot with a Diamond Altitude), Neal Poole and Peter Rawes. Carl Hoult and Peter May posted Gold Altitudes, with Peter just missing the Diamond by a small margin. Diamond Altitudes were also flown by Manfred Radius, who already had his Diamond height and Toru Hokkaido, the latter setting a Japanese Absolute Altitude and Gain record. Later in the day Walter Chmela and Anna Maria van Maurik took a 2-32 to 34000' to claim a new Canadian multi-place Absolute Altitude record.

The following day there was again a wave but it was weaker. Those who had achieved Diamonds the day before yielded place to those who still wanted to make another try, but the Big Wave was finished. John Seddon made a Silver Gain and Anna Maria made it to 22000 for a Silver with a wide margin, but not quite enough for a Gold. Carl Hoult made it to 29000' just missing a Diamond by a few hundred feet.

January 8th produced still weaker wave with a risk of overcast. God Ballantyne acted as wave sniffer, but in the weak wave and gathering cloud Gord elected to return to the field after an hour of exploration. Mark Haslakiewicz managed a Silver gain, but that was all. Thus ended our 1975 wave camp with a flock of Diamond and Gold altitudes, a few Silver gains, a Canadian record, a fistful of Lennie pins, a couple of out landings, a few spectacular landings at the airport, and a drive back to Toronto through the worst blizzard to hit the midwest in over a decade. We had a lot of fun, with the proud and mysterious appearance of a large Canadian flag at the masthead on the operations building, and we ate like kings thanks to Chef Peter Gaettens and Lena Holm and Anna Maria van Maurik.

## FOR SALE

OPEN CIRRRUS CF-QJH  
with Slingsby fibreglass trailer  
ASI, altimeter, accelerometer, compass,  
clock, electric T & B,  
total energy electric vario with audio,  
regular vario, Bayside VHF 901,  
12 v. storage (wet), oxygen system,  
Serial #49, excellent ship in good condition.  
FRANK MARKUT,  
8 Westmount Park Road,  
Weston, Ontario.  
(416) 247-5253

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## 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

\$8.00 PER PAGE  
\$4.00 PER ½ PAGE  
\$2.00 PER ¼ PAGE

PLEASE SUPPLY COMPLETE COPY, LOGOS OR DRAWINGS WITH A LAYOUT. PHOTOS MAY BE USED; SUPPLY BLACK & WHITE GLOSSIES WITH CROPPING AND REDUCTION INSTRUCTIONS,

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## THE S. A. C. INSURANCE PLAN

This Plan is now completing its second season of very successful operation. Our sincere thanks are due to Harold Yardy of Peterborough for having carried out the difficult negotiations to make it possible and seeing it through the shake down stage.

At the March AGM it was obvious that a number of the 28% of Clubs not in the Plan are now seriously interested in joining. Hence this article to describe its principal features.

First the Coverage:- the basic coverage is Public Liability \$100,000, Premises Liability \$100,000, Passenger Liability \$100,000 (\$50,000 if P1 is less than 50 hours), Aircraft deductible \$500 in flight (\$100 not in flight), both gliders and tow planes included, all full paid-up members covered, contest and cross-country flying covered, intro. flights covered.

Exceptions:- pilot license and aircraft license must be valid (ultra light is O.K.), and there is no coverage on you if you break a leg or kill yourself. As always, please read the actual policy to satisfy yourself on the actual conditions. There is no coverage on your club house, hangar, vehicles and miscellaneous possessions. The glider is covered while in the trailer, but trailer damage and public liability must be covered under your automobile insurance. You will probably find that the above are true of most current coverage that you have.

Optional:- \$200,000 Public Liability (\$2 extra). As of next season, \$500,000 will almost certainly be available for about \$4 to \$5 extra.

Cost:- This season (ends July 1, 1975) the initial basic payment was \$34 per solo member. At the end of the season, there is provision for a sliding scale "retro-rating" (depending on the actual accident experience) of from 25% rebate to 25% extra payment. This past year has been a bad one for accidents so I would expect the full extra payment of \$8.50 per solo member for a total of \$42.50.

Next year? This is up to the insurance company to propose the rate. My personal opinion is that it will be around \$40 - \$45, but we will have to find this out over the next few months.



Who is eligible? All SAC full members of clubs who are members of SAC. A note on this - there are some crafty folk among us who are wondering how they can get the benefits without paying the price - well there are ways, of course, but if people do this we will have to invent new rules to prevent this and get a bit bureaucratic about it. So, please, let's keep it fair - club ships and club members along with the private owners and Nimbuses!

More information: call Ron Wyatt or Dennis Taylor of Wyatt & Taylor at 416-223-1118, or write 5927 Yonge Street, Suite 4, Willowdale, Ontario M2M 3V7.

Want to join: fill in the attached form for each aircraft and mail to Mrs. Terry Tucker, 786 Chapman Blvd., Ottawa, Ontario K1G 1T9.

A tip for Club Treasurers:- the scheme is very beneficial for private owners. Most clubs are charging private owners 1/2% to 1% of the aircraft value per year to subsidize the club pilots - otherwise the club pilots could in some cases be as well off with a commercial policy.

The future? Well the insurers have not made a profit so far, and that is not a good business objective. The scheme is a good one, but we can expect a little tuning up to get the premiums closer to where the losses are. Write to me if you have some ideas on better sharing of the burden which we could sell to the insurance companies.

For now, remember that July 1st is the start of the next policy year, so I advise those interested to start looking into it right away.

PETER TROUNCE,  
18 BELVALE AVENUE,  
TORONTO, ONTARIO,  
M8X 2A7

## APPLICATION FOR AIRCRAFT INSURANCE

## THE SOARING ASSOCIATION OF CANADA

1. Name of Applicant \_\_\_\_\_  
 Address \_\_\_\_\_  
 Applicant is Individual ☐ Partnership ☐ Corporation ☐ Other ☐ (Specify) \_\_\_\_\_  
 2. Policy period From \_\_\_\_\_ to \_\_\_\_\_  
 3. HULL - description of aircraft \_\_\_\_\_

REGISTRATION	MAKE AND MODEL OF AIRCRAFT	TYPE	AMOUNT OF INSURANCE	COVER	IN MOTION	DEDUCTIBLES MOORED	NOT IN MOTION	AMOUNT OF BOW

\* TYPE: L- Landplane S- Skiplane W- Wheel F- Floatplane A- Amphibian G- Glider List additional equipment on back.

4. Is Aircraft subject to bailment, lease, conditional sale, pledge, lien, Mortgage or other encumbrance.

☐ Yes ☐ No (details) \_\_\_\_\_

Amount \_\_\_\_\_ Favour of \_\_\_\_\_

Is Breach of Warranty Required ☐ Yes ☐ No

5. If uses include operations for hire or reward:-

Does Applicant hold ATB license? ☐ Yes ☐ No If "Yes" Lic. No. \_\_\_\_\_ Class(es) \_\_\_\_\_

If Applicant operating under ATB Charter held by another firm:-

Name of Licensee \_\_\_\_\_ Lic. No. \_\_\_\_\_ Class(es) \_\_\_\_\_

If Aircraft to be operated for hire or reward on any other basis, please give full details:- \_\_\_\_\_

6. Aircraft will usually be based at \_\_\_\_\_ and usually ☐ Hangared ☐ tied down in open

Aircraft Running Maintenance will be done by \_\_\_\_\_ C of A Renewals by \_\_\_\_\_

7. If Aircraft to be used into and out of unlicensed Airports, please describe briefly the type of landing ground anticipated \_\_\_\_\_

8. Have you ever made a claim for, or experienced loss or damage in connection with an aircraft? ☐ Yes ☐ No

If "Yes" give details as follows:-

DOT MARK	MAKE AND MODEL OF AIRCRAFT	LOCATION	YEAR	PILOT	TYPE OF ACCIDENT I.E. LANDING, TAKE-OFF ETC	CAUSE

9. Except as noted below, no insurer has cancelled, declined or refused to renew any aircraft insurance for the Applicant \_\_\_\_\_

10. Liability Coverage: Third Party Coverage E&F Combined Limit \_\_\_\_\_

Coverage F Each person \_\_\_\_\_ Each occurrence \_\_\_\_\_

11. The Aircraft will be flown by Members of \_\_\_\_\_ Soaring Club

12. Total number of members: \_\_\_\_\_ 13. Premium: \_\_\_\_\_

14. (a) Location of Premises:

(b) Insured's interest in Premises: ☐ Owner ☐ Tenant ☐ Lessee

(c) Portion of Premises occupied by Insured and covered hereunder:

(d) Purposes for which insured Premises used:

(e) Identification or description of insured hangar (s):

N.B.: The signing of this Application does not make the Applicant liable for any premium unless and until this Applicant is accepted by Underwriting Company.

I / We, the undersigned, hereby declare that all the particulars and answers herein are true and complete in every respect, and that I / We have not withheld or suppressed any material information, and that this and any other written statement made by me / us or on my / our behalf for the purpose of the proposed Insurance shall be the basis of and incorporated in the contract between me / us and Underwriters, or the Underwriting Company and shall be promissory. I am / we are prepared to accept Insurance on the terms and conditions set in the Underwriters Company's Policies.

Authorized Agent

WYATT & TAYLOR  
INSURANCE AGENCY

28 Maxome Ave. Willowdale, Ont.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_

Signature of Applicant \_\_\_\_\_

for \_\_\_\_\_

Title \_\_\_\_\_

The applicant acknowledges that S.A.C. is acting in an administrative capacity only.

# WIDE SKY FLYING CLUB

## TRAINING & WAVE FLIGHT

### HISTORY

During the month of December 1974, members of the Wide Sky Flying Club explored the wave conditions they had observed throughout the year. The area in question is Hudson Hope, B.C. approximately 50 miles from Fort St. John, directly east of the W.A.C. Bennett Dam. First a motor plane was used and the wave over Butler Ridge was entered at about 8000' ASL (air-strip altitude is 2200'). Steady lift was encountered through 12000' at a power setting of only 40% and the VSI was indicating from 1500 - 2000 per minute through 15000'.

On December 30th the club's Blanik released at 8200' in good lift and started climbing at  $2\frac{1}{2}$  m/s, lift increased through 12000' and settled at between 4 - 5 m/s going through 15000'. Very interesting overlaps were observed. The waves at different altitudes bent as much as  $25^\circ$  to the ridge indicating that the wave was lying more in a SSW - NW direction. Due to the short daylight hours at that time of the year the flight had to be broken off at 16200' ASL.

Upper winds are mostly 2730 - 2930 (later in the day). It seems that winds are more out of 25-- in the mornings and then shift to around 29-- during the afternoon and evenings. Generally at that velocity winds are steady without change through all levels.

Entering the rotor (from the side) is relatively calm as the strip is located to the south of the ridge and the same increases gradually from a few hundred feet (above strip elevation) to 3500' over the main ridge. Thus, rotor activity increases as the tow progresses towards the peak (5500' MSL). The centre of the ridge is about 12 miles from the airstrip but release is possible about half way without jeopardy of connecting with good lift. This was observed from the few trips made in the

Blanik. Many of the professional pilots flying the area use the ridge as a means of gaining altitude to cross the mountains. From other reports further north, the wave activity is and has been encountered to be just as strong.

### AIRSPACE RESERVATIONS

The Ministry of Transport has tentatively approved a request for an area of 2400 square miles in which we propose to carry out the high altitude glider operations. The necessary waivers for ANO V-12 and ANO V-22 are presently processed and we do not anticipate any problems. The procedure will be to notify Vancouver ATS (the area is under the Pacific Region) 24 hours prior to the commencement of wave operations. To FL180 no clearance will be necessary other than contact with a ground station for safety reasons.

### FACILITIES & EQUIPMENT

The club's Blanik and 1-26 (with radios and oxygen) are available to all SAC (insured) members at club rates. Insurance is of course only required if solo flights are carried out. Visitors membership is \$7. per week or a flat one time fee of \$50. in addition to the prevailing rates or tows.

### RATES

Blanik dual	\$22.40
solo	14.40
1-26 solo	8.00
Tows - Cessna 182 & Bellanca Scout 150 HP	
first 1000'	3.50
every add. 1000'	2.00
Long distance or wave tows	24.00/hour (tach time)

### OPERATIONS

Flying will be carried out on a full time basis from May through October. First training to commence May 15, 1975

with wave operations for the weekend if weather is favourable. Wave flying will be carried out as soon as temperatures permit reasonable operations. The airstrips are paved and therefore not subject to spring break-up. Visiting pilots with their ships are welcome (no membership charge). Sailplanes should be radio equipped particularly when flown within the Fort St. John PCZ.

#### TRAVEL CONNECTIONS

A total of three flights to and from Edmonton and Vancouver daily. Good (paved) highways from Edmonton and Prince George (Edmonton is 435 miles, Prince George 300 scenic miles through the Rockies).

#### ACCOMMODATIONS

Motel and hotel accommodations in Hudson Hope, Fort St. John and Dawson Creek are very reasonable. In Fort St. John (50 miles from the Dam and airstrip) the brand new "Alexander McKenzie Inn" is as modern as can be expected anywhere. Indoor swimming pool, cabaret nightly, dining rooms, lounge and all the other customary facilities. For the camper there are numerous camp sites nearby. A boat launch is located on Williston Lake just 6 miles to the NW with camping and swimming facilities. This spot is west of the Butler Ridge. A magnificent view of the natural forest across the lake and excellent fishing right at the spot.

#### SIGHTSEEING

Visit the W.A.C. Bennett Dam just five miles from the airstrip (Hudson Hope). Guided tours are conducted throughout the summer with a short film introduction to the history of the damsite as well as the statistics for the construction. You fly right over the dam in the wave which is an additional experience. Excellent fishing, hunting, hiking and canoeing can be done right in the immediate area. During the season hunt for mountain goat, elk, moose and mountain sheep. Boat trips are possible the full length of Williston Lake which is about 150 miles. A trip of that length will take you through some of the greatest natural

country in the Rocky Mountain Trench. Attend the many rodeos in the area. Visit Dawson Creek ( Mile "0" City) on the Alaska Highway. New Totem Days in Fort St. John or see the Monkman Lake with its seven waterfalls, the Kenuso Falls, Christina Falls and many other beautiful sights. The club's airplanes are available for sightseeing (fly it yourself if qualified).

#### METEOROLOGICAL SERVICES

Consult your local Met office for favourable conditions. In Fort St. John ask for Al Bodnar who will assist you with the forecast and he is one of the best in the west.

#### WAVE INDOCTRINATION

WSFC instructors will assist those who wish to fly the wave. Trainees should bring a recommendation from their CFI and should definitely bring their logbook (certified). Licenced and experienced pilots will receive a thorough briefing. For those who wish to complete a Diamond or any other record have an excellent opportunity to fly the wave whenever they wish. It is possible to fly all the way to Calgary if and when the winds are favourable. Here is your chance to prove Elemer Balint's theory (see Soaring Nov. 73) of a record breaking flight and here you will find a club and the equipment ready to make it possible.

#### CORRESPONDENCE & RESERVATIONS

All correspondence should be addressed to:  
Frank Hinteregger, CFI,  
Wide Sky Flying Club,  
Box 6629,  
Fort St. John, B. C.,  
Canada,  
V1J 4J1

Please enclose a stamped self addressed envelope.

We are pleased and proud to have accomplished so much in so short a time. We hope to see many enthusiastic pilots in Fort St. John.....we extend a hearty welcome to all.

Harvey Ruddell, President,  
WIDE SKY FLYING CLUB.



# NATIONALS '75

This year's edition of the CANADIAN SOARING CHAMPIONSHIPS, (the 26th), will be held at CLARESHOLM, Alberta, July 8 - 17. Sponsored by the Alberta Soaring Council, the contest will have two classes; the CHAMPIONSHIP CLASS, which will include pilots flying both open and standard class ships, and a minimum of a Silver C in experience, and a SPORTS CLASS designed for pilots of older ships unlikely to compete in the CHAMPIONSHIP CLASS. Pilots of the SPORTS CLASS ships must also have a minimum of Silver C experience. The maximum number of entries allowed will be 35, counting both classes, with priority given to CHAMPIONSHIP CLASS entries for the first 25 positions. We want to encourage SPORTS CLASS entries but may have to limit the number to the first ten entries received.

The Contest site is three miles west of the town of Claresholm on an airport which was a former NATO training base. To the west rise the Porcupine Hills and the abrupt eastern face of the Rockies. Eastward lies the flat southern Alberta "grassland" triangle, a mixture of large grain farms, artificial lakes and pasture lands. (See map, page 25, FREE FLIGHT, November/December 1974). Competition Director, James Strong has laid out dozens of excellent tasks within this zone; many satisfy record requirements and most are along easy crew access routes. No tasks will take pilots out of Southern Alberta, (even the gigantic 700 km triangle, available if necessary).

The airport facilities are excellent. Double paved runways extend in three directions, with grass strips in between. Excellent pilot briefing areas and tie downs exist, as well as a relaxing barbecue-patio area, which we will make good use of.

Very good accomodation is available in Claresholm including motels, hotels and an excellent tent-trailer camp ground. The town provides campers free swimming in its fine pool.

Three information mailings to prospective contestants are planned. The first in late February will be general in nature and go to all clubs. It will request that names and addresses of potential contestants be submitted to Contest Headquarters in Edmonton. The second mailing in mid April will go only to those names we have received as potential entrants. The final mail out will go again to those whose names have been submitted and will include airmaps and turnpoint photo cards to be used in the contest.

Entries will be accepted until 9:30 am on July 8th - the first contest day. Entry fees in both classes will be \$25.00 and include 3 Instamatic films. Information regarding government travel assistance will be included in the April mailing.

We ASC members have gained valuable experience by hosting two Regionals at Claresholm, ('72 and '74) and intend to spare no effort to stage a NATIONALS of the highest standards. I hope to see many of you there.

GARNET THOMAS,  
CONTEST MANAGER,  
16623-93A AVENUE,  
EDMONTON, ALBERTA,  
T5R 5K1

NATIONALS '75  
NATIONALS '75  
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NATIONALS '75  
NATIONALS '75

CP Air extends aircraft print offer

# Deluxe Portfolio of Aviation History

## Only \$9.75



*I REMEMBER IT WELL* – The flight deck of a Boeing 747 provides the ideal setting for reminiscences between father and daughter about CP Air's aircraft of the past. Capt. Cle Lamb, director of flight operations for the airline, and stewardess Roidon Lamb discuss a 12-print portfolio of CP Air aviation history, available through mail order.

## These 12 Aircraft of CP Air's Aviation History are featured in the Portfolio "Through the Years"

From the early '30's, when bush pilots were opening up isolated northern communities all across Canada, to the present, with graceful 747's sweeping across international skies, CP Air and its predecessors have flown nearly every manner and variety of aircraft.

**Ford Tri-Motor.** Affectionately known as the "Tin Goose", this all-metal, 12-passenger transport was built from 1926 to 1933.

**Fokker Universal.** Grant McConachie's first airplane, a five-place, high-wing monoplane, open cockpit, tough on the pilot in the winter.

**Junkers Ju52.** The largest single-engined aircraft of its time (1931), the "Flying Boxcar" could carry 3½ tons of freight.

**De Havilland DH80 Puss Moth.** A "2-3 seat, long-range touring monoplane", the Puss Moth was one of independent Airways first planes.

**Boeing 247D.** Introduced in 1932, hailed as the first modern airliner, the 247D could carry 10 passengers at nearly 180 mph.

**Ballanca Aircruiser.** Delivered to MacKenzie Air Services in 1935, "The Flying W" continued in service until 1947.

**Consolidated Vultee Canso.** Originally built in 1935, this model flew for Canadian Pacific Airlines as an amphibian from 1946 to 1952.

**Douglas DC-3.** Introduced in 1936, the most successful transport aircraft ever built. The first to carry enough passengers in enough comfort to make flying popular.

**Barkley Grow T8P-1.** First built in 1937, this eight-passenger monoplane could adapt skis or floats to its fixed undercarriage.

**Fairchild 71B.** Built at Longueuil, Quebec, this fine bush plane could carry over a ton of freight or six passengers, served until 1943.

**Noordyn Norseman.** Canadian designed and built, the Norseman served several countries during World War II, and flew for Canadian Pacific from 1945 to 1955.

**Boeing 747.** CP Air's largest and latest addition, "SuperOrange" accommodates 382 passengers, weighs 389 tons fully loaded and has a range of 6300 miles.

## 12 ready to frame, beautifully repro- duced original paintings of CP Air's classic aircraft

Popular demand has led CP Air to throw open to the general public its special offer of a deluxe picture portfolio of historic company aircraft previously open only to employees and other groups on a limited basis.

The complete set is now available through mail order for just \$9.75 per set including postage and handling plus provincial/state tax where applicable.

It consists of 12 beautifully-reproduced original paintings by noted Canadian artist Robert Banks and brings to life in acrylics the remarkable and exciting selection of planes which form the airline's heritage.

They have been reproduced in full colour on 12" x 16" textured paper to fit standard frames and assembled into individual portfolios as collector's items.

Depending on excise regulations for different countries, local customs duty may also be applicable.

Mail to:  
CP Air  
P.O. Box 9955  
Vancouver, B.C., Canada  
V6B 4G3

Please send me \_\_\_\_\_ set(s) of 12 prints.  
I enclose my cheque for \$ \_\_\_\_\_ \$9.75  
per set, including postage and handling,  
plus provincial/state tax where applicable.

Name .....

Address .....

City .....

Province/State .....

Postal/Zip Code .....

# LIST OF SUPPLIES

<u>ITEM NO.</u>	<u>DESCRIPTION</u>	<u>NEW PRICE</u>
1.	F.A.I. Soaring Badges - "A" & "B"	
	a) Button - Screw Back	\$ 4.75
	b) Button - Clutch Back - "A" only	
	balance of stock	5.00
	c) Pin - Safety Catch ("A" & "B")	5.50
2.	F.A.I. Gliding Certificates & Badges :	
	a) Application Forms for Certificates & Badge	n/c
	Claims available from Club C.F.I.	
	b) Gliding Certificates - S.A.C. Member	5.00
	non member	18.00
	c) Badge - "C" (Button or Pin)	6.00
	d) Badge - Silver "C"	7.50
	e) Gold or Diamonds - SAC keeps no stock but	
	issues a letter of authority for the applicant	
	to order directly from manufacturer.	
3.	F.A.I. Soaring Awards & Rules Booklet 5 / \$1.00 or	0.25 ea
4.	F.A.I. Sporting Code (English or French)	1.50
5.	S.A.C. Instruction Manuals :	
	a) Part I - Instructor's Guide	0.75
	b) Part II - Air Instruction Notes	0.50
	c) Part III - Student Notes	1.00
	d) Set- II Plastic Laminated Air Cards (5 X 8)	3.00
6.	S.A.C. Tephigram & Weather Briefing Booklet (5x1.00) or	0.25 ea
7.	Weather Briefing Form N-052 (8½ X 11 sheet)	n/c
8.	Application for Official Observer	n/c
9.	S.A.C. Blazer Crest (Navy Blue)	8.50
10.	S.A.C. Decal	0.25
11.	S.A.C. Tie (Navy Blue with Glider Design)	2.75
12.	S.A.C. Cap (Red, Green or Blue with white Crest)	3.50
13.	S.A.C. Glider Pilot Log Book	
	a) single copy	2.25
	b) 25 or more each	2.00
14.	F.A.I. Cloth Badges - 3" diameter	
	a) "C"	0.75
	b) Silver or Gold	1.50

## NOTES :

- Item 2 (b,c,d or e) available only from Mr. P. Coleridge,  
80 Waverley St., Ottawa, Ont. K2P 0V2
- All other items available from Box 1173, Station B, Ottawa, Ont.  
or Mrs. T. Tucker, 786 Chapman Blvd., Ottawa, Ont. K1G 1T9
- All cheques payable to S.A.C.

# BRITAM AVIATION

CANADIAN SCHWEIZER DEALER  
BOX 660 STATION 'Q' TORONTO, ONTARIO M4T 2N5  
Telephone Day: 416-925-5571 Night 223-6487

1-35

The first 1-35 in Canada, production #27, C-GYSA will arrive hopefully by mid April, and will be located at YORK SOARING. We tried to have it at the AGM in Montreal but unfortunately could not make it. This means that we now have every active SCHWEIZER model at our field. Don't hesitate to drop in for an inspection. A completely new designed removable elevator will be standard after ship #31.

TRADE INS:

Trying continuously to save you money when you buy a new ship, and have an old one for sale. Why not try our "Trade-in Plan"? Even if you have a buyer - we can still save you tax dollars.

USED GLIDERS:

We do have a number of individuals waiting for a good used airplane. Please let us know what you have for sale. We may just have the right buyer on file.

## FIRST CANADIAN 1-26 CHAMPIONSHIPS.

To be held at YORK SOARING from July 21st to July 25<sup>th</sup>.

Everybody welcome!

For details write to: York Soaring  
P.O. Box 660, Sta. "Q"  
Toronto, Ontario  
M4T 2N5