

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

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DESIDERATA

Go placidly amid the noise of the towplanes & remember what peace there is in the silence at 5000 feet. As far as possible without surrender be on good terms with the tow pilot. Speak your truth quietly & clearly; and listen to others, even the dull & ignorant; they too have their good flights. Avoid loud & aggressive persons, they are vexations when you are preparing to fly. If you compare yourself to others, you may become vain or bitter, for there always will be novices or diamond pilots around. Enjoy your achievements as well as your plans, keep trying for that next badge leg. Exercise caution in competition for contest pilots are full of trickery. But let this not blind you to what virtue there is; many pilots striving for high altitude get help from others already in lift. Be yourself. Especially do not feign affectation. Neither be cynical about lift; for in the face of sink and poor landing areas, it is perennial as the grass. Take kindly the counsel of the years. Gracefully surrendering the things of youth. Let the younger club members push the gliders to the flight line. Nurture strength of spirit to shield you when lift fails. But do not distress yourself with poor forecasts, many fears are born of fatigue & loneliness in the cockpit. Beyond a wholesome discipline, be gentle with the controls. You are a child of the universe, no less than the power pilots & jet jockeys; you have a right to some airspace. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore be at peace with the C.F.I., whatever you conceive him to be, and whatever your labours & aspirations this season, in the noisy confusion of the hanger or on the flight line, keep peace with your fellow pilots. With all its sham, drudgery & broken dreams, it is still a beautiful sport. Be careful. Soar to be happy.

Found in a map pocket of an old 2-22, dated 1954.



SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE de VOL A VOILE
Box 1173, Station B, Ottawa, Ontario K1P 5A0

March 14, 1975

PRESIDENT'S REPORT

As I write this report, without having read the Committee reports, I cannot even say whether this past year was a good one or a bad one for the Association. I do know that I have filled a filing cabinet drawer completely with correspondence, most of which has been handled personally; I think Terry Tucker has kindly filtered out at least 75% of the mail so she should have filled a cabinet.

There has been significant increase in MOT liaison activity. It is unfortunate that we have had to spend considerable time analysing proposed legislation and making a case against it whereas the proponents do not have to justify their case. A recent Readers' Digest article showed that Transport Department staff increased by 40% since 1966 and naturally some of these people are going to be dreaming up things affecting our sport. We must be constantly aware that we are a small user of airspace and we must be on guard not to find some apparently minor piece of legislation slipping in.

With the Government's interest in physical fitness we find that more Association effort is being spent on liaison with the Department of Health and Welfare. Some of you present at this meeting will receive financial support for your being here. I am reasonably sure that we will obtain support for the Instructors' Schools although I do not yet know the level of support. We are also receiving support to bring speakers to the CASI meeting in June, and technically minded SAC members may also receive travel support to attend; if any of you wish to come, please write and tell us why.

Sport Canada has offered to help us in our dealings with MOT; while I welcome this, some of your Directors do not believe this can be of value. I welcome this help because I believe that we are being treated and recognized as a Sport and this is where any assistance can be expected, whereas with MOT we are too small to matter and just a nuisance. With support from Sports Canada I think that it is not beyond the realms of possibility that within ten years time we could be managing our own affairs in a similar way as is enjoyed in England and Australia.

I mentioned last year that a new organization, Aerosport Canada, was in process to take over the FAI representation authority from the RCFCFA - with their co-operation. Unfortunately with Andre Duma's move to the Maritimes I have heard no more of Aerosport.



SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE de VOL A VOILE
 Box 1173, Station B, Ottawa, Ontario K1P 5A0

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It is doubtful that we have seen the end of our organizational changes, some proposals are going to be put forward later this afternoon. Where are we going? A few years ago we adopted the principal of Zone Directors; now we have a club asking to be put in the adjacent Zone. Look at the Zone representation as of 31 December;

Quebec and Maritimes	254 members or 22%
Ontario	600 members or 52%
Prairie	94 members or 8% (72 : 6%)
Alberta	99 members or 8½% (121:10%)
Pacific	107 members or 9%

Each Zone has one director, and there are two directors-at-large. Recognizing that most of the Association's business must be done by mail, it is more important that we get good people as Directors, irrespective of where they live. I urge you to consider this and try to work out a better way for us to manage our widely spread operation.

An important input to our success is going to be the quality and regular appearance of Free Flight. Bob Nancarrow is to be commended for his efforts; now that he has proved that he can meet a promised printing deadline, all he needs is your support. I think we should start to get mad when our members write for Soaring rather than Free Flight. Help Bob to make the magazine what you want it to be. To make the magazine more interesting I suggest that we do not include formal SAC business - minutes, reports, etc., as we can still get these to you from the Sports Administrative Centre since the time delay is not usually important. If everyone of you here wrote an article, Bob would have material from which to choose for a few months. Why not try your hand at writing? While on the subject of writing, might I suggest that you all use your Zone Director more; route queries to the Association through him; send him copies of your correspondence with officialdom; let him know what is going on in the Zone.

Last year the oil crisis had its impact on our sport and the overall inflationary trend is forcing prices up. I hope that your members are able to keep ahead and keep flying. In this regard we have one small success; immediately after the budget was published, with its 10% duty on aircraft we wrote to the Minister requesting assurance that as it was an energy conscious budget, surely the duty was not intended to apply to gliders. We were pleased to receive his confirmation that no duty is payable. While discussing energy I might mention that the Montreal Soaring Council finds that the L-19s use less gas per tow than the 150 Super Cubs. MSC has an L-19 for sale.

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SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE de VOL A VOILE
Box 1173, Station B, Ottawa, Ontario K1P 5A0

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What do we have to look forward to in 1975 ? Surely the best fleet of gliders we have ever had. By the way, a word of warning, as gliders are appreciating in value, do increase your hull value declarations on your insurance. It will cost you more, like the insurance on your house, but you will be glad you did if you have a write-off. A ten year old K-6 is now worth as much, or more, than when it was new. Can you say the same for your stock market investments of 10 years ago ?

With this excellent sailplane fleet we should be able to have an excellent Nationals; let us all hope for good weather and wish the organizers every success. I hope they use their 700km triangle.

We hope that our 1976 World Contest aspirants will get some good practice at Claresholm and shortly after the contest the team should be chosen. Many words have been written deploring the emphasis on competition but I do believe this is possibly the most important facet of the sport. We can all enjoy flying without having been contest pilots; how we enjoy our flying is our business. If you have ever tried to out-climb another glider in the same thermal and felt pleased when you succeeded, then you do have the spark of competitiveness; so help support those to whom this spark is a fire. They do not knock your around-the-field fun flying so why knock them ?

I hope that we will be able to announce Sports Canada financial support for Nationals Contestants in the next month or so. As soon as we hear any firm news we will contact all clubs and the organizers so that applicant pilots can be given details.

In 1976 there will be a World Contest so no Nationals; applications to host the 1976 Regionals are hereby solicited.

In 1977 there will be a Nationals and the Montreal Soaring Council wishes to give notice that they will be putting in a bid.

I have enjoyed acting as President for this past year and have been fortunate to have the support of a good Board of Directors. Of course it would be remiss of me not to give special thanks to Terry Tucker who carries the main load of Association work.

Thank you.

Mr. T.R. Beasley
President.



SOARING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE de VOL A VOILE
Box 1173, Station B, Ottawa, Ontario K1P 5A0

TREASURER'S REPORT

December 31, 1974

Copies of the Financial Statements for the year ended 1974, together with the Auditor's Report, have been made available for your examination. I offer a brief review of the changes in the General Fund.

Income:

The major source of income for this Association is from the membership fees. The 10% increase as stated in the Secretary's Report has increased the revenue from membership by \$2,575.00.

The Soaring Association of Canada acts as collection agency for the Insurance Plan of Wyatt & Taylor Insurance Agency. The income of \$30,160.00 is also shown as an expenditure.

Interest earned shows a substantial increase. Higher interest rates and the investment in short Term Deposits during the year account for this increase in revenue.

Expenditures:

Soaring - In addition to the total of \$7,229.00 as shown, there was \$831.00 payable at year's end. The actual total therefore is \$8,060.00.

Printing costs have increased slightly. One issue of Free Flight was printed on commercial basis.

Postage and stationary costs have increased by \$915.00. There has been increased correspondance and mailings to Directors and Clubs during the year. The postage of the one issue of Free Flight was \$130.00.

The decrease in the amount shown for Instructors' Schools is not an accurate figure. I believe that the Honorariums paid to the two Chief Instructors (one Eastern School and one Western School) should be included here rather than in Honorariums. In the future I shall request that this be done.

Annual General Meeting Expenses - At the Directors' Meeting, following the Twenty-ninth Annual General Meeting in Toronto on March 23, 1974, it was passed by majority vote that all out of pocket expenses for travel and accommodation (no meals) for Directors to attend the Annual General Meetings of this Association be reimbursed from S.A.C. General Funds. This accounts for the increase. Half-fare vouchers from C.P.Air were received for three Directors to attend the A.G.M.

Honorariums include monies paid to the two Chief Instructors for the Schools held, the editor of Free Flight and the balance is my salary.

The increase in administration costs is an inflation item. (office supplies for the copier, services on typewriter, charges for postal meter, etc.)

Travel and Directors' Expenses is a new item following last year's A.G.M. This includes expenses not covered by vouchers from C.A.S.F. and Health & Welfare for representatives of S.A.C. to attend meetings on behalf of the Association.

TREASURER'S REPORT /74 /2

World Contest Fund :

This account shows a balance of \$2,847.00 as of December 31, 1974.

The accounts for the 1974 World Contest in Australia are now completed and the fund is depleted.

Summary :

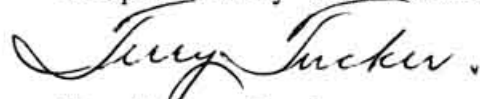
The major expenditures for 1975 will be :

Soaring - an increase of \$3.00 per member is expected for copies of this publication (from \$6.00 to \$9.00 per member).

Free Flight - Commercial printing of this publication, based upon membership of 1500, is \$591.00 per issue plus \$130.00 for mailing (\$721.00 per issue X 6 issues = \$4326.00 which is \$3.00 per member). Of the current membership fee of \$15.00, \$12.00 is required for publications per member, leaving \$3.00 per member for administration costs for all categories except Associate. (Student Membership will break even at \$9.00). This will cover the salary paid to me but little else.

The net increase in funds shown in the Financial Statement will be insufficient for the printing of Free Flight on a commercial basis for 1975, without an increase in membership or membership fees.

Respectfully submitted,



Mrs. Terry Tucker
Treasurer.
March 14, 1975.

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

STATEMENT OF CHANGES IN GENERAL FUND
For the year ended December 31, 1974

	<u>1974</u>	<u>1973</u>
INCOME		
Membership - fees	\$ 19,616	\$ 17,041
- insurance	30,160	17,605
Sale of supplies - net	619	1,626
Interest	1,481	790
Other	<u>83</u>	<u>39</u>
	\$ 51,959	37,101
EXPENDITURE		
Members insurance	30,160	17,605
Subscriptions - "SOARING"	7,229	5,752
Printing	1,250	1,033
Postage and stationery	2,243	1,328
Instructors' schools - net	57	260
Annual general meeting	1,235	389
Honorarium	4,700	3,730
Administration	377	337
Membership fees	316	266
Professional fees	300	150
Travel and directors expense	836	
Aircraft rental	500	
Sundry	53	65
Depreciation - office equipment	<u>109</u>	<u>136</u>
	<u>49,365</u>	<u>31,051</u>
NET INCREASE IN FUND BALANCE	2,594	6,050
FUND BALANCE AT BEGINNING OF YEAR	<u>26,682</u>	<u>20,632</u>
FUND BALANCE AT END OF YEAR	<u><u>29,276</u></u>	<u><u>26,682</u></u>

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

BALANCE SHEET
At December 31, 1974

		<u>1974</u>	<u>1973</u>
ASSETS			
CURRENT			
Cash	\$ 32,131		\$ 20,567
Accounts receivable	1,756		556
Inventory - at cost	7,544		6,367
Prepaid expenses	<u> </u>		<u>10,929</u>
		\$ 41,431	<u>38,419</u>
FIXED			
Office equipment - at cost	1,124		1,124
Less: Accumulated depreciation	<u>689</u>		<u>580</u>
		<u>435</u>	<u>544</u>
		\$ 41,866	<u>\$ 38,963</u>
LIABILITIES			
CURRENT			
Accounts payable		\$ 9,743	\$ 1,386
FUND BALANCES			
WORLD CONTEST FUND		2,847	10,895
GENERAL FUND		<u>29,276</u>	<u>26,682</u>
		\$ 41,866	<u>\$ 38,963</u>

APPROVED ON BEHALF OF THE BOARD

PRESIDENT

TREASURER

GLIDER ACCIDENTS - 1974.

REPORT TO THE ANNUAL GENERAL MEETING

MONTREAL 15TH MARCH 1975.

NO OF CLUBS CIRCULATED	47
NO OF CLUBS RETURNS	28
NO OF ACCIDENTS REPORTED	19
NO OF ACCIDENTS REPORTED (MOT)	19
FATAL ACCIDENTS (GLIDER)	2
TOWPLANE ACCIDENTS	NIL
FATAL TOWPLANE ACCIDENTS	NIL

ONCE MORE THERE IS A SLIGHT IMPROVEMENT IN REPORTING AND IN THE USE OF THE INITIAL NOTIFICATION CARDS. UNFORTUNATELY THERE WERE MORE ACCIDENTS TO REPORT INCLUDING TWO FATALS. FOR THE FIRST TIME TO MY KNOWLEDGE WE HAVE A FATAL WINCH ACCIDENT THE CAUSE FOR WHICH IS NOT CLEAR, AND FOR NOT THE FIRST TIME A WIRE FENCE PROVED A FATAL HAZARD. OUTLANDINGS CALL FOR A GREAT MEASURE OF CARE, OBSERVATION AND FIRM DECISION MAKING EARLY ENOUGH TO AVOID A DANGEROUS COMMITMENT.

DURING THE YEAR, TERMS OF REFERENCE FOR THE SAFETY COMMITTEE WERE DRAFTED BUT AT TIME OF WRITING APPROVAL HAS NOT BEEN RECEIVED. IT IS HOPED THE ESTABLISHMENT OF S A C CLUB SAFETY OFFICERS WILL IMPROVE COMMUNICATIONS AND HOPEFULLY CONTRIBUTE TO IMPROVED SAFETY.

IN LOOKING OVER THE PILOT CAUSAL FACTORS THE HIGH NUMBER OF MISJUDGED DISTANCE MAY I FEEL BE INTERPRETED TO MEAN LACK OF EXPERIENCE. HOW TO GAIN THIS VERY NECESSARY ATTRIBUTE TO GOOD PILOTING IS A DIFFICULT PROBLEM, BUT IT CAN BE HELPED BY NOTING THE FAILURES OF OTHERS AND LEARNING FROM THEM. CFI'S SHOULD BRIEF THEIR FELLOW INSTRUCTORS, THEY IN TURN THEIR PUPILS AND CLUB MEMBERS ON ANY NEAR MISS OR HAZARDOUS SITUATION WHENEVER IT IS APPARENT. THINK, TALK SAFTY, AND IF THERE IS THE SLIGHTEST DOUBT DONT ATTEMPT TO CUT A CORNER, STRETCH A GLIDE OR PRESS ON REGARDLESS. BY AND LARGE WE IN THIS COUNTRY HAVE ONLY SIX MONTHS OF GLIDING, WE CANNOT AFFORD TO LOSE ANY OF IT.

THIS NARRATIVE AND THREE PAGE ANALYSIS CONSTITUTE THE REPORT.


A. N. LE CHEMINANT.
SAFETY COMMITTEE.

SAFETY COMMITTEE

GLIDER ACCIDENT CODING AND ANALYSIS

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
<u>1. PERSONNEL</u>										
1.1 Death	//		//	/	/			//		
1.2 Serious Injury					///	///				
1.3 Minor Injury					/	//		/		
<u>2. AIRCRAFT</u>										
2.1 Destroyed			/	/	//	///		//		
2.2 Substantial Damage	/	/	////		////	///	///	///		
2.3 Minor Damage			/			///	///	///		
<u>3. TYPE OF ACCIDENT</u>										
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						///	//	///		

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
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							/			
6. PILOT CAUSAL FACTORS										
6.1 Misused Controls	/	/	/	/		/	/	///		
6.2 Misjudged Distance	/	/	/	/	///	///	///	///		
6.3 Failed to Compensate for Wind	//		///	//		///	//	/		
6.4 Failed to Observe Objects			/	/		/		/		
6.5 Failed to Maintain Flying Speed			/		/		/	/		
6.6 Exceeded Stress Limitations			/							
6.7 Exceeded Ability/Experience	/					//	///	/		
6.8 Operated Recklessly/Carelessly					/	///		//		
6.9 Inadequate Training or Supervision						//	/	/		

GLIDER ACCIDENT COUING AND ANALYSIS

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
7. WEATHER										
7.1 Low Ceiling										
7.2 Rain						/	/			
7.3 Hail										
7.4 Cross Winds								/		
7.5 Turbulence in Flight	/					/	//			
7.6 Windshift										
7.7 Thunderstorm						/				
7.8 Downdraft										
7.9 Line Squall	/									
7.10 Cyclonic Conditions	/									
7.11 Cyclonic Conditions (on ground)	//		///	///		/				
7.12 Lightning										

FLIGHT STATISTICS 1974

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	INSTRUCTOR LICENCES	"A" BADGES	"B" BADGES	"C" BADGES	INACTIVE CLUB GLIDERS	GLIDERS UNDER CONSTRUCTION (CLUB)	INACTIVE PRIVATE GLIDERS	GLIDERS UNDER CONSTRUCTION (PRIVATE)
Air Cadet League, Quebec	5	0	2500	200	0	0	0	0	A/W	-	2	40	4	-	-	-	-	-	-	-
Appalachian S. C.	NO RETURN																			
Buckingham G. C.	3	2	791	259	0	27	36	-	A	1	0	4	2	-	-	-	0	0	0	0
Champlain S. C.	NO RETURN																			
Lahr G. C.	4	1	2738	372	0	1	6	50	W	1	2	0	0	10	5	5	0	0	0	0
Montreal S. C.	9	18	2974	1200	570	641	1214	6000	A	3	0	7	3	19	9	12	0	0	1	3
New Brunswick S. A.	2	0	532	139	0	0	0	0	A/Car	-	0	1	3	-	-	2	0	0	0	0
Quebec S. C.	6	6	2371	1585	-	407	416	1000	A	2	0	5	1	-	-	10	0	0	1	1
Air Cadet League, Ontario	7	0	8629	844	0	0	0	0	A/W	1	5	49	12	-	-	2	2	1	0	0
Air Sailing Club	4	2	1325	616	260	123	115	440	A	1	0	4	0	-	-	4	0	0	0	0
Base Borden S. C.	NO RETURN																			
Bonnechere Soaring Inc.	3	0	1005	184	0	0	0	0	Car	0	0	3	1	-	-	9	0	0	0	1
Caledon G. C.	NO RETURN																			
C. O. S. A.	3	5	727	277	58	170	118	138	A	1	0	4	0	-	-	1	-	-	-	-
Chatham Air Cadet G. C.	2	0	1733	142	0	0	0	0	W	0	2	3	1	5	-	-	0	0	0	0
Erin Soaring Society	3	6	1175	432	0	161	326	1898	A	1	-	4	1	4	0	2	0	0	0	1
Getineau G. C.	5	11	1840	722	0	360	655	2179	A	2	0	3	0	-	-	4	1	0	0	1
Huronla S. A.	2	1	366	111	290	7	2	-	A	1	0	2	0	-	3	3	0	0	0	0
Lakehead G. C.	NO RETURN																			
London Soaring Society	3	3	918	369	0	201	256	520	A	1	0	4	1	9	0	7	0	0	1	2
Provincial Motorgliding	2	0	246	320	1200	0	0	0	A	0	0	0	0	0	0	0	0	0	0	0
Rideau G. C.	2½	1	897	302	88	47	47	-	A	1	0	3	2	7	6	2	1½	0	0	1
SOSA G. C.	8	21	2843	1211	-	992	-	-	A	3	0	9	6	12	-	6	0	0	0	2
Toronto S. C.	4	2	593	303	130	35	46	-	A/W	1	1	4	1	0	0	4	-	-	-	-
Windsor G. C.	2	9	603	155	200	284	279	1000	W	-	1	2	1	-	-	4	-	-	-	-
York Soaring	12	9	3764	1539	1700	159	270	-	A	5	0	-	4	21	18	16	-	-	-	-
Air Cadet League, Manitoba	3	0	689	147	0	0	0	0	A/W	2	1	-	3	-	-	-	-	-	-	-
Red River S. A.	3	0	604	74	50	0	0	0	W	0	1	2	0	3	1	2	1	1	0	0
Regina Gliding & Soaring	2	1	451	85	0	10	9	-	A	1	0	3	0	0	0	0	0	0	0	0
Winnipeg G. C.	3	9	1336	345	146	191	178	1923	A	2	0	12	2	13	2	-	0	0	1	4
Cold Lake S. C.	2	4	1219	189	166	140	131	754	A/W	-	1	7	1	13	8	3	-	-	-	2
Cu-Nim G. C.	1	7	702	279	-	221	381	2520	A	1	0	6	2	-	-	2	1	-	1	-
Edmonton S. C.	3	6	606	139	-	146	166	841	A	3	0	4	3	9	-	4	-	-	2	-
Alberni Valley S. A.	2	0	308	108	-	-	-	-	A/W	1	1	2	0	-	-	-	-	-	-	1
Vancouver S. A.	NO RETURN																			
Van Isle G. A.	1	0	0	0	0	-	-	-	W	0	0	-	-	-	-	-	-	-	-	-
Wide Sky F. C.	1	1	804	30	100	724	245	80	A	2	0	5	2	6	2	2	1	0	0	0
TOTALS	122½	122	45489	12587	4958	5117	4914	19343		37	17	192	55	131	54	106	7½	2	6	17

REPORT OF HISTORIAN, 1974

I am sorry this missed the '75 AGM, however the year has been very quiet and I must report little progress with the post war history.

I am missing a large number of copies of FREE FLIGHT, for instance, 1950 Jan - July; 1953 October; 1955 October November; 1956 all year; 1957 November December; 1958 #4 July - August, #5 September - October, #6 November - December; 1959 January-February, March, July-August, November - December; 1960 all year except January - February; 1970 3, 4 & 5 June - July, August - September.

A request was received from the Canadian Aviation Historical Society for early gliding history. A copy of the pre-war history was sent to Ken Molson who requested permission to publish it in their journal. After discussion with Terry Beasley this was agreed. To date no copy of the published article has been received. Apparently our early pioneer Lesh (of St. Lawrence dunking fame) had a very extensive early history of flying activity including early development of the aileron.

A. N. leCheminant

20th March 1975

AIRSPACE COMMITTEE

Mr. Walter Morris, an active pilot with the Erin Soaring Society has agreed to serve on this year's Airspace Committee, (together with holdovers Dave Tustin and Bruce Hea, Committee Chairman). Walte gives us improved representation in the eastern area. He is Acting Superintendent of Air Traffic Control Operations for Ontario. He can be contacted as follows:

Mr. Walter Morris
23 Ferndale Crescent
Brampton, Ontario
L6W 1G1

Home (416) 451-4960
Business (416) 369-2207

S. A. C. is fortunate to find people within MoT who will speak out for S. A. C. and glider pilots. Not surprisingly, Walter negotiated a TRSA exemption in the Toronto area for the Erin club. Airspace Committee negotiations, as always, will remain "arms length" transactions. Your chairman has no MoT connection but welcomes the assistance of experts in their field.

LOST

200 TROPHY

TWO DOW TROPHIES

CARLING/O'KEEFE TEAM TROPHY

Anyone knowing the whereabouts of
any of these trophies is asked to
contact:

BOB GAIRNS .
130 St. Francis Blvd.,
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(416) 223-6487 EVES

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561 Lacroix St.,
Chatham, Ontario N7M 2X1
(519) 352-7068

AIR SPACE

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1528 - 23rd St. N. W.,
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(403) 282-3874

F. A. I. AWARDS

Mr. Peter Coleridge,
80 Waverley St.,
Ottawa, Ontario K2P 0V2
(613) 237-2068

FITNESS & AMATEUR SPORT

Mr. Terry Beasley,
173 Leslie St.,
Dollard des Ormeaux, P. O. H9A 1K2
(514) 684-7145

FREE FLIGHT

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43 Sealcove Drive,
Etobicoke, Ontario M9C 2C7
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PUBLICITY

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Mr. Jim Henry,
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TROPHIES & STATISTICS

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WORLD CONTEST 1976

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Fort Erie, Ontario L2A 2T8
(416) 871-3411

METEOROLOGICAL CONSULTANT

Mr. Sepp Froeschl,
1845 Brookdale Ave.,
Dorval, P. Q.
(514) 631-1019



One of three Ector Cessna 305's (L-19) operated by the Montreal Soaring Council takes off at Hawkesbury on an exploratory double tow. Towpilot is Ted Mani pulling Jack Eich in his Skylark 4 CF-0UD and Gunter Geyer-Doersch in his LS-1 CF-TUB.

Photo by Michael Henry.

PHOTOS

If you have interesting photographs of club activities, a homebuilt project or action shots at your home field; send them to us for publication in FREE FLIGHT.

Be sure to include names and description and mark your name and address on the back so that your photos may be returned.

MATERIAL FOR FUTURE ISSUES OF FREE FLIGHT SHOULD BE MAILED TO:

BOB NANCARROW,
43 SEALCOVE DRIVE,
ETOBICOKE, ONTARIO,
M9C 2C7

TENTATIVE DEADLINES FOR FUTURE ISSUES ARE

ISSUE 5/75	JUL-AUG	June 20, 1975
ISSUE 6/75	SEP-OCT	August 15, 1975
ISSUE 7/75	NOV-DEC	October 17, 1975

Additional Instructors to Train for 1975 Air Cadet Glider Flying Training

Glider pilot instructors will undergo training at CFB Borden from May 23 to 31 in preparation for the summer and fall Royal Canadian Air Cadets glider programs.

Major Colin Moore of Oakville, Ontario; chief gliding co-ordinator for the Ontario provincial committee of the Air Cadet League of Canada, expects 12 instructors to graduate from the course. They will join 20 others, now qualified to teach air cadets glider flying at six locations in Ontario.

Fifty air cadets will be student glider pilots during July and August at the Mountainview airfield near Belleville. Eight two seater gliders, one L-19 towplane and a winch, will be available to the air cadets and their instructors. Successful graduates of the course earn MoT glider pilot licences.

From April through June and again from September into December, familiarization flights for air cadets take place at Mountainview, CFB Borden, Chatham, Iroquois Falls, Sturgeon Falls (west of North Bay) and Tapleytown field near Hamilton.

In 1974, 4200 familiarization flights were completed during the spring and fall programs. Another 4300 flights were conducted at Mountainview during the summer training.

Major Moore indicates that, if the weather is satisfactory, the first glider and towplane should be out of winter storage at Hamilton's Mount Hope Airport in time for flying from Fort Erie during the first two weekends of April. He expects Royal Canadian Air Cadet squadrons from nearby communities to take the opportunity for glider familiarization flying.

Going to Europe?

HERE ARE SOME ADDRESSES THAT MAY BE
HELPFUL.

Osterreichischer Aero-Club;
Prinz Eugen Strasse, 12;
Vienna IV, AUSTRIA.

Federation Francaise de Vol a Voile;
7, Ave. Raymond-Poincare;
75-Paris 16e, FRANCE.

Aeroklub der D. D. R.;
1272 Neuehagen/East Berlin;
Langenbeckstr. 36-39; EAST GERMANY.

Deutscher Aero-Club E.V.;
6000 Frankfurt/Main;
Wilhelm-Leuschner Str.10; WEST GERMANY.

British Gliding Association,
Artillery Mansions, 75 Victoria St.,
London SW 1, ENGLAND.

Aero-Club d'Italia,
Viale Maresciallo Pilsudski 122-124;
00197 Rome, ITALY.

Kongelig Dansk Aeroklub;
Romersgade 19;
1362 Copenhagen, DENMARK.

Suomen Ilmailuliitto;
Malmin Lentoasema;
Helsinki 70, FINLAND.

Norsk Aero-Klubb;
Karl Johansgt, 18;
Oslo 1, NORWAY.

Aeroklub Polskiej Rzeczypospolitej Ludowej;
Krakowskie Przedmiescie 55;
Warsaw, POLAND.

Real Aero-Club de Espana,
Carrera de San Jeronimo 19;
Madrid 14, SPAIN.

Kungl Svenska Aeroklubben;
Skeppsbron, 40;
Stockholm, SWEDEN.

Aero-Club de Suisse;
Hirschengraben 22;
CH-8001 Zurich, SWITZERLAND.

WIND SPEED TO BE STATED IN KNOTS

Effective March 1st at 0001 hours GMT Canadian aviation weather reports, terminal forecasts and wind reports from ATC units began stating wind speed in knots.

The change was made to promote standardization of reporting; Canada was one of the few countries still reporting in miles per hour.

68th ANNUAL GENERAL CONFERENCE OF THE F. A. I.

Plans are well advanced for the reception of some 200 delegates of the world body controlling sporting aviation known as the Federation Aeronautique Internationale. Their conference will headquarter in the Skyline Hotel, Ottawa, September 22 - 26, 1975. Among the functions making up the event will be the presentations of international awards, an opening dinner sponsored by the Ministry of Transport; business sessions, a government house reception and seminars which are expected to feature the presence and participation of the crew of Skylab I.

During the last half of the conference week, the RCFA will hold its own 46th AGM and the two organizations will intermix their activities in some of the more interesting events.

NEW F. A. I. APPLICATION FORM

A supply of the new FAI application form will be in the mail to all CFI's shortly. All badge and record claims are to be made on the new form (see pages 25 & 26 for a sample of the new form).

Old forms for badge claims are to be destroyed; USE THE NEW FORM starting immediately.

CANADIAN SOARING SCENE QUESTIONNAIRE

Frank Hinteregger sent a questionnaire to all clubs to help him with basic club information to be used in a revision of the CANADIAN SOARING SCENE.

At the first of April Frank had received only one answer. Will all club secretaries please complete the questionnaire and get it in the mail to Frank so he can get on with the job of updating this book.

THANKS TO MoT

The Wide Sky Flying Club of Fort St. John, B. C. acknowledges with thanks the excellent co-operation of the Ministry of Transport, Mr. Bruce Hea SAC Airspace Committee Chairman and the local Ministry of Transport personnel in their efforts to obtain clearance for high altitude glider operations.

Thanks also to Mr. Ivor Rosens of the Department of the Environment for his presentation of "soaring weather" to the pilots of the club. The never tiring efforts of Mr. Al Bodnaruk of the Fort St. John weather office made it all possible. The club is grateful for their efforts in supporting the gliding fraternity.

PILOT POPULATION INCREASES

According to MoT year end figures licensed pilots in Canada rose almost 11% during 1974. At December 31st there were 1821 licensed glider pilots as compared with 1438 a year earlier; an increase of 26%.

There was an increase of 20% in glider instructors; 372 at the end of 1974 compared to 308 in 1973.

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Mid Winter Soaring in Las Vegas

by **Dr. John E. Bachynski**
Colonel, Ukrainian Air Force
Edmonton Soaring Club Wing

My soaring initiation took place in May 1974 with the Edmonton Soaring Club. Local flying was generally over by the end of September, and I was interested in buying a sailplane for the coming year but only had experience soaring a Schweizer 2-33 and a 1-23. Therefore, my flying partner Bill Pidruchney and I, together with our wives, flew down in the last week of February to Las Vegas for some mid winter soaring training and experience in different types of sailplanes.

Upon arriving in Las Vegas, I contacted Ross Briegleb, a world famous flyer both in power and sailplanes. It was his father, Gus, who designed and is still fabricating the BG series of sailplanes. Ross had Rick Lewis pick us up at our motel and drive us out to the Las Vegas glider centre which was at Henderson Sky Harbor Airport, located fourteen miles south of the city of Las Vegas at 2458 feet ASL. Four types of aircraft were available for rental use; a TG-3, 2-33, 1-26 and a Blanik. For the first two days of our vacation, Bill and I flew at the Sky Harbor Airport obtaining our instruction from a Mr. Russ Buchanan. Russ is a radiation physicist working with the government in connection with the atomic bomb blasts in the Nevada desert. Our tow pilot that day was Mr. Jim Simmons who is one of the Thunderbird team acrobatic jet pilots. Jim towed us in a Bellanca Scout and of course did a most superb job. After leaving Edmonton at a temperature of approximately fifteen degrees above zero, the cool morning air of Las Vegas at 60 to 64 degrees was very invigorating and in most of the afternoons a temperature in the high 70's or low 80's was usually exper-

ienced. The skies in Nevada were almost completely clear the entire time we were there except for very high thin wisps of cirrus cloud.

The take-off procedure was somewhat different than I was used to in our local Edmonton region. At Sky Harbor, the tow plane was on a paved runway with the sailplane off to one side in gravel. Once underway, the sailplane moved out onto the paved surface and behind the towplane after a grinding initial roll-out. The reason for this procedure, was to provide a safety factor, as the strip was also being used to train power pilots. I had been used to a straight tow in which the sailplane was directly behind the tow plane at the initiation of a flight. I was very surprised to see how easy it was to angle off at the beginning of the tow onto the centre of the runway and yet keep the aircraft relatively horizontal.

I was amazed on my initial check-out and area familiarization flight to find dry thermals in relative abundance to the east of the airfield. I concentrated on flying the Blanik for my first four flights and was then given the green light by Russ Buchanan to solo in the 1-26. The experience of flying a Blanik (which I had never done before) was exhilarating, but somehow, I looked forward with more anticipation to flying the 1-26 (soaring articles available in Canada seem to be full of fabulous stories about the 1-26, but there appears to be very few on the Blanik). Surprisingly, I found the 1-26 much easier to handle than the Blanik. Perhaps the reason for this was that I had a few hours



THE AUTHOR GRADUATING TO A 1-26

of soaring time in the 1-23, and the 1-26 was not much different in its handling characteristics. Landing on a paved, well marked airstrip, also appeared to be less forgiving than a grass field, but the roll-off into the adjoining gravel apron made one heck of a crunching sound on the bottom of the skid, (i.e. chalk on a blackboard) causing me to clench my teeth.

New Terminal Control Area stipulations affected the Henderson Field because of altitude restrictions. The glider centre was therefore decided to be moved to the new Hidden Hills field located westward near the California border. No altitude restrictions are imposed on the new region which is located in the Pahrump Valley. The new airport is at 2815 feet ASL and has three large wide airstrips, the longest being over one mile in length and over five hundred feet wide.

The third day was most historical in my mind when the four sailplanes were to be ferried across the Spring Mountains to the Hidden Hills airfield. Ross Briegleb's father and mother flew in with the towplane, a Fairchild PT-23 from El Mirage. It was a memorable experience to see the Brieglebs emerging from the open cockpit Fairchild with their Snoopy type helmets, goggles and heavy coveralls. The occasion

reminded me of World War I movies that I had seen. The flight plan for towing was to fly over the Spring Mountains between Mount Potosi which was 8512 feet and Mount Charleston at 11918 feet. The highway which passes between these two mountains reaches a height of 5200 feet but had almost sheer cliffs on each side, so that our minimum altitude to go over this region would be around 7800 feet. The night before, a series of five mile circles were drawn from the Hidden Hills airfield on a topographical map in order to figure out L/D ratios for gliding into the Hidden Valleys Airport upon release just after flying over the mountain pass. A conservative L/D of 10:1 was arrived at and therefore a release above 8000 feet ten miles from the Hidden Valleys Airport was calculated to be a safe release distance. Bill Pidruchney went up with Marty Moad in the Blanik with the first tow carrying with them all the cold beer and sandwiches in the stowage compartment. I had to wait for the third tow of the day as Ross Briegleb took up the TG-3 on the second flight. A turn around time for the Fairchild plus gassing was at least one hour and therefore I did not take-off in the 2-33 until tow hours after Bill had left. In the first portion of the tow, as we headed south and west from the Sky Harbor airfield, we had to be below 6000 feet because of the terminal area control stipulations. On our way to the Spring



THE BRIEGLEBS EMERGING FROM THE PT-23

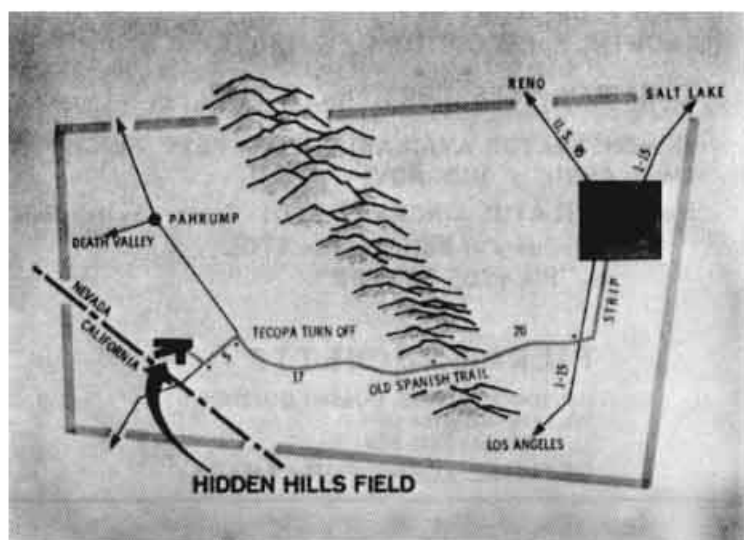
mountains, we flew over open-pit gypsum mines and dried lakes. The terrain below us was most inhospitable for an off field landing and we could see in the distance the highway from Las Vegas to Los Angeles. On approaching the Spring mountains, we started to go above 6000 feet and cleared the pass in heavy turbulence at three to four hundred feet above the mountain tops. In this initial phase of the tow, we assumed a high position but once over the mountain tops, the air was extremely still and we went into the low tow position. I was navigating in the back seat of the 2-33 and trying to figure out exactly what a ten mile release point was from the Hidden Valleys Airfield. Landmarks were rather difficult to pick out because of the lack of road and buildings. On the prairies we have grid roads every one mile east and west and two miles north and south interspersed by towns about every seven miles and a large series of lakes. Therefore, navigating in my home region is no difficulty in comparison to the desert region. However, with some consultation with my pilot Rick Lewis, we figured out that we were approximately ten to eleven miles from the airfield which was now in view and we were at an altitude of 8400 feet. We released and glided straight forward to the airfield. We arrived there uneventfully but the flight over the desert made one feel that he was hardly

moving in relation to the ground below. We arrived over the field with ample altitude to spare and worked a couple of thermals before landing. The sight of the Blanik was welcomed as I knew there was cold beer and lunch waiting for me.

That afternoon, Ross was moving in a very large house trailer measuring 60' x 24' to act as an office and living quarters. We tied down all the four sailplanes and had a beautiful drive home, back to Las Vegas over the Spring mountains pass.

On the last day we were again driven out to the new airfield by Bob Wiley and we had an enjoyable hour of discussion comparing notes on soaring. Arriving at the airfield, the temperature was around 75 degrees with a very very light wind. Bill was very keen on soaring the Blanik that day and had an intensive series of circuit flights for his pre solo check-out. We found the region to be extremely safe to fly in, not only because there was extremely little air traffic, but there were also numerous off-field landing sites including two adjacent air fields. The one catch to our landing procedure was a mesa approximately one-quarter of a mile south of the landing strip which had an elevation of 100 feet above the airstrip itself. This topography caused some changes in the flow of air over it, sometimes producing sink, and it also gave one the impression that he was coming in on base-leg a little too low.

My flying partner, Bill Pidruchney, being a power pilot and taildragger, was finding some difficulty in the Blanik landing first on the main wheel and then on the tail wheel. However, being the good lawyer he is, (and a 32nd degree Colonel in the Ukrainian Air Force) decided that the tail wheel first was the ideal position for the angle of attack for the Blanik's touch down. Bob Wiley quickly corrected this procedure on his fifth flight, and Bill made a beautiful circuit during his first solo in the Blanik. I ended off the



day by giving the controls over to Bob Wiley who then at a distance of one-half mile from the airstrip, put the nose down at 1500 feet and zoomed low over the field at 95 miles an hour scaring all the cottontail rabbits from underneath the dry sagebrush.

I think that the move of Ross' from the Henderson Sky Harbor Airfield to the Hidden Hills Airfield is an extremely good one and the short distance of 45 miles from Las Vegas should not be of any consequence in the operation of this soaring school. The instructors and facilities are of the highest calibre, and certainly the weather in the Las Vegas region in the wintertime is most pleasant for a Western Canadian such as myself. Perhaps if you are considering a trip to Las Vegas, your luck at the casinos could pay off for a most enjoyable soaring holiday.

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OFFICIAL AGENT FOR CANADA

APPLICATION FORM FOR FAI CERTIFICATE AND BADGE CLAIMS

PLEASE USE BLOCK LETTERS

Pilot's Name..... Club..... FAI Certificate No.....
Pilot's Address..... Are you an SAC Member?.....
..... SAC Membership No.....

NOTES AND INSTRUCTIONS

GENERAL The FAI Sporting Code defines the requirements for these badges and should be consulted in conjunction with current SAC publications, to supplement these notes.

Tests as specified may be carried out in any order. One flight may count for three tests provided it meets the requirements for each.

Photographic evidence requires at least (a) one exposure identifiable as taken immediately before the flight, under the direct supervision of an Official Observer, (b) one of each turning point and (c) one identifiable as taken immediately after the flight.

All National Aero Clubs undertake to control tests for other National Aero Clubs on a reciprocal basis. The Aero Club to which a claim must be submitted is governed by the status of the Official Observer certifying the claim.

Claims must be registered with SAC within six months after the flight.

BAROGRAPHS A barograph must be carried for all flights(except a duration flight flown locally and observed throughout)and the trace must be submitted. A complete record of the flight must be visible and the trace must also show:-

- | | |
|------------------------------------|--|
| (a) Pilot's name | (d) Make and serial number of barograph |
| (b) Date of flight | (e) SAC Official Observer's signature and number |
| (c) Baseline (except Peravia type) | (f) Rotation rate |

The Official Observer signing the trace must check that the barograph was sealed before flight, carried on the flight and brought to him still sealed, before entering the above details.

The barograph must have been calibrated within 12 months before or one month after the flight.

For height claims the Official Observer signing the claim form must compare the flight trace with the calibration chart. Reported altimeter readings are not acceptable.

Calibration charts will be forwarded for all Gold and Diamond height claims, and for Silver claims of less than 1150 metres (3800 ft.) The SAC reserves the right to call for a calibration chart for any flight.

EVIDENCE Whilst it is desirable that evidence (aerotow, landing, difference of height, continuous observation certificates and turning point declarations) is completed on this form, separate pieces of paper are acceptable provided they state quite clearly the date, the pilot, the aircraft etc. All evidence must be certified by an O.O. and included with the application.

Payment is required for FAI certificate, "C" Badge and completed Silver Badge. See current issue of Free Flight for rates and PLEASE ENCLOSE THE CORRECT AMOUNT.

APPLICATION FOR FAI CERTIFICATE

Date of Birth..... Place of Birth.....
Country of Citizenship..... No. of Solo Hours.....(minimum of 2 required)

DURATION CLAIMS

Claim is made for "C" Badge (1 hour) ☐ 5 hours ☐
Date of Flight..... Place of Launch.....
Type of Launch..... Glider..... Barograph Type & No.....

I certify that I have examined and found to be correct the following evidence relating to this flight. (Please tick appropriate box).

Certified barograph chart ☐ Certificate of continuous observation ☐ Aerotow release certificate ☐
Landing Certificate ☐

Duration of flight from release was..... Hours.....Minutes

Signed..... Official Observer No.....

Name in Block Letters..... Date.....

Home Address.....

CERTIFICATE OF CONTINUOUS OBSERVATION I observed this flight throughout.

Duration from release to landing was..... Official Observer..... No.....

AEROTOW RELEASE CERTIFICATE I certify that I released this glider over (exact position).....
..... at(time)..... at an altitude of.....ft ASL. Tug pilot.....

LANDING CERTIFICATE

(required if landing is away from the place of launch - please use space on other side.)

HEIGHT CLAIMS

Date of Flight..... Place of Launch..... Type of Launch.....
 Glider..... Barograph Type and No.....
 I certify that I have examined and found to be correct the following evidence relating to this flight. (Please tick appropriate box).
 Certified barograph chart ☐ Barograph calibration chart ☐ Aerotow release certificate ☐
 Low point after release.....m/ft. High point.....m/ft. Gain of.....m/ft. qualifying for
 SILVER 1000m (3281 ft) ☐ GOLD 3000m (9843 ft) ☐ DIAMOND 5000m (16405 ft) ☐
 Signed..... Official Observer No.....
 Name in Block Letters..... Date.....
 Home Address.....

AEROTOW RELEASE CERTIFICATE I certify that I released this glider over (exact position).....
 at(time)..... at an altitude of.....ft ASL. Tug Pilot.....

DISTANCE AND GOAL CLAIMS

Date of Flight..... Place of Launch.....
 Type of Launch..... Glider..... Barograph Type & No.....
 I certify that I have examined and found to be correct the following evidence relating to this flight (Please tick appropriate box).
 Certified barograph chart ☐ Difference of height certificate ☐ Aerotow release certificate ☐ Turning point/goal
 declaration ☐ Landing certificate ☐ Certified photographic evidence ☐ Portion of air chart showing route ☐
 DISTANCE FLOWN was.....kms and qualifies for:-
 1. ☐ SILVER-50 km 3. ☐ DIAMOND GOAL-300 km
 2. ☐ GOLD-300 km 4. ☐ DIAMOND DISTANCE-500 km
 Signed..... Official Observer No.....
 Name in Block Letters..... Date.....
 Home Address.....

AEROTOW RELEASE CERTIFICATE I certify that I released this glider over (exact position).....
 at (time)..... at an altitude of.....ft ASL. Tug pilot.....

TURNING POINT/GOAL DECLARATION Made before flight. I declare

Starting point..... First TP.....
 Second TP..... Goal.....
 Date..... Time..... Pilot's Signature.....
 Official Observer..... No.....

LANDING CERTIFICATE I certify that this glider landed at:

(exact position)..... at(time).....
 (To be signed by 1 Official Observer or 2 other Witnesses) Date.....
 Witness (1) address..... Signature.....
 Witness (2) address..... Signature.....

DIFFERENCE OF HEIGHT CERTIFICATE I certify that for this flight the altitude of release was.....m/ft ASL, and the altitude of the
 landing point.....m/ft ASL, that the difference of height is.....metres which is less than 1% of the distance
 flown and less than 1000 metres (3281 ft). (delete as necessary)

Official Observer..... No.....

CERTIFIED PHOTOGRAPHIC EVIDENCE The photographic evidence for this flight verified that the previously declared TP(s) were rounded,
 and meets the current SAC requirements. The latitude and longitude of the turnpoints (etc.) are

Starting point.....N.....W First TP.....N.....W
 Second TP.....N.....W Goal.....N.....W
 Official Observer..... No.....

Pilot's Claim:

I certify that this is a true statement describing a flight or flights made by me and I request that the SAC register the tests.
 Please: (tick appropriate boxes)

- (1) Issue an FAI gliding certificate, I enclose two passport sized photographs ☐
 (2) File this application pending completion of tests ☐
 (3) Endorse the enclosed FAI certificate (only on completion of tests) ☐
 (4) Send me a "C" badge, button fitting ☐ ; "C" badge, brooch fitting ☐ ; Silver C Badge ☐

The following tests have already been registered by the SAC..... Receipt Nos.....

I enclose all the required supporting evidence and understand that an incorrectly completed application will be returned.

I enclose a total fee of \$..... in the form of a cheque/money order payable to Soaring Association of Canada

Signed (Pilot)..... Date.....

The Sweater Girl



GIL
PARSONS

T Tail Hazards

by **J. R. Henry**
Technical Committee

Maintenance engineers and owners of gliders with T tails should be alert to a potential hazard arising from hidden damage that may exist as a result of ground loops. A relatively mild ground loop that results in no apparent external damage may have caused a large lateral load along the horizontal tail resulting in hidden failures in the attachment structure. In a ground loop the glider tail wheel or skid strikes the ground sideways and downwards and is brought to a halt rapidly by friction and ground or grass deformation.

The four photos taken sequentially at approximately one second intervals clearly show the history of such an incident. Dust thrown up by the main wheel and skid can be seen in the final photo.

The seriousness of the loads developed can be illustrated by a typical case in which a tail skid travelling laterally at 20 ft/sec is brought to a halt by mud or grass in 3 inches. This would result in a deceleration of

$$V^2/2S = 20^2/2 \times 3/12 = 800 \text{ ft/sec}^2$$

This force can be magnified due to the dynamic response effects of the offset arm of the tail from the skid and the elasticity of the fuselage and vertical tail structures. All glider tail structures would fail completely in such a situation

MORAL: Thoroughly examine all structure, particularly T tail attachments, for hidden damage after a ground loop.

Glider structures are required to meet rational tail loads resulting from extreme flight and landing situations. It is not practical to design against this type of situation (ground loop). The danger comes from mild incidents in which the magnification factors result in large forces at the tail while the pilot and observers see only a mild incident. Two cases of total failure of a horizontal T tail are known to have occurred in Canada on LS-1 gliders. Distortion has been found in a Kestrel which could have been from this cause. This does not imply weakness in these aircraft, the damage would probably have occurred whatever the type. Other cases have been reported from Europe.

Some gliders have a skid designed to break off sideways when subjected to ground loop impact.

Inspect for damage - apply about 50 lb loads and listen for noises! What noises? Get used to the noise from your undamaged ship when the wing or the tail is shaken. Listen for scraping noises of delamination or clicking noises from damaged fittings. Put a stethoscope in your tool kit!

Correspondence is invited on this subject. State your views and send them in for publication in FREE FLIGHT.

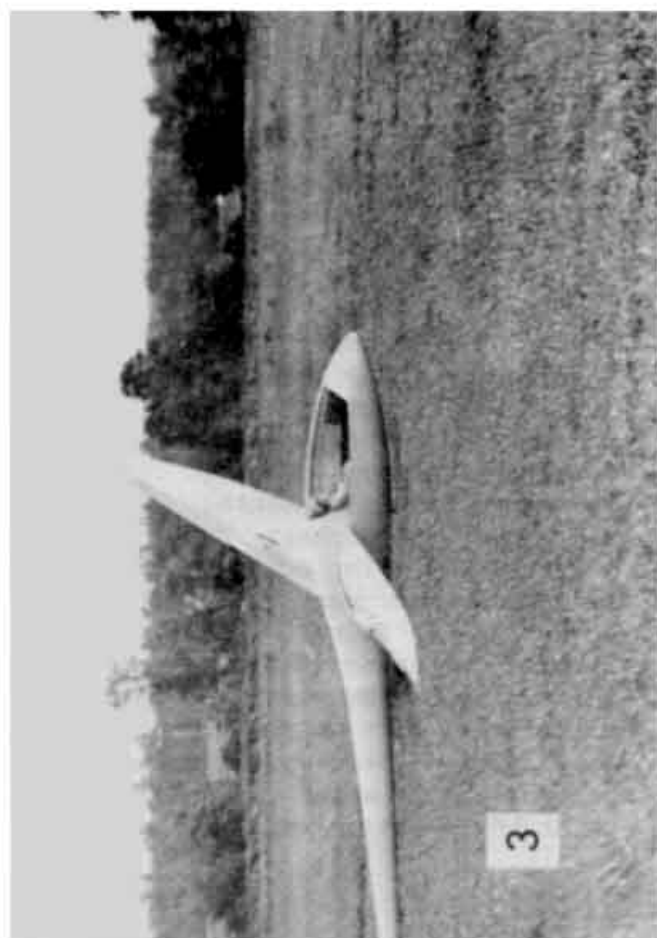
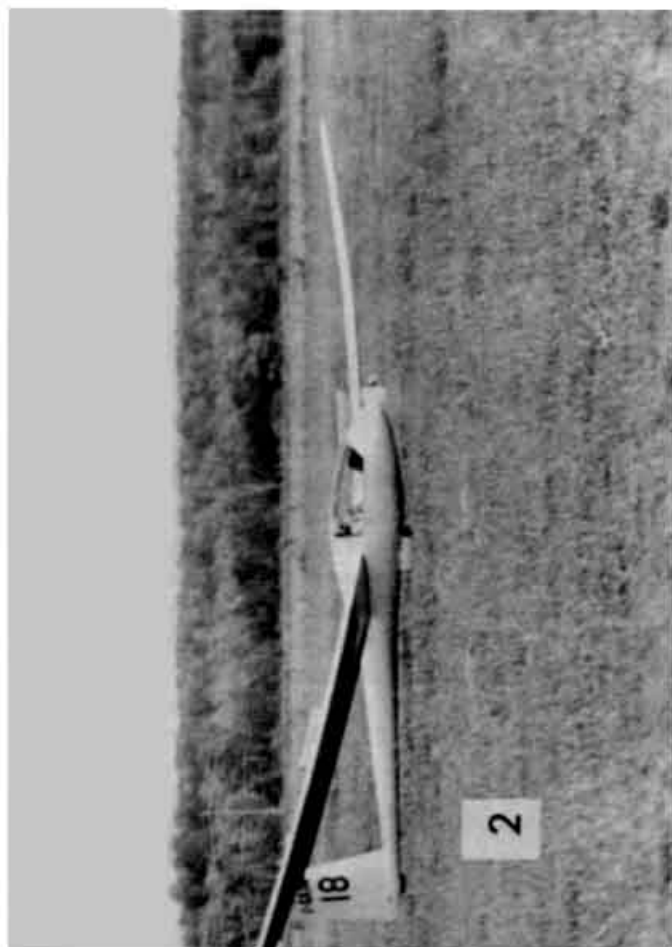
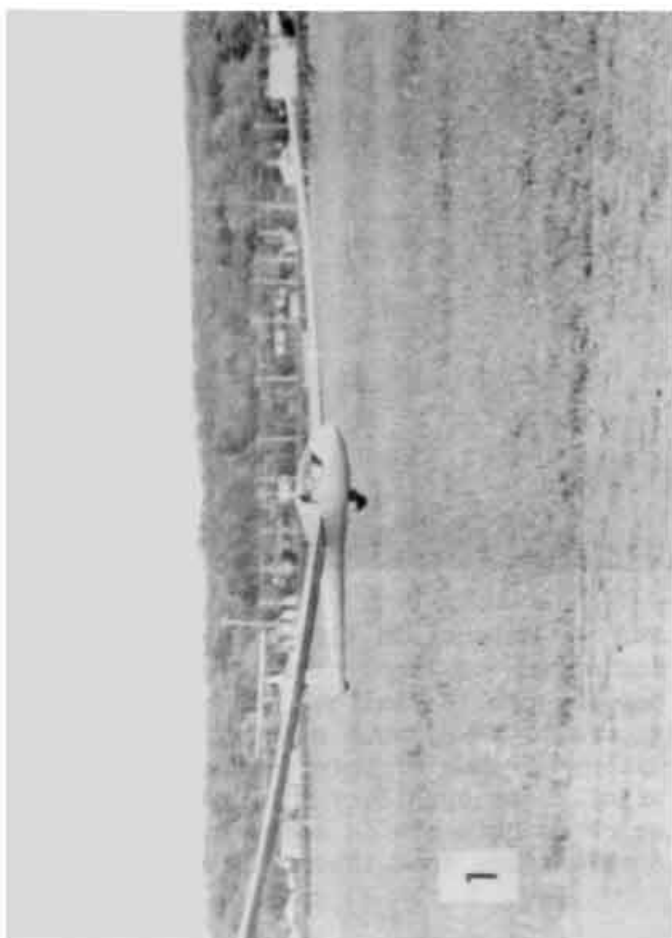


Photo: Michael Henry.

THE QUEBEC SOARING CLUB, PIERRE ROCHETTE AND THE PILATUS RESULTS IN A

MOST DELIGHTFUL FRENCH CONNECTION !

by ELEMÉR BALINT

Last fall, my good friend Pierre indicated the arrival of the first two Pilatus gliders to Canada and his intention to demonstrate this most interesting machine to a number of clubs in the vicinity of Toronto. Immediately I was overtaken by a mysterious sickness preventing me from performing my mundane bread-winning duties and which could only be cured by flying the Pilatus. In some devious ways the epidemic spread to a dozen or so members of my club and one Tuesday morning there we stood ogling the beauty. Trying to look nonchalant and elbowing each other out of the way, the question in everybody's mind was who should fly it first? Never was there such an eager crowd to assemble and wash a glider!

Pierre took the first tow and we watched the crisp lines of the Pilatus take to the air -- finally it was my turn.

The first impression approaching the Pilatus is quality. Structural components, metalwork, paint, fittings, canopy, cockpit, trimmings and instruments; all are of the highest standards. Pilot accommodation is roomy and fully adjustable in flight. Controls are sensibly arranged within easy reach. Visibility proved excellent in all directions, both on the ground and in flight. The deep waistline was a welcome change after the deep "in the bathtub" sensation while flying the Blanik.

Take-off is entirely conventional with a somewhat sensitive elevator usually associated with high performance sailplanes. Stability on tow is excellent and after proper trimming it can be flown practically "hands off". Control response is instantaneous but calm without any trace of skittishness. Control forces are well harmonized and extreme tow positions can be held with ease. Ventilation is effective



and the silence in flight is an indication of aerodynamic cleanliness and impeccable finish. Once in a thermal, the Pilatus maintains attitude with a minimum of interference from the pilot. An excellent roll rate allows quick adjustments in centering. Acceleration from thermalling to inter-

thermal speeds is quick at a flat gliding angle and stability in all directions is excellent. It was obvious she is a lady of impeccable manners; however being classified in the aerobatic category indicated that there may be more under the skin of this lady than meets the eye and I wondered how she would react to some provocation. A series of progressively pronounced stalls up to almost vertical did not ruffle her feathers at all. Three revolution spin followed, steep and fast but with positive and prompt recovery, no sweat. Inverted flight from half loop, trims out nicely at 60 knots. Lateral stability less than right side up but easily controllable with the lightest touch. The five point harness hold me well in position. Try half roll out...oops, not enough speed to control in the vertical with rudder, no hope to hide my shame. I know everyone is watching hawk-eyed. Came out with a granddaddy of a side slip sixty degrees off direction... shame. Cuban eight lovely with plenty of speed in the roll. Regaining confidence, try an Immelmann; darn, lost speed again half way through with the resulting untidy recovery. Shame again! For an ego boost I do a barrel roll, lots of speed, no sweat. Slow roll, more speed, almost made it around.

I am getting low, no thermals and angry, hungry wolves waiting on the ground for their turn. Aim for the field from two thousand, close to red line in no time at all, pull up smoothly, enter circuit. Spoilers powerful and smooth, lands like a baby. She forgave me; she is a lady. I would like to know her more intimately.

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MoT Reverses Decision to Terminate Distribution of Air Accident Reports

In response to reaction from the aviation public, MoT has reconsidered its earlier decision that distribution of accident reports would cease.

Accident reports in the usual format will cease and the distribution list previously used will be cancelled but it will be replaced by updated lists for revised reports as appropriate.

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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. Early positions available.

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 25th.

Everybody welcome!

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

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NATIONALS 75

BONUS!

A converted sergeant's mess at Claresholm, Alberta has been called one of Canada's best restaurants.

Jean Hoare, for 20 years has been the "only boss" of the Flying N at the Claresholm Industrial Airport, which has attracted diners from all over the world.

The restaurant is for sale and Mrs. Hoare is looking for someone who will carry on the homey, country-kitchen touch with emphasis on quantity, quality, hot fresh bread at every table and reasonable prices. A full course steak dinner starts at \$6.75 (Oct. 74). A five course meal of filet mignon and lobster tails costs \$11.05 and Chateaubriand for two costs \$18.50.

The reputation of the inn, decorated in what Mrs. Hoare sometime calls Depression Western, is such that week-end reservations now are booked in advance, even though the closest metropolitan centre is Calgary, 70 miles away. It also attracts week-end pilots from the United States on a regular basis.

Mrs. Hoare's daughter, Pat Volstad, says her mother is no longer "in the best of health," and finds the pressures of running the business, including serving 180 meals an evening, more than she cares to continue.

Even though government restrictions banned all roadside advertising, including direction signs, the Drift Willow ranch where the restaurant started, quickly became too small to handle the exploding reputation of

Mrs. Hoare's beef and bread. So in 1965, she took over the Sergeant's Mess at the airport, which was once a WW II training base.

The interior was renovated in rustic ranch fashion with half log walls and ranch artifacts and antiques. Guests even now sit on wooden stacking chairs; "...we can't afford the niceties except when it comes to food." Mrs. Volstad said.

Although the menu has broadened somewhat in the past few years, Mrs. Hoare's steaks, personally selected, have brought delighted letters from all over the world.

The Flying N has had a wine and beer licence for almost two years and Mrs. Hoare has served liquor for over a year. She considers it a customer courtesy which has had little effect on her business. The food, she argues, sells itself.

"We're afraid new owners might not be able to keep the atmosphere," Mrs. Volstad said. "I doubt a bigger operation, with managers for this and that, could maintain that personal touch."

Although the Flying N guest book contains names from scores of countries, Mrs. Hoare has never advertised. But national publicity has come from a magazine that placed her restaurant in a list of the ten best in the country and from a Canadian restaurant guide.

TORONTO GLOBE & MAIL, OCTOBER 9, 1974.

CLUB NEWS

APPALACHIAN SOARING CLUB

Eastern Townships residents need not be alarmed if they happen to see a strange silent shadow moving over the land. It will probably be a glider from the Appalachian Soaring Club.

The club was first organized in 1968 and now operates two gliders at the Sherbrooke Municipal Airport, 14 miles from downtown Sherbrooke.

Adolf Scherbaum, club president says that the club members have been limited to short flights in the past but now with two gliders some cross-country soaring is planned.

COLD LAKE SOARING CLUB.

Four of the thirteen students soloed in 1974 were wives of club members. None had previous flying experience and all started training last spring. There were seven new licences and a total of 35 badge and badge legs earned; all the way from "A" badge to Diamond Goal!

Over the winter a "60 hour" ground school was conducted with a number of potential members attending along with regular club members.

The Cold Lake Flying Club has purchased a new Citabria (C-GWOW!) complete with tow hook, so we'll be able to compliment our winch operation in 1975 and members will be able to check out on aero tow.

LONDON SOARING SOCIETY

Nine members soloed in 1974, six of these plus another member earned their "C" badge. Mike Frijters earned a Gold Distance and Kurt Hertwig a Diamond Goal on a 180 km triangle, these are both club firsts.

Concern about the London PCZ affecting

LONDON SOARING SOCIETY

soaring operations has been reduced for the present. The MoT have no immediate plans to extend beyond the present 10 n.m. radius.

The Pioneer II of Doug Girard and Dave Miller has been completed and given final inspection by the MoT inspector. They have their flight permit and only the test flight remains.

CLUB VOL A VOILE DE QUEBEC

Ten members earned their "C" badges in 1974 and eight silver badge legs were flown with G. Boily and P. V. D. Spiegel completing their Silver Badge.

Kieth Park completed his Gold last year and Alex Krieger earned Gold Altitude and Maurice Laviolette Gold Distance. Kieth Park and Maurice Laviolette also earned their Diamond Goal in 1974.

YORK SOARING ASSOCIATION

This spring we expect to have two additional Ka-6's, another Libelle, another towplane and two additional club ships. One of the L-5's and the BG-12 has been sold. The York Soaring van has been undergoing extensive refurbishment over the winter in the club's airfield facilities and as a result will be drastically improved in appearance this spring. The airfield volkswagen tow fleet has been enlarged and improved in anticipation of a busy season, and use of an enlarged airfield. Design of a start gate for the 1-26 competition is underway as is contest preparation of the club's two 1-26's. Preparation of the pilots is underway as well, with the pilots entering a keen in-house competition in the club ships to

CLUB NEWS

YORK SOARING ASSOCIATION

decide who will fly them in the competition on July 21st. An indication of the interest is given by the fact that 12 applications from within York have been received. We're all keen to get started with the first cross-country scheduled early in the flying season (but don't you just hate that snow!). Incidentally, pilots interested in flying in the 1-26 contest are asked to call or write Walter Chmela to get on the mailing list. That's 925-5571 (bus) 223-6487 (home) and Box 660, Station Q, Toronto. Pilots other than 1-26 owners are also invited to enter. If interest warrants it, separate trophies may be awarded. We already have a 1-23 and a Cherokee entered.

VAN ISLE GLIDING ASSOCIATION

We had the misfortune of losing our only means of launch in the summer of 1973 and so far have an inactive operation. We are in the process of building a winch and hope to have it ready for the spring of 75.

WINDSOR GLIDING CLUB

The weather permitted 57 flying days, 54 at Dresden, one at Chatham and two at Cumberland. Four students reached solo status in 1974. Dick Wolff, Fritz Schreiner, Franz Schierenberg and Andy Telzer earned a "C" Badge; John Weber and Ross Cunningham did their 5 hours and Kurt Moser and Fred Schreiner completed their Silver Badge. Hans Berg achieved Gold height at Cumberland, Md., USA.

A clear day early in February was the first flying day of 1975 and five enthusiastic pilots worked hard to get the equipment ready to fly. It proved to be an exceptional day for that time of the year with flights up to 4200' and 2 hours in duration.

VANCOUVER SOARING ASSOCIATION

We hear that John Southworth's 1-35 is in the province, has been inspected and should be ready to fly shortly. (See John's article "1-35 Surprise in March/April FF")

News has been received of the organization of the Okanagan Soaring Club; we hear that some help has been given by a local resident who is the holder of the first "C" issued in the UK.

Activities of the VSA at Hope got off to an excellent start on Saturday, 22nd of March, 1975. As luck would have it the weather was fine (it would have been a tremendous soaring day had we had a winch available, gliders ready, etc. however...). Thanks to these efforts, three ships were ready to go on Easter weekend.

Easter weekend provided lots of opportunity for members to take their check rides with the unusually high winds creating enough variables in the circuit to open more than a few eyes as to the need for check rides at the beginning of the season.

Saturday wind speeds were higher, a steady 30 knots from the west providing great ridge and wave lift. Graham Parkinson flew over to Harrison Hot Springs in the Ka 8 and later his partner, Wolfgang Hoffman climbed to 11000'

On the first weekend in April, Wolfgang Hoffman completed his five hours reaching up to 9000' in ridge and thermal lift.

WHO REPORTS CLUB NEWS FOR YOUR CLUB?

SOARING ASSOCIATION OF CANADA

LIST OF MEMBER CLUBS

QUEBEC & MARITIME ZONE

Air Cadet League (Quebec), 5726 Sherbrooke St. W., Box 340, Montreal, P. Q., H4A 3P6
Appalachian Soaring Club, Box 271, Sherbrooke, P. Q.
Ariadne Soaring Inc., 735 Riviere aux Pins, Boucherville, P. Q., J4B 3A8
Buckingham Gliding Club, c/o J. Bisson, 101E-150 Blvd. Greber, Pte. Gatineau, P. Q.
Champlain Soaring Association, 111 Mgr. Tache, Boucherville, P. Q., J4B 2K2
Montreal Soaring Council, Box 1082, Montreal, P. Q., H4L 4W6
New Brunswick Soaring Assc., c/o Dr. A. Dobson, 521 Blythwood Ave., Riverview, N. B.
Quebec Soaring Club, Box 9276, Quebec, P. Q., G1V 4B1

ONTARIO ZONE

Air Cadet League (Ontario), Mr. H. Bruhlman, 1107 Avenue Rd., Toronto, Ontario, M5N 2E4
Air Sailing Club, Box 2, Etobicoke, Ontario M9C 4V2
Base Borden Soaring Club, c/o 71 Sangro Loop, CFB Borden, Ontario, LOM 1C0
Bonnechere Soaring Inc., Box 1030, Deep River, Ontario K0J 1P0
Caledon Gliding Club, R. R. #1, Erin, Ontario
Central Ontario Soaring Assc., Box 762, Peterborough, Ontario
Chatham Air Cadet Gliding Club, 561 Lacroix St., Chatham, Ontario, N7M 2X1
Erin Soaring Society, Box 523, Erin, Ontario, N0B 1T0
Gatineau Gliding Club, Box 883, Station B, Ottawa, Ontario, K1P 5P9
Huronian Soaring Assc., 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, N6A 4Y8
Provincial Motorgliding & Soaring Assc., R. R. #2, Blackstock, Ontario, L0B 1B0
Rideau Gliding Club, c/o H. Janzen, 172 College St., Kingston, Ontario, K7L 4L8
SOSA Gliding Club, Box 654, Station Q, Toronto, Ontario, M4Y 2N7
Toronto Soaring Club, Box 856, Station F, Toronto, Ontario, M4Y 2N7
Windsor Gliding Club, c/o H. Preiss, 2050 St. Anne, Windsor, Ontario, N8N 1V7
York Soaring Association, Box 660, Station O, Toronto, Ontario, M4T 2N5

PRAIRIE ZONE

Air Cadet League (Manitoba), Capt. G. Evans, 364 Duffield St., Winnipeg, Manitoba, R3J 2K2
Air Cadet League (Saskatchewan), P. Jmaeff, 20 Acadia Bay, Regina, Saskatchewan, S4S 4T6
Red River Soaring Assc., Box 1074, Winnipeg, Manitoba, R3C 2X4
Winnipeg Gliding Club, Box 1255, Winnipeg, Manitoba, R3C 2Y4

ALBERTA ZONE

Cold Lake Soaring Club, Box 1714, Medley, Alberta, T0A 2M0
Cu-Nim Gliding Club, Box 2275, Calgary, Alberta, T2P 2M6
Edmonton Soaring Club, Box 472, Edmonton, Alberta
Regina Gliding & Soaring Club, 2117 Grant Road, Regina, Saskatchewan, S4S 5C9

PACIFIC ZONE

Air Cadet League (B. C.), c/o Capt. R. Lacerte, 8908 Glenwood St., Chilliwack, B. C.
Alberni Valley Soaring Assc., Box 201, Port Alberni, B. C., V9Y 7M7
Vancouver Soaring Assc., Box 3651, Vancouver, B. C., V6B 1Z1
Van Isle Gliding Assc., c/o R. J. Hansen, R. R. #2, Courtenay, B. C.
Wide Sky Flying Club, Box 6931, Fort St. John, B. C., V1J 4J1



Free Flight

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L'ASSOCIATION CANADIENNE de VOL A VOILE
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